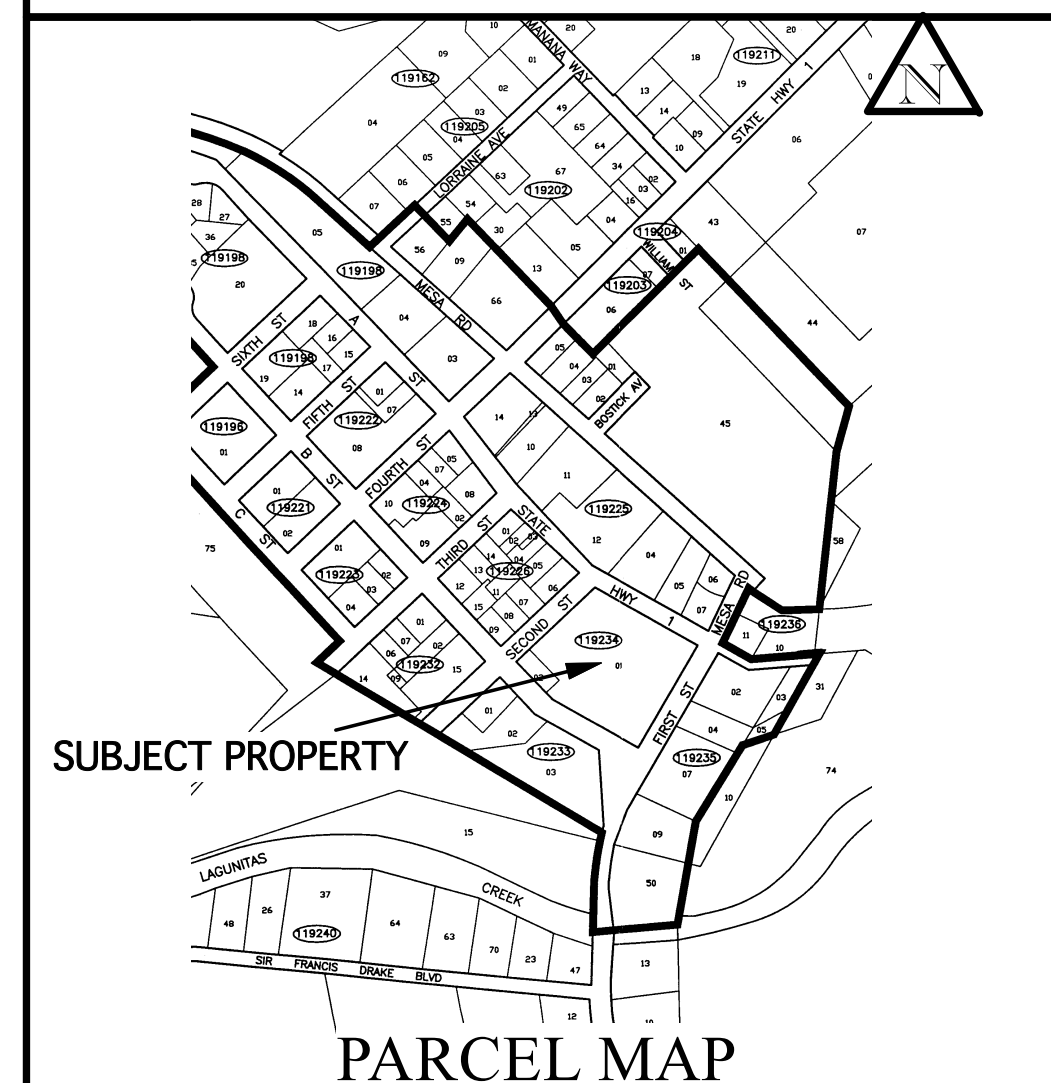


LOCATION MAP



PARCEL MAP



NEIGHBORHOOD MAP

SEPTIC SYSTEM
AC Engineering, Inc. has prepared a revised septic system plan for submittal to Marin County Department of Environmental Health Services see Sheet A-19. System capacity: 5860 gallons per day.

PARKING SUMMARY
This plan provides a total of 105 parking spaces including 5 handicapped accessible spaces. Of these spaces 85 are off-street, 20 are on-street or partially on-street. This plan will provide a minimum 12 new bicycle parking spaces. Several Traffic Studies have been prepared by Whitlock & Weinberger Transportation, Inc. of Santa Rosa., and are included with an updated Trip Generation and Volume Comparison. See sheet A-18 for details.

TREES/VEGETATION
Most prominent of existing trees is the large Canary Island palm at rear of Grandi building. Attempts will be made to retain this tree as the focus of the plaza area. Attempts will be made to preserve the coast live oak in leach field area. Other trees including liquid ambers at Sawyer building and native willows along B Street will not be removed.

PUBLIC AND PRIVATE UTILITIES
Water: North Marin Water District
There are three existing meters on the property.
Electricity: Pacific Gas and Electric
Propane: McPhails Fuel Co. or DeCarli Fuel Co.
Garbage and Recycling: Redwood Empire
Telephone: AT&T
All new and existing electric and telephone lines to be placed underground in redevelopment area.

SEISMIC RETROFIT AND ENGINEERING
Earthquake hazard mitigation of unreinforced masonry was completed in 1999. Structural engineers: BMP, 5764 Peladreau St., Emeryville, CA 94608, 510-601-4868.
Homy Sikaroudi, Sikaroudi and Associates, 1724 Mandala Pkwy, Oakland, CA 94607, 510-465-4717.

TOPOGRAPHY
The site gently slopes from the north corner of the Grandi building to the south. The south side of the site drops off more steeply in the last 50 feet to the corner of State Route One and B Street.

GRADING AND DRAINAGE
Basic existing grade will remain unchanged with the exception of improvements to surface drainage and replacement of underground piping for roof drains. See Stormwater Control Plan prepared by AC Engineering included in this submittal.

SIGNS, LIGHTING
Signage- see Sheet A15- Signage, for design, Sheet A-2- Site Plan, A-7 and A-8- Proposed Elevations for locations.
All walkway lighting to be low wattage fluorescent bulbs in hooded fixtures. Parking area lighting see Sheet L-1 Landscape Plan.
Existing in-use buildings to use existing lighting.

HARDSCAPE SURFACES
Parking lots to be surfaced with porous asphalt
North and east sidewalks: concrete slab
South and west sidewalks: 16" x 16" concrete pavers.
Walkways in over leach field: crushed rock.

ZONING INFO
Zoning: C-VCR:B2, Coastal Zone, Village, Commercial, Residential, 10,000 sq. ft. minimum. This property is in the Point Reyes Station Historic Area.

NOISE GENERATORS
There will be no noise generators. All HVAC and other equipment will be housed in the basement. Restaurant ventilators and exhaust will be vented to the roof.

ACCESSIBILITY
All new development will comply with Title 24 of the California Code of Regulations accessibility standards. Details to be submitted with architectural and structural plans.

SUMMARY OF USE AND SIZE

Existing buildings, use and size	square feet
Cheda Building	19,407
Sawyer Building	3,887
Storage building	2,532
Old Firehouse	276
Total	26,102
Grandi Building, vacant	11,820
Ground floor	9,210
Basement	4,268
Post Office (demolished)	980
Service Shed (demolished)	400
Total existing space	25,878
Proposed new uses in the Grandi Building	51,900
Ground floor	400
Restaurant, including kitchen and dining areas	2,269
Hotel lobby, including restrooms	1,156
Hotel rooms and access (10 rooms)	7,226
Second floor	8,197
Basement	4,268
Total usable (leased) area	23,516
Total with existing and proposed uses	49,818
Land size- square feet	108,900
FAR (floor area ratio)	46%
Existing structures and floor space demolished or removed from use:	1,013
Main floor arcade	980
Old post office	400
Service shed	2,393
Total	3,773
Grandi Building gross area (outside exterior walls)	23,534

Note: All size and square foot measurements are approximate.

PROJECT DESCRIPTION

Address: 11101 Highway One, Point Reyes Station, CA 94956
 AP# 119-234-01 Parcel size: 108,900 sq. ft. (2.5 acres)
 Zoning: C-VCR-B-2 (Coastal Village Commercial Residential)
 Maximum height: 38 feet, existing and proposed
 This property is located in the Point Reyes Station Historical Area

The applicant is proposing to renew permits previously approved by Marin County Community Development Agency in 2005 and 2008 (CP 05-44, DR- 05-81, UP 05-59). The plan will return the building to the historic configuration and open up the sidewalk arcade. The south and east elevations of the building would be modified with the additions of awnings and balconies to add visual interest to the structure as viewed from the parking areas.

PROPOSED USES

The proposed uses are for a 34-room hotel, 400 square feet of retail and a sixty-seat restaurant. Two one-bedroom employee-housing units would be built in the southwest end of the existing storage building.

The proposed site improvements include a new wastewater system to be constructed that would serve new and existing uses including the existing Cheda and Sawyer buildings. Also proposed is construction of on-site parking and improvement of on-street parking, a landscape plan including a plaza at the rear of the building, pedestrian pathways, bicycle parking, an exterior lighting plan and a signage program.

PROPERTY LINE SETBACKS
 A Street and Second Street: 0'
 First Street and B Street: 240' / 148'



HISTORY

The Louis Grandi family purchased the property in 1914 from Dr. Galen Burdell. The Grandi's removed the existing wood-frame hotel and built the current two-story brick structure named Hotel Point Reyes in 1915. The second floor had 25 guest rooms and a ballroom that attracted many visitors on Saturday nights. The ground floor was a general store, hotel lobby, restaurant and post office.

Business declined in the '30s when the railroad shut down and the depression gripped the country. In 1949 the hotel was closed only to be reopened for a short period in 1951 by Dave and Evelyn Crivelli. In 1938 a single story addition was built over the courtyard area inside the 'U' shape of the building. In the 1940's 20' x 42' addition was made on the southeast side for the post office. The shed and loading dock on the back were built in 1952 and the arcade in front was covered over in the 1960s. A hardware store occupied the building until 1978. The current owner purchased the property in 1973 and has previously renovated the Cheda and Sawyer buildings.

PROJECT INFORMATION

Address: 11,101 Highway One, Point Reyes Station Assessors Parcel Number: 119-234-01

Owner: Ken Wilson 707-433-6509
 PO Box 1610, Healdsburg, CA 95448
 Direct all correspondence to:
 Jon Pellerii, CFO 707-385-2261
 PO Box 487, Geyserville, CA 95441

Architect: Debbi Peterson 415-559-0548
 20 Martling Road, San Anselmo, CA 94960

Consulting Architect: Jeff Morse 707-763-0152
 47 Sixth Street, Petaluma, CA 94952

Parking and traffic consultant:
 Whitlock and Weinberger Transportation, Inc.
 Dalene Whitlock, dwhitlock@w-trans.com, 707-542-9500

Septic System and Stormwater management plan:
 AC Engineering, INC.
 Orion Agnew M.S., P.E. 415-868-5532
 454 Las Gallinas Ave, Suite 1047, San Rafael CA 94903

Landscape Architect: VITA Landscape Architecture
 Molly Guenzler, 415.259.0190 mguenzler@vitainc.com
 181 Third Street Suite 150, San Rafael, CA 94901

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- A-3 PROPOSED GROUND FLOOR PLAN
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- A-5 PROPOSED BASEMENT PLAN
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- A-9 EXISTING SITE PLAN
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- A-14 BUILDING SECTIONS
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- P-1 PARKING CONCEPT PLAN
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- L-2 NOTES LIGHTING AND PLANT SCHEDULE
- C-1.0 SITE OVERVIEW PLAN
- C-2.0 PROJECT NOTES
- C-2.1 MCSTOPP DETAILS
- C-2.2 CONSTRUCTION BEST PRACTICES
- C-2.3 GRADING, DRAINAGE & UTILITY PLAN
- S-1.0 WASTEATER COVER
- S-2.0 SITE IMPROVEMENT PLAN
- S-2.1 ENLARGED SITE PLAN
- S-2.2 TANK LAYOUT
- S-2.3 OWTS DETAILS
- S-2.4 OWTS DETAILS
- S-3.0 CONSTRUCTION BEST PRACTICES

General Notes

Property owner information is based upon that "Grant Deed" recorded August 31, 2001 under Official Records Document Number 2001-0056265, Marin County Records. A "Record of Survey" is in process with this office and will be submitted to the County of Marin for review and subsequent recording pursuant to Section 8762 of the Professional Land Surveyor's Act.

