



ENGINEERS  
SURVEYORS  
PLANNERS

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BKF Job 20050061-10

## **Laurel Way Joint Venture Project, Redwood City, CA**

### **1. Anticipated Sequencing for Subdivision Street Improvements**

In order to provide access and utilities for the proposed Laurel Way project in compliance with City of Redwood City Ordinances, Standards and Conditions of Approval, a new street will need to be constructed from the terminus of the existing standard street width in the vicinity of 3729 Laurel Way where the street is paved but substandard in width, to the proposed cul-de-sac at the end of the Laurel Way extension. It is anticipated that the overall construction period for the new street extension and related infrastructure will be approximately four (4) months, including construction activities related to rough grading, retaining walls, installation of storm drainage and sanitary sewer lines, water facilities and services along with a joint trench for electrical and communication, CATV and street lights. Upon completion of work associated with the utilities, fine grading, installation of concrete curb and gutter, sidewalk, asphalt paving and striping for the street, final erosion control and landscaping work will be accomplished. Temporary access will need to be maintained on a daily basis for the two residences currently served by unimproved Laurel Way and in the area where construction work will be occurring. In addition, the contractor will be required to communicate with the neighbors during times of construction and where there may be temporary impacts related to access and parking in the area.

To facilitate the construction of the Laurel Way extension, rough grading will be accomplished by a D-9 bulldozer with a ripper, compactor, road grader for road subgrade, excavator to rough grade other areas, including footings for the retaining wall structures, 10-wheel dump truck to move material around the site, and a water truck to provide dust control on daily basis. Approximately 500 cubic yards of excess earth material will need to be off hauled from the site during the 4 months of construction associated with the new street extension and related infrastructure. Based upon 10 cubic yards per truck, the off haul would equate to a total of 50 trucks or approximately 3 trucks per week during the construction period.

Utility installation will require a backhoe for trenching, manual labor forces to place utility pipes, structures, catch basins, storm water treatment facilities, as well as wheel vibrator on a back hoe for compacting trench backfilling, multiple concrete trucks for placing concrete structures associated with the utilities. Multiple 10-wheel dump trucks would also bring trench backfill material to the site from off-site sources for utility trenches and a water truck will be provided for dust control on daily basis. There will likely be a smaller excavator and loader (bobcat type) for construction of storm water treatment facilities and other improvements, providing access to the more difficult areas of the site.

For final paving and grading operations, a road grader and compactor will be used to prepare sub-grade for installation of curb and gutter, sidewalk and final asphalt paving. This will require multiple concrete trucks, multiple 10-wheel dump trucks to import aggregate base rock for installation and compaction for curb, gutter and sidewalk prior to final asphalt paving activities. As with above, a water truck will be required to maintain dust control on daily basis. Paving operations will include the use of a paving machine along with manual labor for placing the asphalt material; multiple 10-wheel trucks to bring hot asphalt to the site for placement. Final landscaping and placement of miscellaneous items would be provided by laborers and trucks to deliver trees, shrubs and soil amendments along with general pick-up trucks for delivery and installation of any irrigation and final erosion control materials.

Construction worker parking will be provided on the site as much as possible so as to not disrupt existing neighborhood parking. In the event the number of construction vehicles exceeds the capacity of available parking on-site, the general site contractor will implement an on-site parking plan and shuttle construction workers from other locations.

Please note there will not be a permanent refueling station on the construction site. All refueling will be accomplished by fueling and maintenance vehicles that will visit the site on an as needed basis. All extensive repairs to construction equipment other than daily servicing will be performed at off-site facilities. All concrete wash-off areas utilized for subdivision construction will need to be maintained and operated in accordance with Best Management Practices.

## **2. Anticipated Sequencing for Home Construction**

Due to the fact the proposed project will not be built by one developer, we are not able to precisely predict the timing of build out on Laurel Way. We have estimated that as many as four homes may be constructed in any one year. We anticipate that the overall home construction along Laurel Way may take up from four to six years to complete. The number of new homes constructed each year will be dependent on the goals and actions of individual lot owners in the new subdivision.

It is anticipated that the construction period for preparation of each of the finished lots will be approximately four (4) months, including, rough grading, foundation and retaining wall construction, framing, final landscaping installation along with final utility service connections for storm drainage, sanitary sewer, water, electrical and communications, cable television services. Access along Laurel Way would need to be maintained on a daily basis for all residences during time of construction. In addition, the contractor will be required to communicate with the neighbors during times of construction and where there may be a temporary impact related to access and parking in the area. Approximately 7,600 cubic yards of excess earth material will need to be off hauled from the site during construction of up to 16 of the 18 new building sites over the approximate five-year period. Based upon 10 cubic yards per truck this would equate to a total of 760 trucks or approximately 3

trucks per week during said construction period.

It is anticipated that construction of each home-site will require some rough grading for the houses, utilizing an excavator or back hoe, compactor for fill placement, export of excess material associated with excavation into the hillside or foundation spoils. Any excess earth material will need to be hauled off-site using 10-wheel dump trucks. Laborers and concrete trucks along with a concrete pumper will be employed during times when concrete is being placed for foundations, retaining walls, walkways and driveways. Utility installation will require a backhoe hoe for trenching, and manual labor for placing utility pipes to serve each home. There will likely be a smaller excavator and loader (bobcat type) for construction of storm-water treatment facilities and other improvements, providing access to the more difficult areas of the site. All concrete wash off areas utilized for house construction will need to be maintained and operated in accordance with Best Management Practices.

House construction will require multiple subcontractors at different times during the life of the overall project. It will be the general contractor's responsibility to meet all City of Redwood City requirements associated with building permits and/or maintenance of the construction site during the duration of the project.

Construction worker/subcontractor parking will be provided on the site to the extent possible and without disruption to the existing neighborhood parking along the improved portion of Laurel Way. If required, the general site contractor may have to implement an on-site parking plan and shuttle construction workers from an off-site location as mentioned earlier. Please note there will be no permanent refueling station on the construction site. All refueling will be accomplished by fueling and maintenance vehicles that will visit the site on an as needed basis. All extensive repairs for construction equipment other than daily servicing will be performed at off-site facilities and no extensive equipment repairs will be allowed on-site.