Features shown hereon are existing as of the date of the field survey performed by Adobe Associates, Inc.

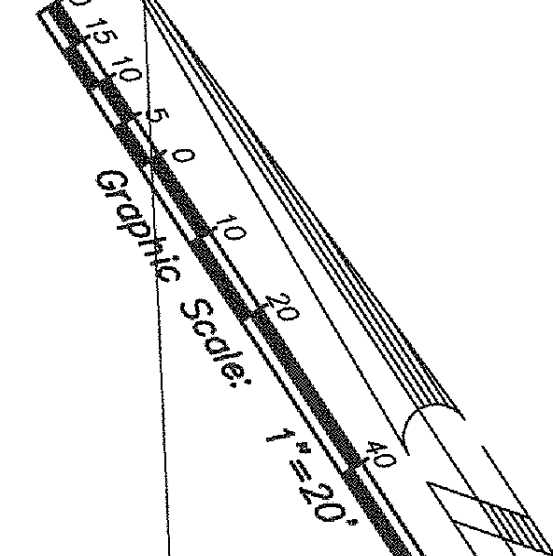
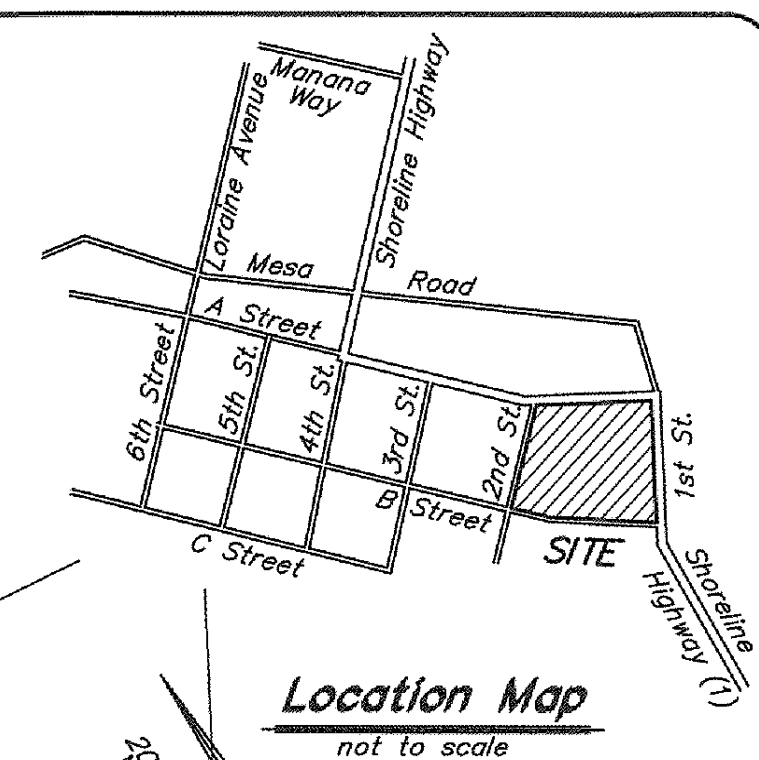
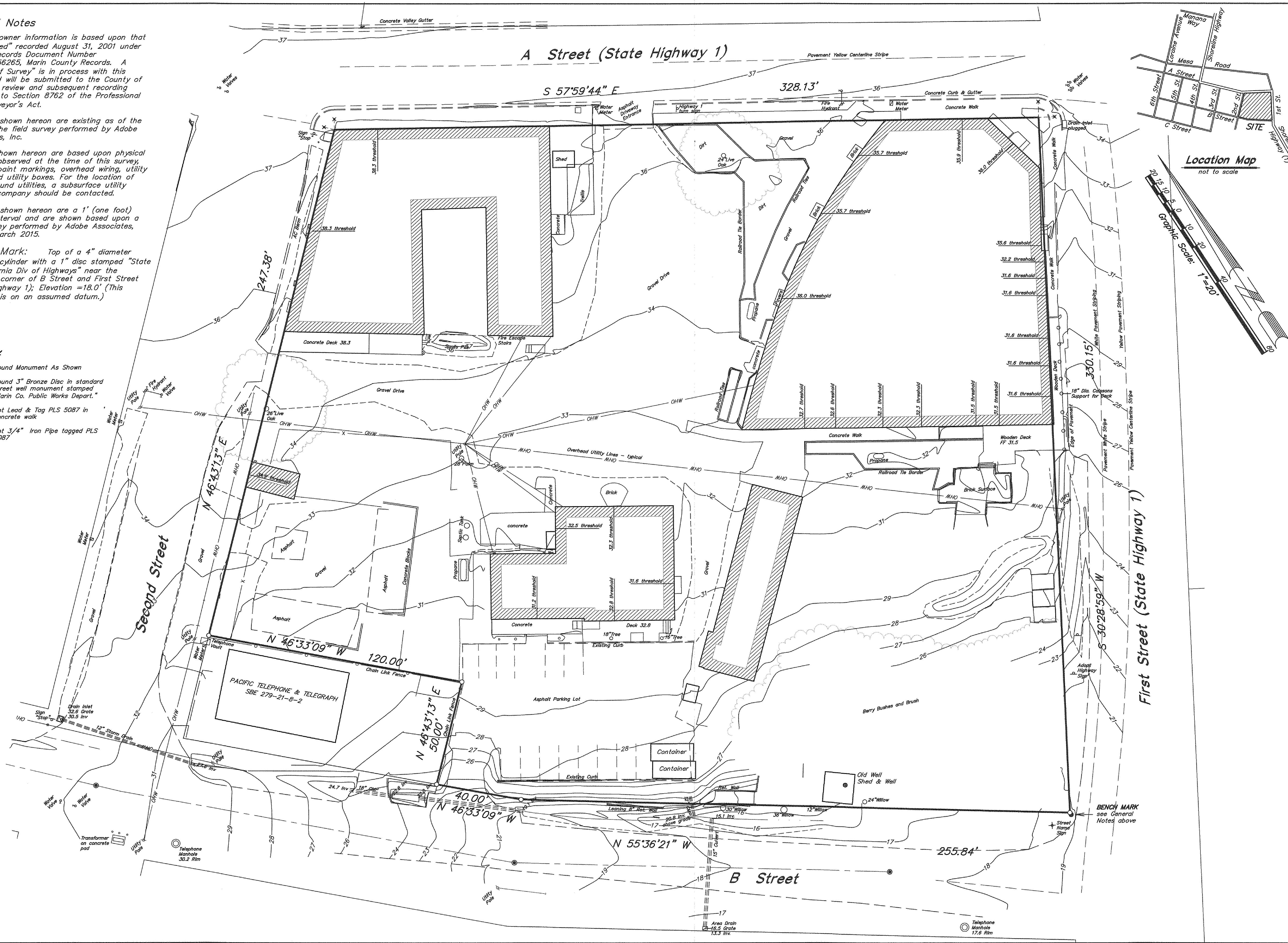
Utilities shown hereon are based upon physical features observed at the time of this survey, such as paint markings, overhead wiring, utility poles, and utility boxes. For the location of under ground utilities, a subsurface utility locating company should be contacted.

Contours shown hereon are a 1' (one foot) vertical interval and are shown based upon a field survey performed by Adobe Associates, Inc., in March 2015.

Bench Mark: Top of a 4" diameter concrete cylinder with a 1" disc stamped "State of California Div of Highways" near the northerly corner of B Street and First Street (State Highway 1); Elevation = 18.0' (This elevation is on an assumed datum.)

LEGEND:

- Found Monument As Shown
- ⊙ Found 3" Bronze Disc in standard street well monument stamped "Marin Co. Public Works Depart."
- ✕ Set Lead & Tag PLS 5087 in concrete walk
- Set 3/4" Iron Pipe tagged PLS 5087



No.	Date	Description	Approved

Adobe Associates, Inc.
 Civil Engineering
 Land Surveying & Mapping Services
 N. Duane Ave.
 Santa Rosa, CA 95401
 707 541 2000
 Fax: 707 541 2301

Site Topography
 Kenneth C. Wilson
 54 B Street, Point Reyes Station,
 Marin County, California
 APN 119-234-01
 Paul M. Brown, PLS 5087
 my license expires 6/30/15

Scale: 1" = 20'
 Date: April 16, 2015
 Design by:
 Drawn by:
 Checked by:

Sheet
S-1

Job No.: 15027

Fig. 1: 2015 PROJ 03/16/15/27 Area Address - Survey 15027 DPO area Time: Apr 16, 2015 - 8:30am

OWNER: KEN WILSON, 707-695-5510
 ARCHITECT: DEBBI PETERSON, 415-897-9888
 DIRECT CORRESPONDENCE TO:
 P.O. BOX 487, GEYSERVILLE, CA 95441

**GRANDI BUILDING
 RENOVATION PLAN**
 11101 HIGHWAY ONE POINT REYES STATION, CA AP# 119-234-01

**PROPOSED
 SITE PLAN**

JUNE 18, 2025

SCALE: 1" = 20'

SHEET:

A-2

PARKING COMPARISON	
2015 SITE PLAN TOTAL SPACES: 109*	2021 PROPOSED TOTAL SPACES: 105
ON STREET: 22 (2) 8' X 20' (20) 8.5' X 18'	ON STREET: 20 (20) 8' X 18'
OFF STREET: 87 (5) ACCESSIBLE INCL (1) VAN (58) 9' X 18' (24) 8.5' X 18'	OFF STREET: 85 (5) ACCESSIBLE INCL (1) VAN (56) 9' X 18' (2) 8' X 20' PARALLEL (20) 8.5' X 18' (2) 8.5' X 16'
*original count included one space too small for compact	

SEE PARKING AND TRAFFIC STUDY
 PREPARED BY WHITLOCK AND
 WEINBERGER OF SANTA ROSA

FOR LANDSCAPE PLAN,
 SEE SHEET L-1

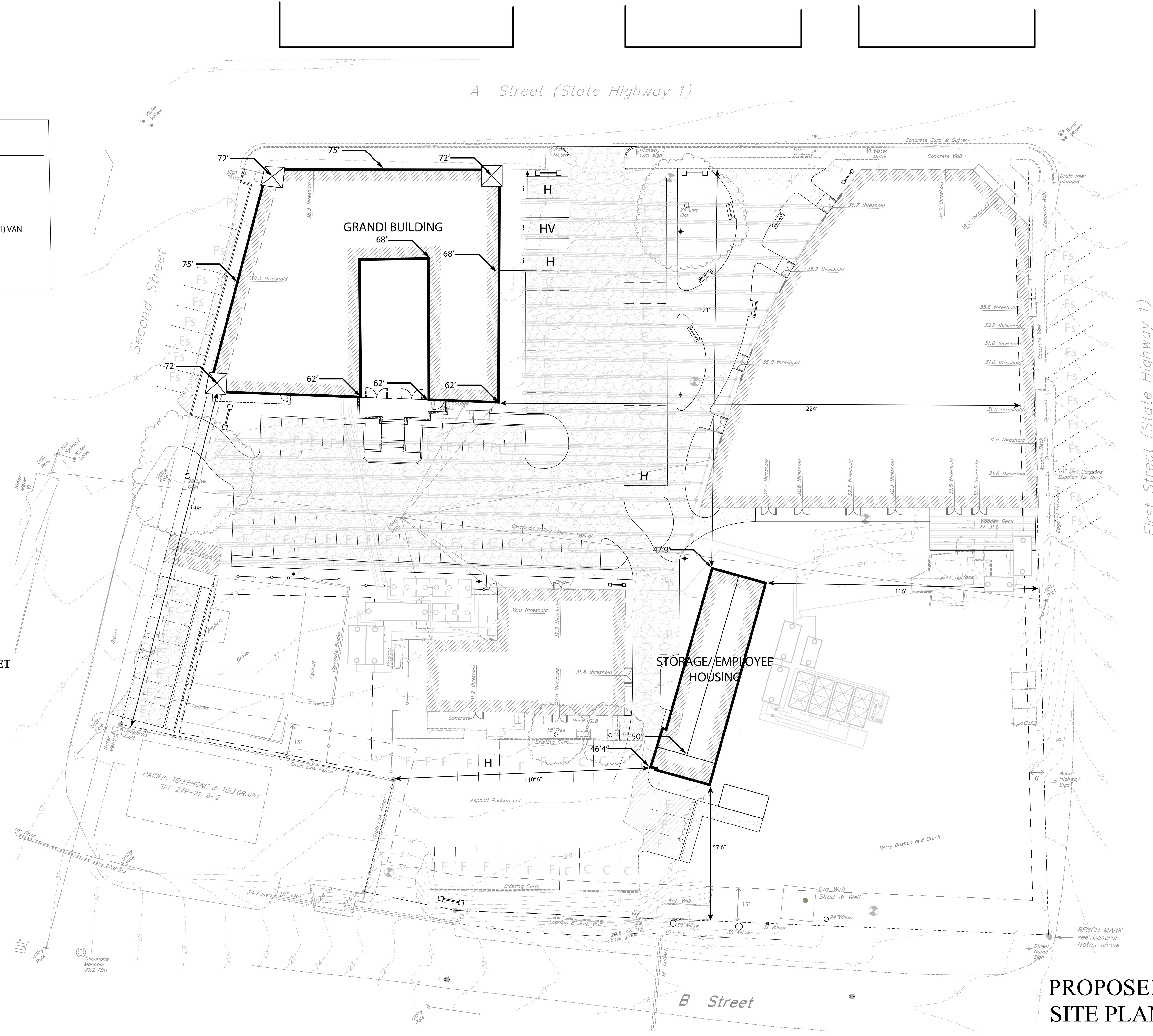
FOR CURRENT EXISTING USES
 SEE SHEET A-9, EXISTING SITE PLAN
 AND SHEET A-17

MAXIMUM HEIGHT:		
	REQUIRED	EXISTING
GRANDI:	25'	28' TOP OF ROOF
HOUSING:	25'	38' TOP OF PARAPET

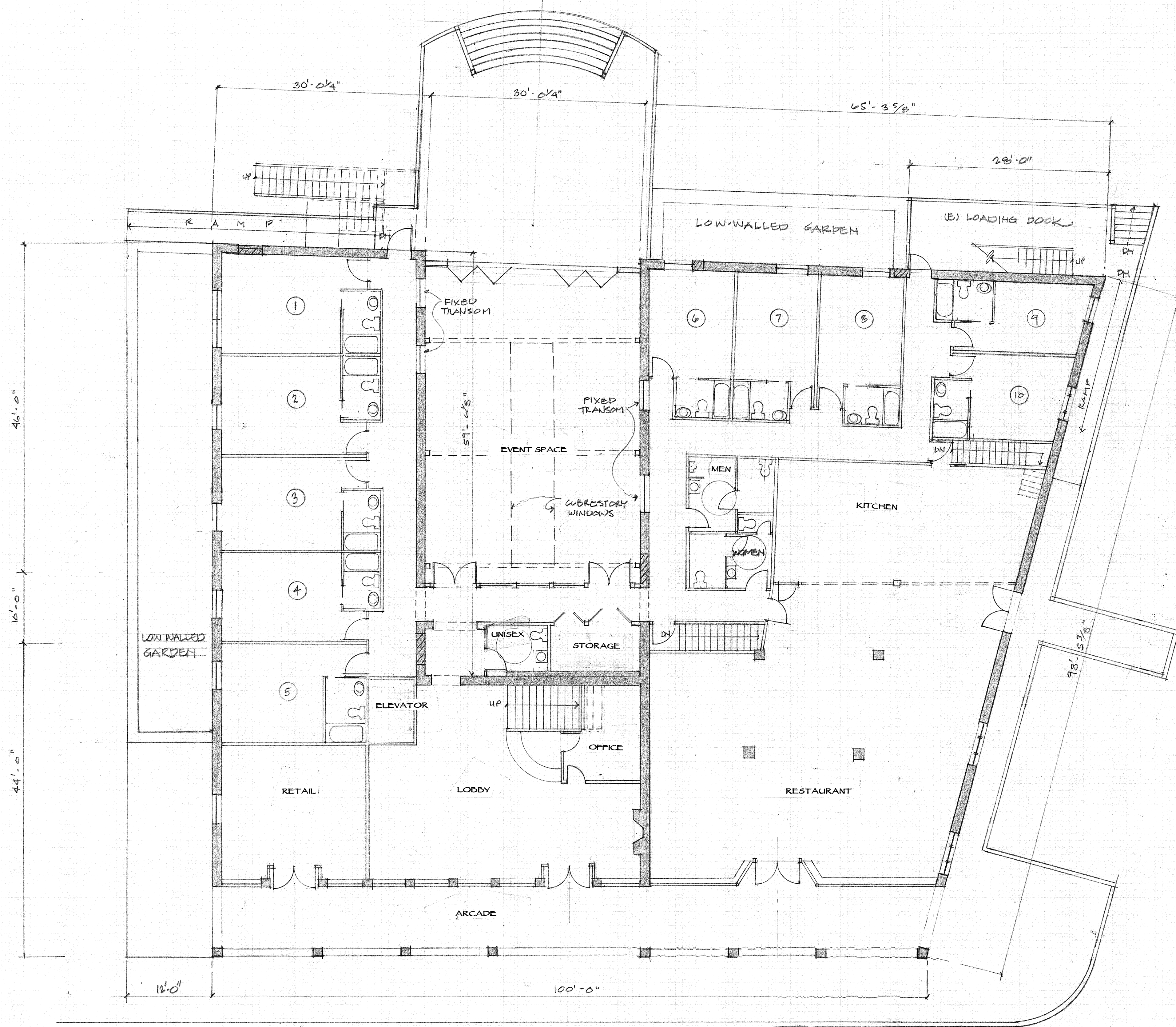
PROPERTY SETBACKS:		
	REQUIRED	EXISTING
FRONT:	0'	0' / 171'
SIDE:	6'	0' 110'6"
REAR:	15'	148' / 57'6"

- DRAINAGE**
- SURFACE RUN-OFF
 - CB- CATCH BASIN
 - RD- ROOF DRAIN
 - SMALL UNDERGROUND PIPE
 - LARGE UNDERGROUND PIPE

- ABBREVIATIONS**
- WM- WATER METER
 - FH- FIRE HYDRANT
 - PT- PROPANE TANK
 - UT- UTILITY POLE
 - CP- CONCRETE PAVERS

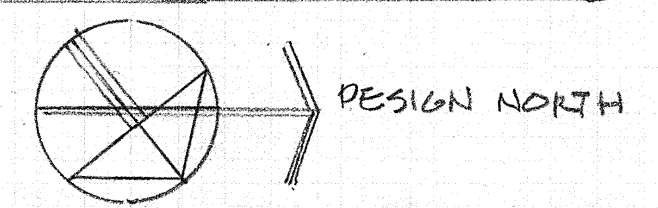


**PROPOSED
 SITE PLAN**



FIRST FLOOR PLAN

1/8" = 1'-0"



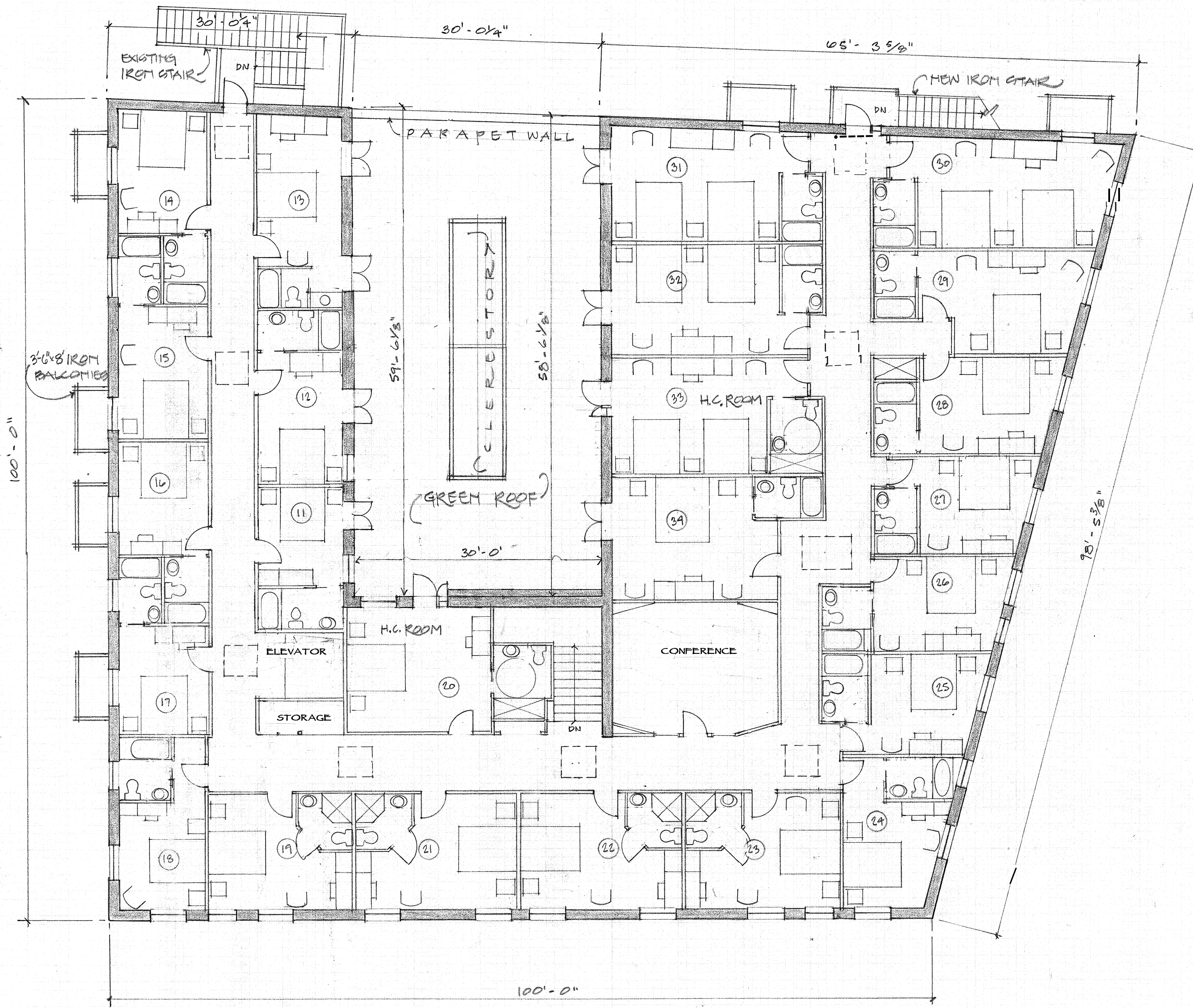
/// FILL IN (E) OPENING

7-12-07
10-20-07
1-12-08

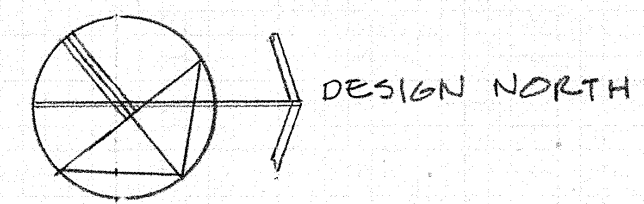
MORSE & CLEAVEY ARCHITECTS
47 Sixth Street Petaluma, CA 94957 (707) 763-0152

GRANDI BUILDING RENOVATION PLAN
11101 HIGHWAY ONE POINT REYES STATION, CA AP# 119-234-01

SHEET:
A-3



SECOND FLOOR PLAN 1/8" = 1'-0"



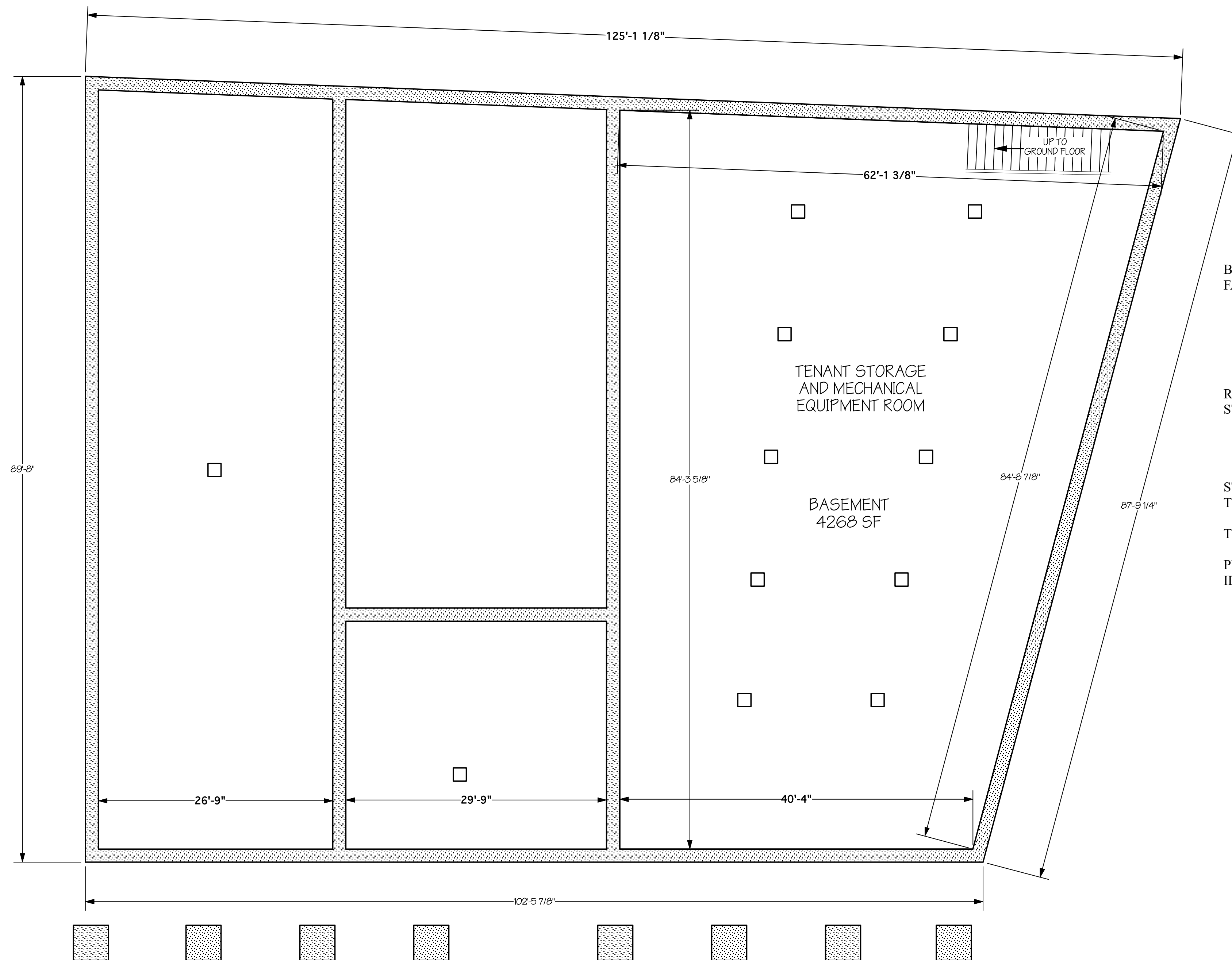
7-12-07
10-20-07
1-12-08

MORSE & CLEAVER
ARCHITECTS
47 Sixth Street, Petaluma, CA 94952 (707) 763-0152

GRANDI BUILDING
RENOVATION PLAN
11 1101 HIGHWAY ONE POINT REYES STATION, CA AP# 119-234-01

SHEET:

A-4



BASEMENT TO BE USED FOR BUILDING FACILITIES EQUIPMENT SUCH AS:
 FURNACE BOILER
 WATER HEATING
 WATER SERVICE DISTRIBUTION
 ELECTRIC PANELS AND DISTRIBUTION
 TELEPHONE AND IT EQUIPMENT

REMAINING SPACE TO BE USED AS STORAGE FOR TENANTS SUCH AS:
 RETAIL MERCHANDISE
 HOTEL LINENS AND SUPPLIES
 BUILDING MAINTENANCE SUPPLIES

STORAGE SPACE DIVIDERS TO BUILT TO TENANTS SPECIFICATIONS.

THERE WILL BE NO LAUNDRY FACILITIES

PROPOSED BASEMENT LAYOUT IS IDENTICAL TO EXISTING

PROPOSED BASEMENT/ FOUNDATION PLAN

REVISIONS

OWNER: KEN WILSON, 707-695-5510
 ARCHITECT: DEBBI PETERSON, 415-897-9888 3
 DIRECT CORRESPONDENCE TO:
 P.O. BOX 487, GEYSERVILLE, CA 95441

**GRANDI BUILDING
 RENOVATION PLAN**

11101 HIGHWAY ONE, POINT REYES STATION, CA, AP# 119-254-01

**PROPOSED
 BASEMENT PLAN**

NOVEMBER 17, 2021
 SCALE: 1/8" = 1'
 SHEET:
A-5

REVISIONS

OWNER: KEN WILSON, 707-695-5510
 ARCHITECT: DEBBI PETERSON, 415-897-9888
 DIRECT CORRESPONDENCE TO:
 P.O. BOX 487, GEYSERVILLE, CA 95441

GRANDI BUILDING RENOVATION PLAN

11101 HIGHWAY ONE, POINT REYES STATION, CA, AP# 119-254-01

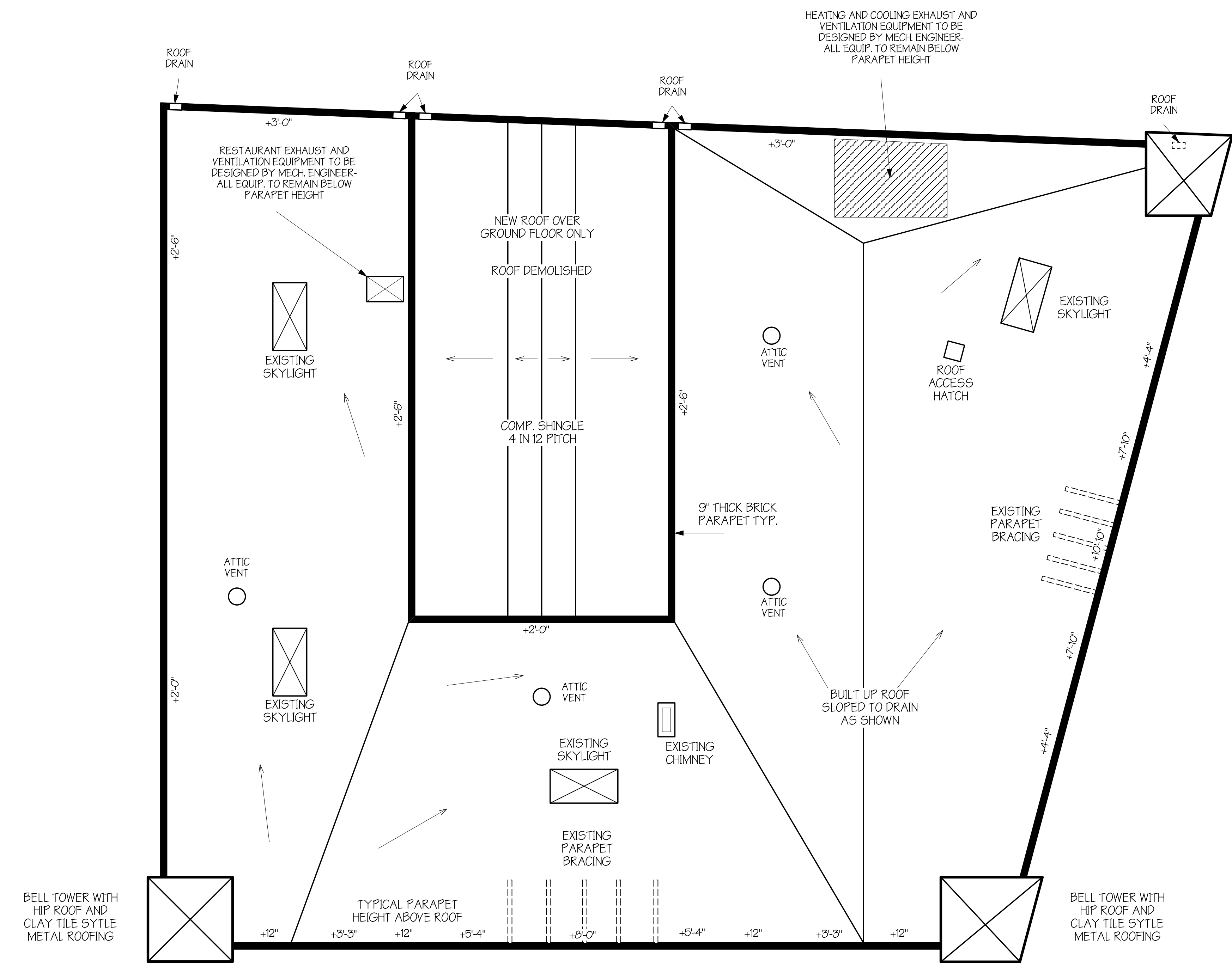
PROPOSED ROOF PLAN

NOVEMBER 17,
 2021

SCALE: 1/8" = 1'

SHEET:

A-6



BELL TOWER WITH HIP ROOF AND CLAY TILE SYTLE METAL ROOFING

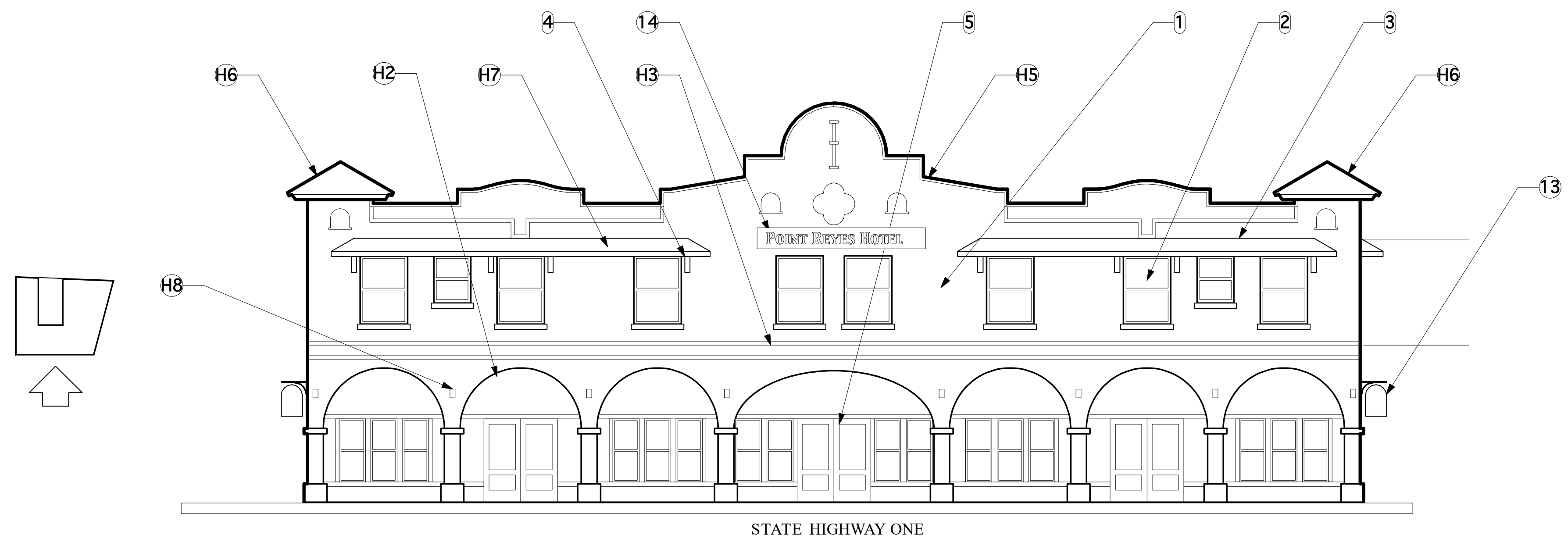
NEW ROOF INSTALLED ON TWO FLOOR SECTION IN 1998. REPAIR ONLY WHERE NECESSARY.

NEW ROOF FRAMED AND BUILT OVER SINGLE FLOOR CENTER SECTION. EXISTING ROOF OVER SINGLE FLOOR CENTER SECTION IS PARTIALLY DEMOLISHED AND BEYOND REPAIR.

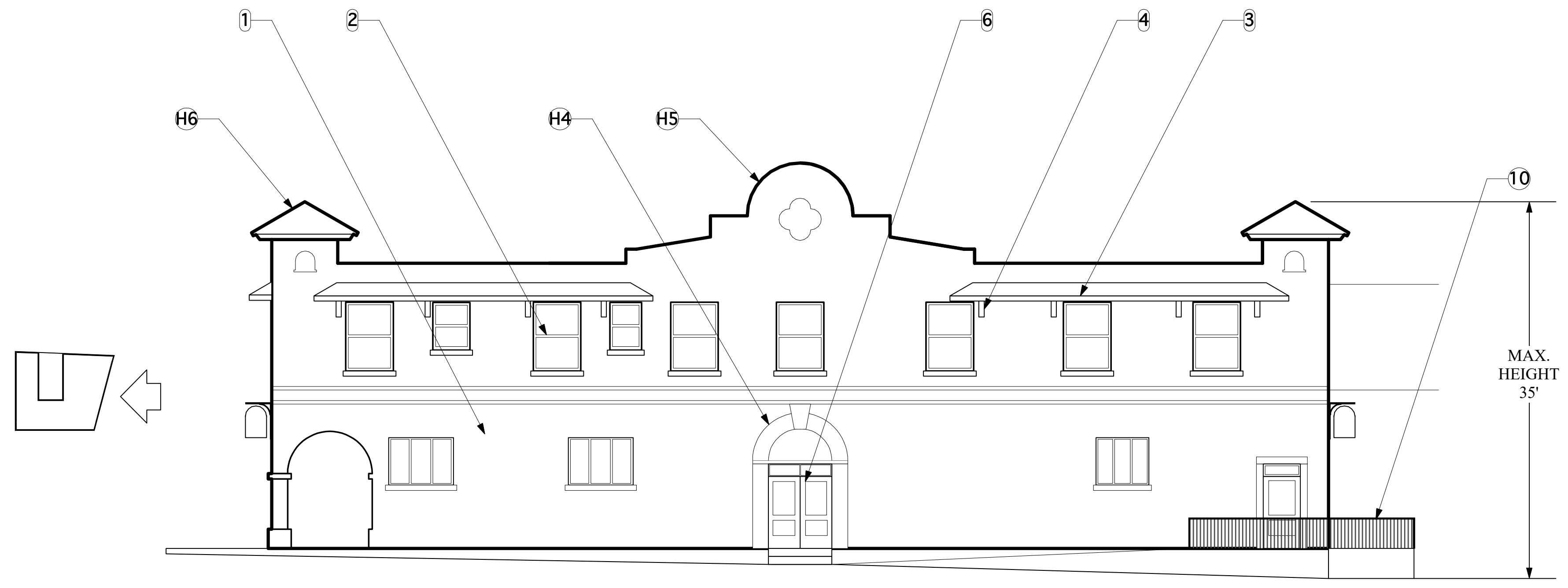
BELL TOWERS TO BE REPAIRED WITH MATERIALS SIMILAR TO EXISTING. CLAY TILE STYLE ROOFING IS ACTUALLY FORMED SHEET METAL. CLOSE ATTENTION TO BE PAID TO ACCURATE REPRODUCTION.

PROPOSED ROOF PLAN

Window and opening protection and placement shall be in accordance with Table 5-A of the California Building Code.



EAST ELEVATION



NORTH ELEVATION

ALL ELEVATION NOTES ARE TYPICAL AND APPLY TO ALL GRANDI BUILDING ELEVATIONS. MOST NOTES ARE SHOWN ON THE EAST ELEVATION AND AS REQUIRED ON THE NORTH, WEST AND SOUTH ELEVATIONS. FOR EXAMPLES OF COLORS LISTED, SEE COLOR SAMPLES.

EXTERIOR MATERIALS

1. Brick- cleaned, repaired, replaced where necessary, pointed up where necessary, natural brick color
2. Windows- Aluminum clad wood sash, double-hung, double glazed, black exterior
3. Clay tile style roofing, metal, repaired or replaced where necessary
4. Brackets and trim- metal and wood, repaired and replaced where necessary, painted black
5. Arcade doors-Mahogany (certified sustainably harvested) clear finish, matching style of existing north doors
6. North doors- Mahogany (certified sustainably harvested) clear finish, matching existing
7. South and west doors- metal doors painted black in these locations of extreme weather and sun exposure
8. Sidewalk- 16" x 16" concrete pavers
9. Sidewalk retaining wall- concrete block with stucco finish
10. Railing- black metal, 36" high
11. Planter boxes- concrete block with stucco finish
12. Gallery exterior entry wall- stucco
13. Tenant signage- See A16
14. Historic hotel sign
15. Colors, see color samples.

HISTORIC FEATURES

The Grandi Building is a Mission Revival style two storey brick hotel built in 1915. The character defining architectural features will be preserved, rebuilt or replaced by new materials more practical in today's use. These historic features include:

- H1. Red brick exterior - to be repaired and preserved
- H2. Arcaded entry with piers and arches - to be preserved
- H3. Brick double string course around north and east elevation - to be preserved
- H4. Large segmental arch with keystone above entry on north elevation - to be preserved
- H5. Curvilinear roof parapets with quatrefoils on east and north elevations - to be preserved
- H6. Square bell towers with with clay tiled hip roofs - to be preserved, clay tile style roofing actually formed metal
- H7. Tile roofed visors supported by ornate scroll-shaped brackets over second storey windows on east and north elevations- to be repaired and preserved
- H8. Flag pole holders at each arch on front, replaced

PROPOSED ELEVATIONS

NORTH AND EAST

REVISIONS

OWNER: KEN WILSON, 707-695-5510 ARCHITECT:
DEBBI PETERSON, 415-897-9888
DIRECT CORRESPONDENCE TO:
P.O. BOX 487, GEYSERVILLE, CA 95441

GRANDI BUILDING
RENOVATION PLAN
11101 HIGHWAY ONE, POINT REYES STATION, CA AP# 119-254-01

PROPOSED ELEVATIONS

NOVEMBER 17, 2021

SCALE: 1/8" = 1'

SHEET:

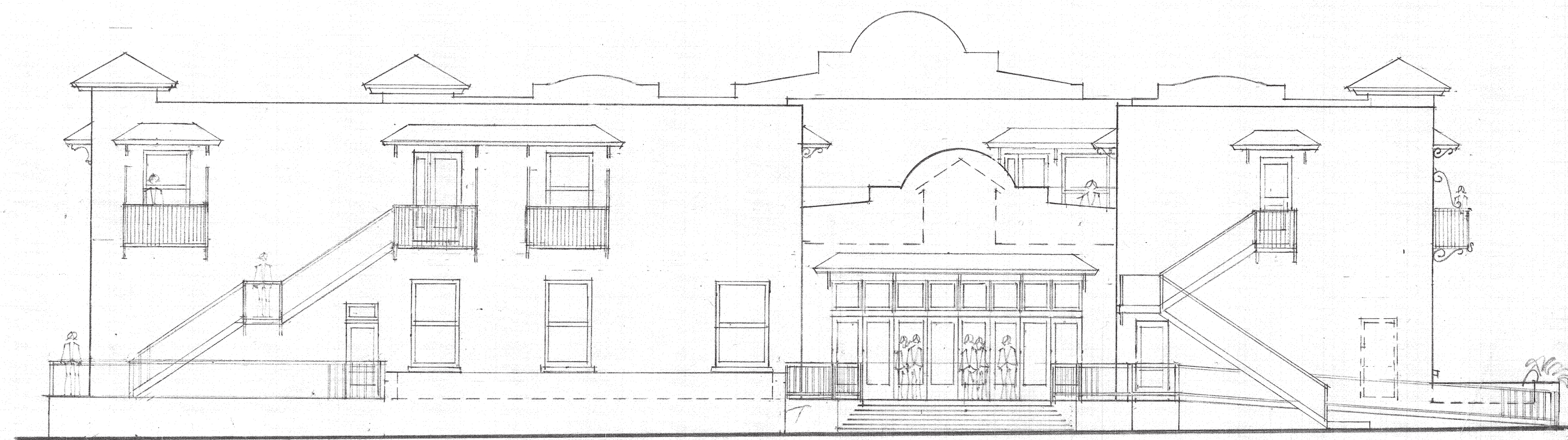
A-7



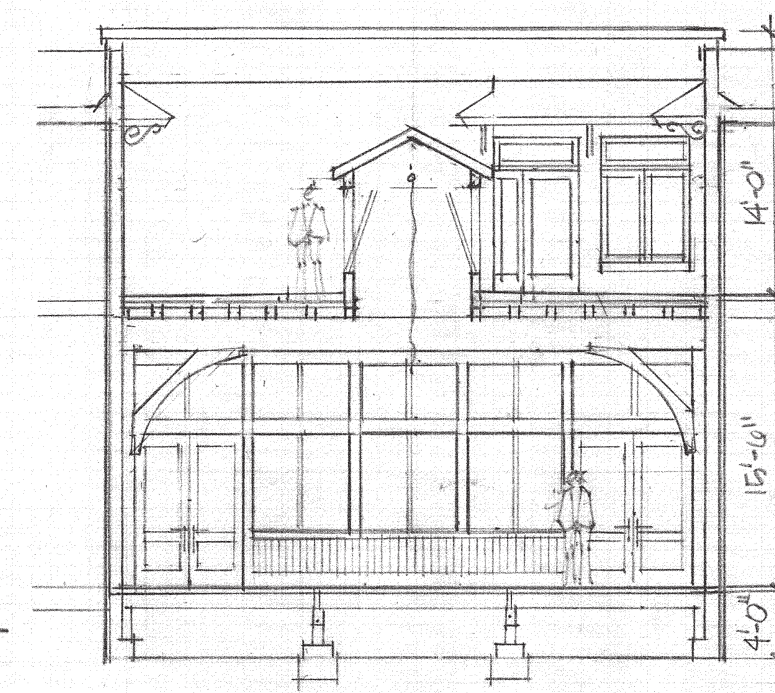
EAST ELEVATION



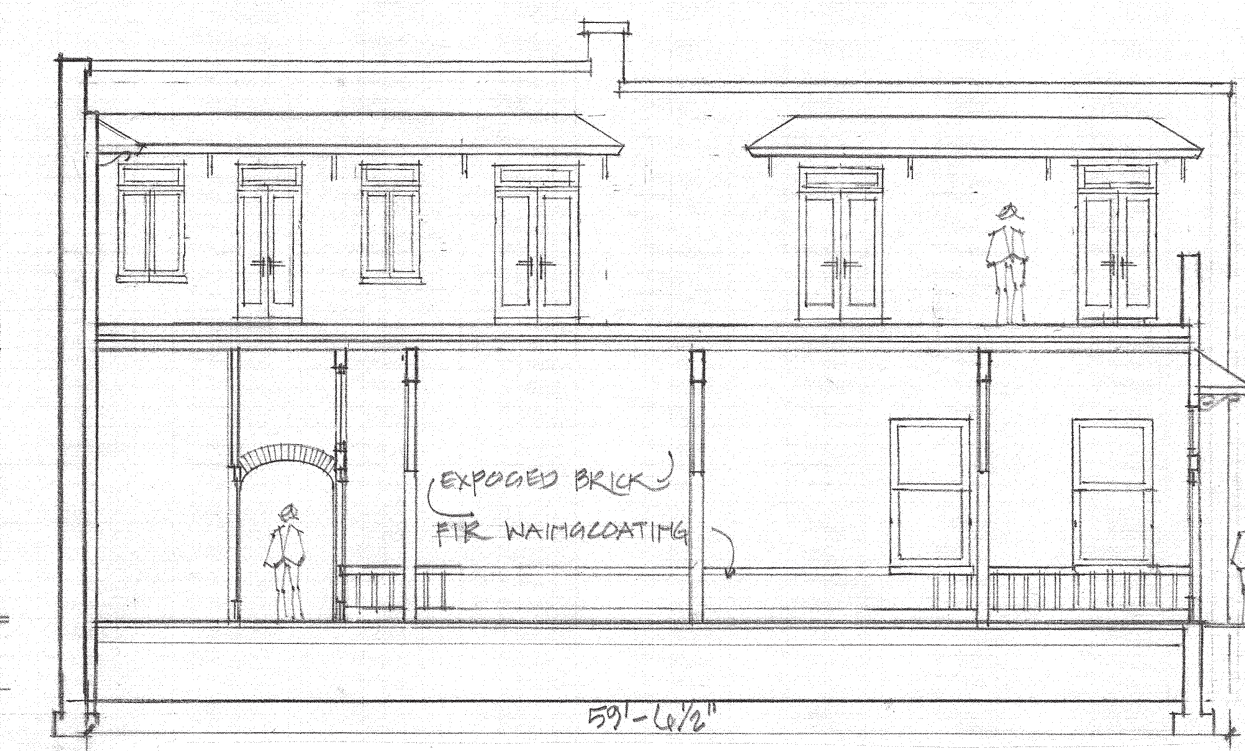
NORTH ELEVATION



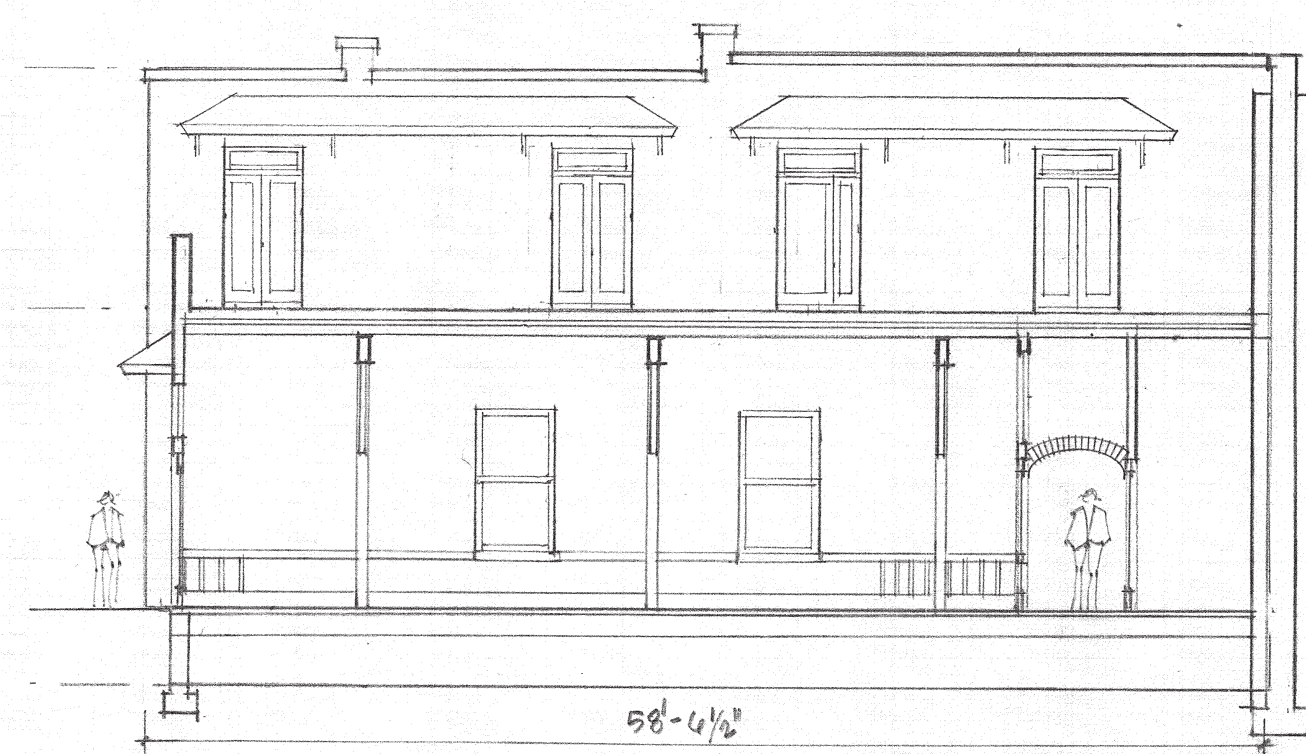
WEST ELEVATION



WEST COURTYARD ELEVATION



NORTH COURTYARD ELEVATION



SOUTH COURTYARD ELEVATION



SOUTH ELEVATION

7-14-07
10-20-07

MORSE & CLEVER
ARCHITECTS
47 Sixth Street, Petaluma, CA 94952 (707) 763-0452

GRAND BUILDING
RENOVATION PLAN
11101 HIGHWAY ONE, POINT REYES STATION, CA. AP# 119-234-01

A-8

OWNER: KEN WILSON, 707-695-5510 ARCHITECT:
 DEBBI PETERSON, 415-897-9888
 DIRECT CORRESPONDENCE TO:
 P.O. BOX 487, GEYSERSVILLE, CA 95441

GRANDI BUILDING
 RENOVATION PLAN

11101 HIGHWAY ONE POINT REYES STATION, CA AP# 119-254-01

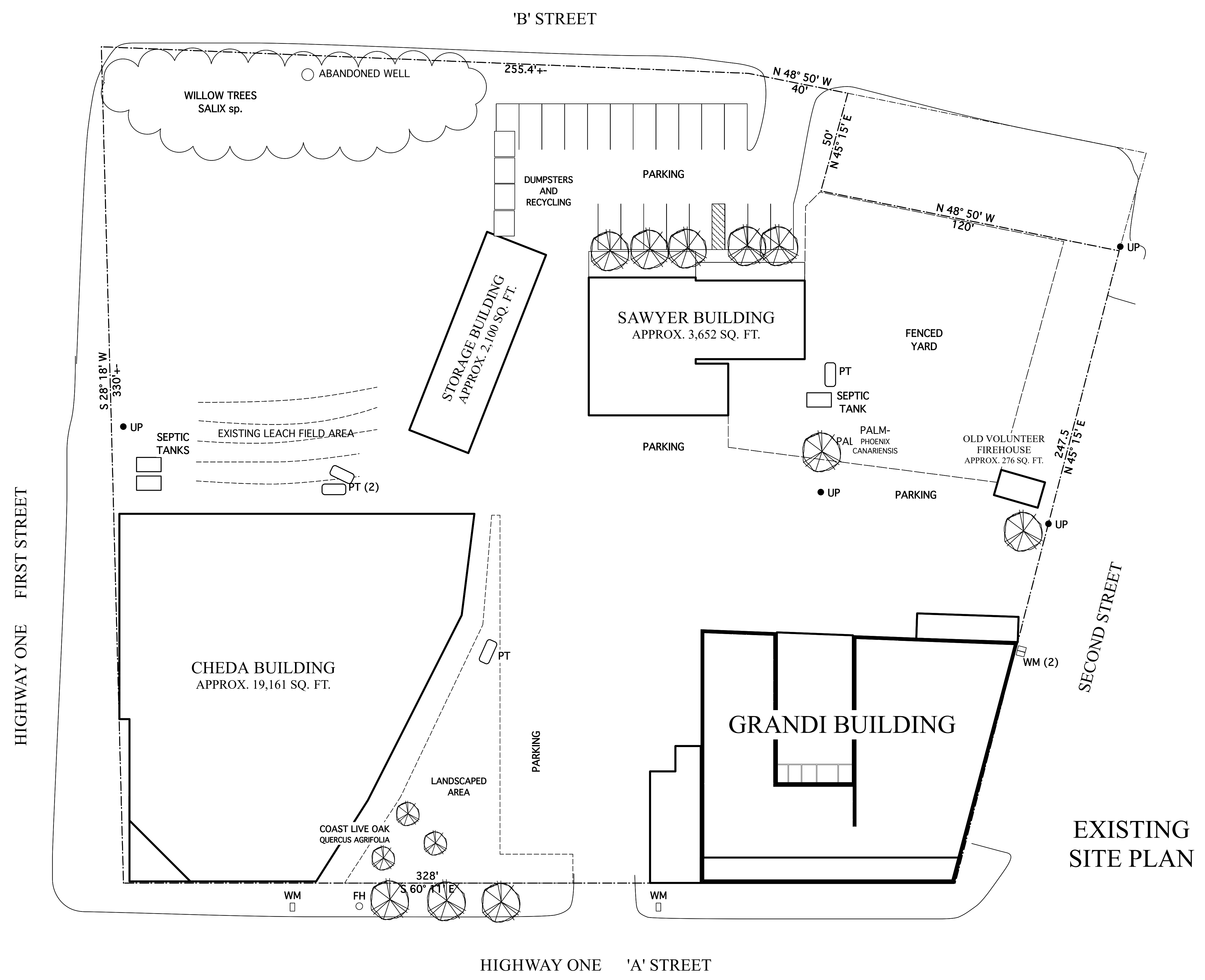
EXISTING
 SITE PLAN

NOVEMBER 17,
 2021

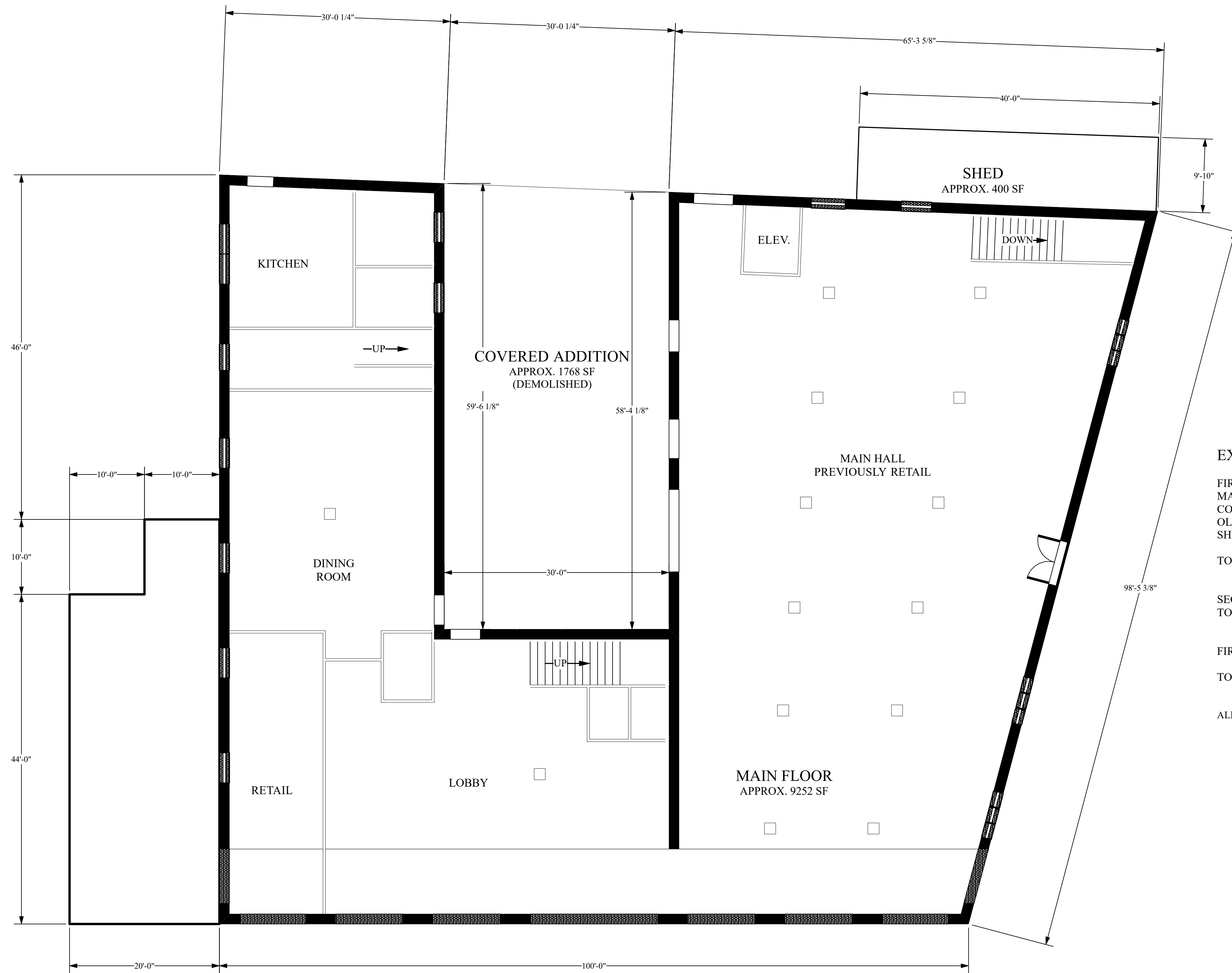
SCALE: 1/8" = 1'

SHEET:

A-9



ABBREVIATIONS
 WM- WATER METER
 FH- FIRE HYDRANT
 PT- PROPANE TANK
 UT- UTILITY POLE



EXISTING FLOOR AREA

FIRST FLOOR	SF
MAIN FLOOR AREA	9252
COVERED ADDITION	1768
OLD POST OFFICE	980
SHED	400

TOTAL GROSS AREA 12,400

SECOND FLOOR	
TOTAL GROSS AREA	9252

FIRST AND SECOND FLOOR TOTALS

TOTAL GROSS 21,652

ALL MEASUREMENTS ARE APPROXIMATE

**EXISTING
FLOOR PLAN
FIRST FLOOR**

REVISIONS

OWNER: KEN WILSON, 707-695-5510
 ARCHITECT: DEBBI PETERSON, 415-897-9888
 DIRECT CORRESPONDENCE TO:
 P.O. BOX 487, GEYSERVILLE, CA 95441

**GRANDI BUILDING
EXISTING
GROUND FLOOR
RENOVATION PLAN**

11101 HIGHWAY ONE POINT REYES STATION, CA AP# 119-254-01

NOVEMBER 17,
2021

SCALE: 1/8" = 1'

SHEET:

A-10

REVISIONS

OWNER: KEN WILSON, 707-695-5510
ARCHITECT: DEBBI PETERSON, 415-897-9888
DIRECT CORRESPONDENCE TO:
P.O. BOX 487, GEYSERVILLE, CA 95441

GRANDI BUILDING
RENOVATION PLAN
11101 HIGHWAY ONE POINT REYES STATION, CA AP# 119-234-01

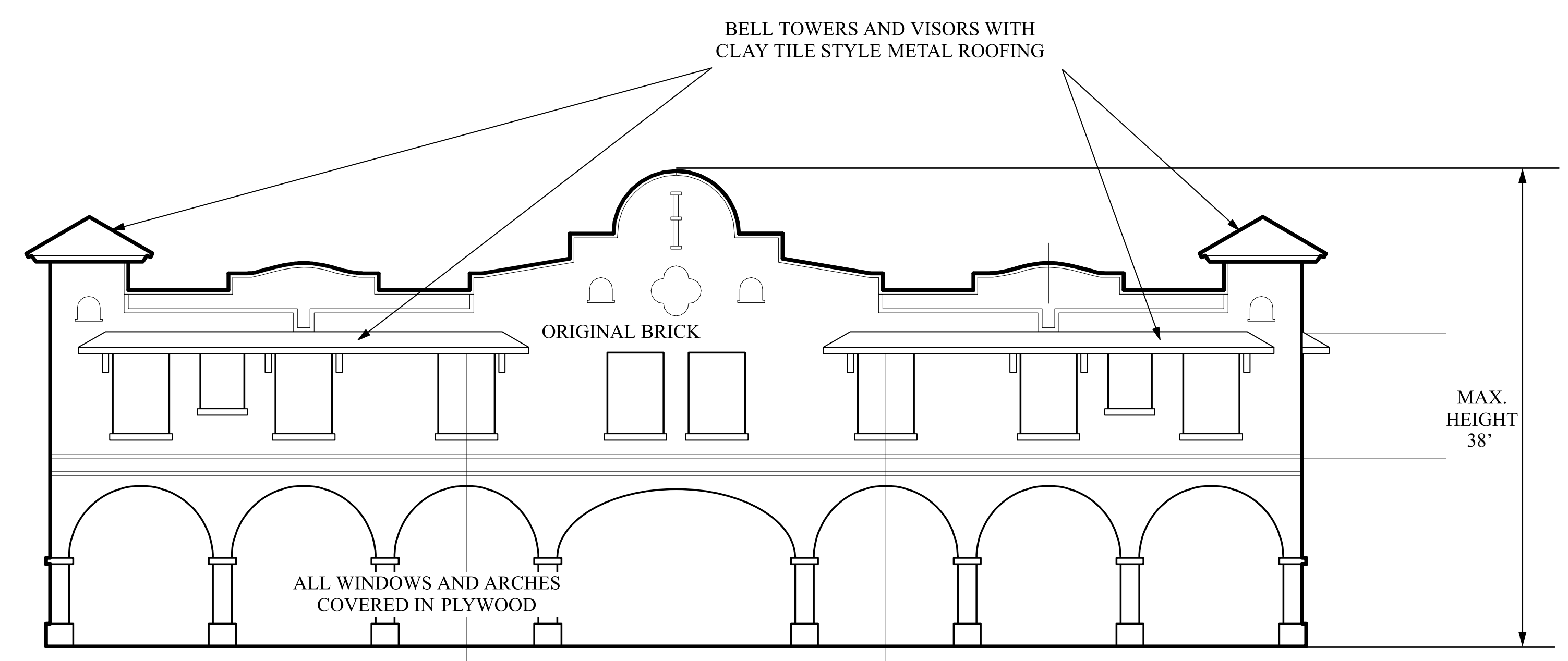
EXISTING
ELEVATIONS

NOVEMBER 17,
2021

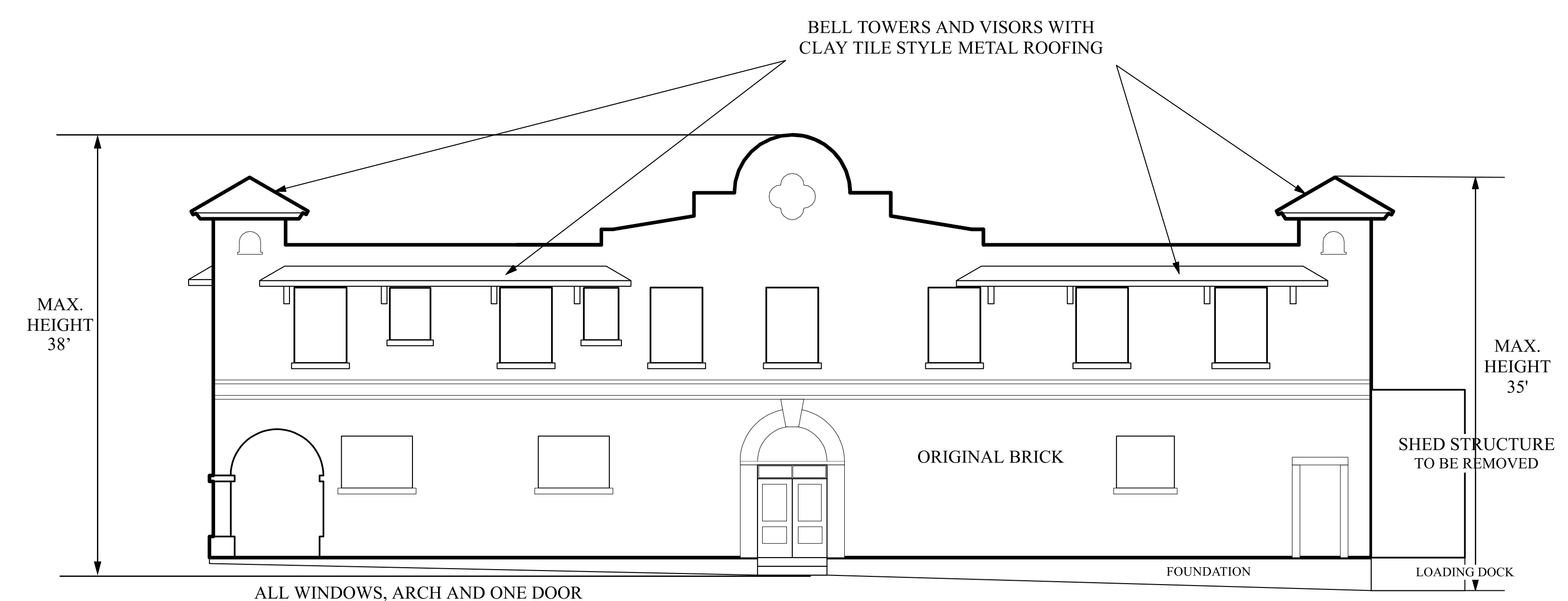
SCALE: 1/8" = 1'

SHEET:

A-12

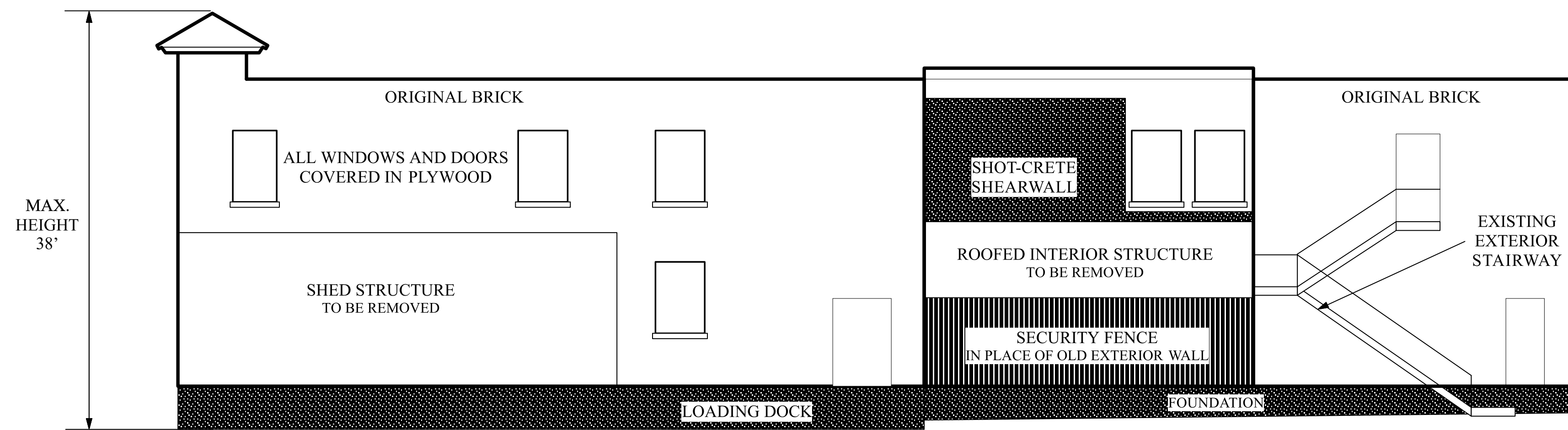


EAST ELEVATION

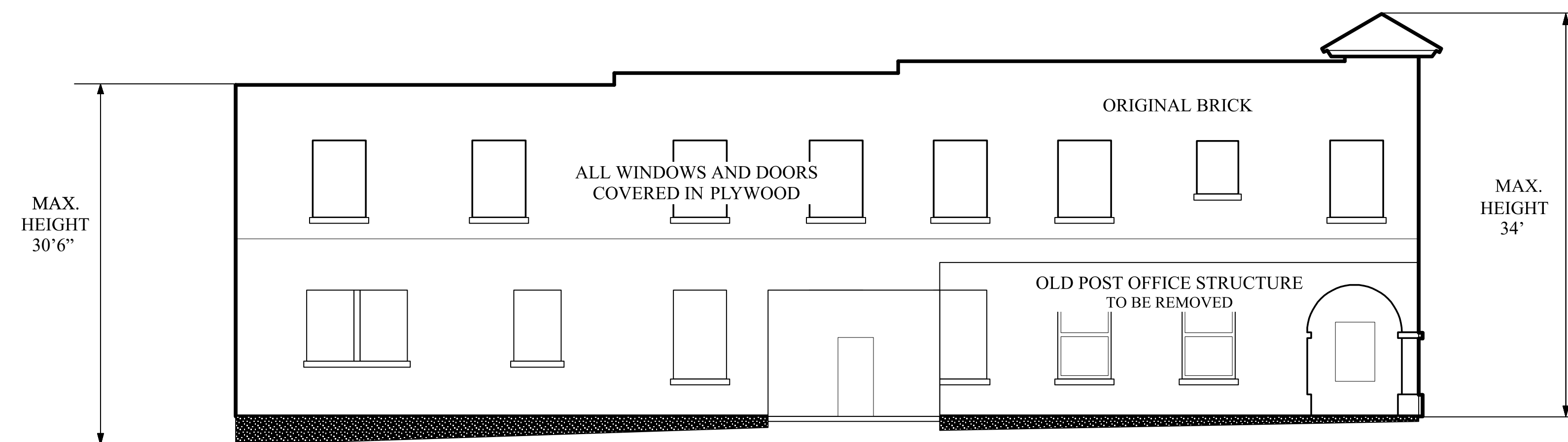


NORTH ELEVATION

EXISTING
ELEVATIONS
NORTH AND EAST



WEST ELEVATION



SOUTH ELEVATION

EXISTING ELEVATIONS
SOUTH and WEST

REVISIONS

OWNER: KEN WILSON, 707-695-5510
 ARCHITECT: DEBBI PETERSON, 415-897-9888
 DIRECT CORRESPONDENCE TO:
 P.O. BOX 487, GEYSERVILLE, CA 95441

GRANDI BUILDING
 RENOVATION PLAN
 11101 HIGHWAY ONE POINT REYES STATION, CA AP# 119-234-01

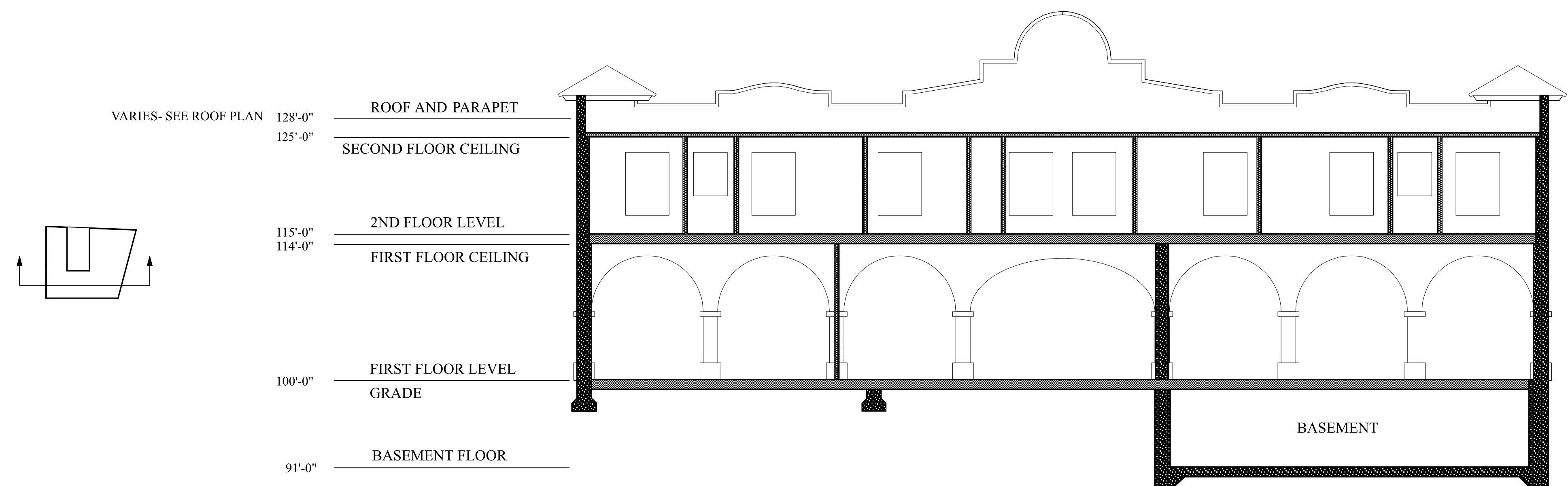
EXISTING
 ELEVATIONS

NOVEMBER 17,
 2021

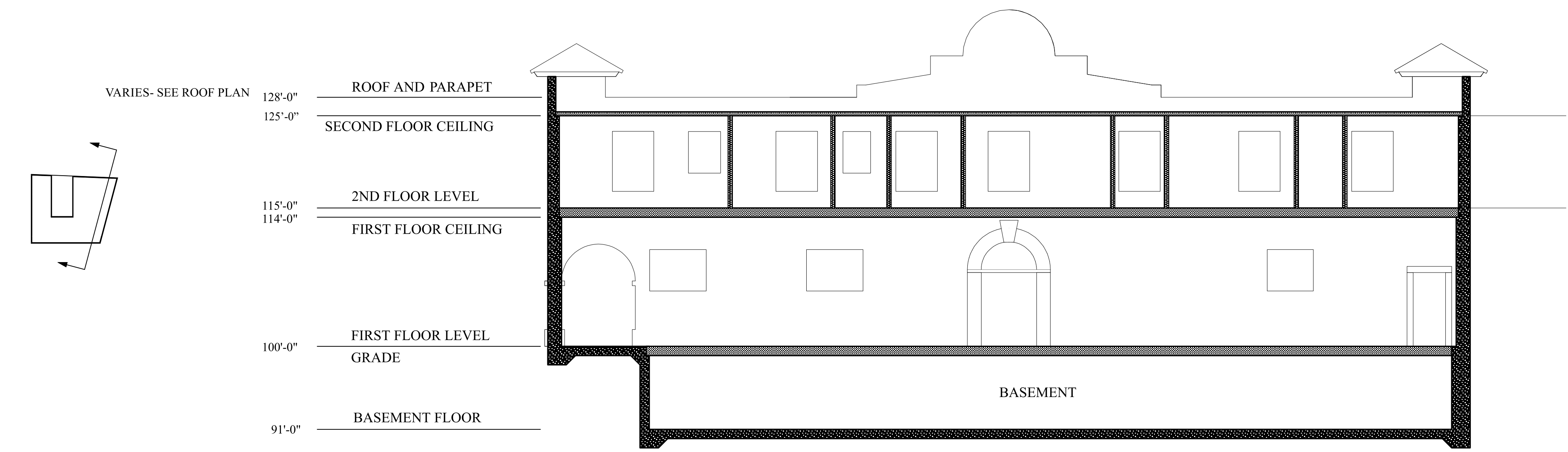
SCALE: 1/8" = 1'

SHEET:

A-13



ROOF PLANE HEIGHT AND PARAPET HEIGHT VARY
SEE ROOF PLAN, SHEET A-6



REVISIONS

OWNER: KEN WILSON, 707-695-5510
ARCHITECT: DEBBI PETERSON, 415-897-9888
DIRECT CORRESPONDENCE TO:
P.O. BOX 487, GEYSERVILLE, CA 95441

GRANDI BUILDING
RENOVATION PLAN
11101 HIGHWAY ONE POINT REYES STATION, CA AP# 119-234-01

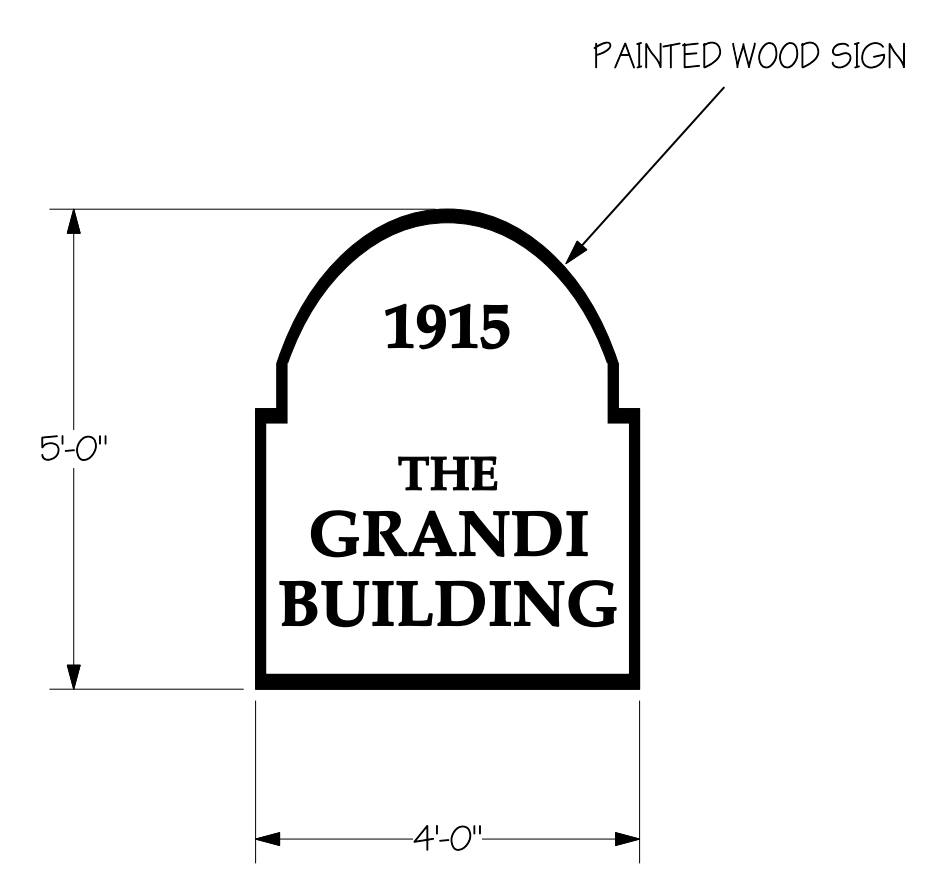
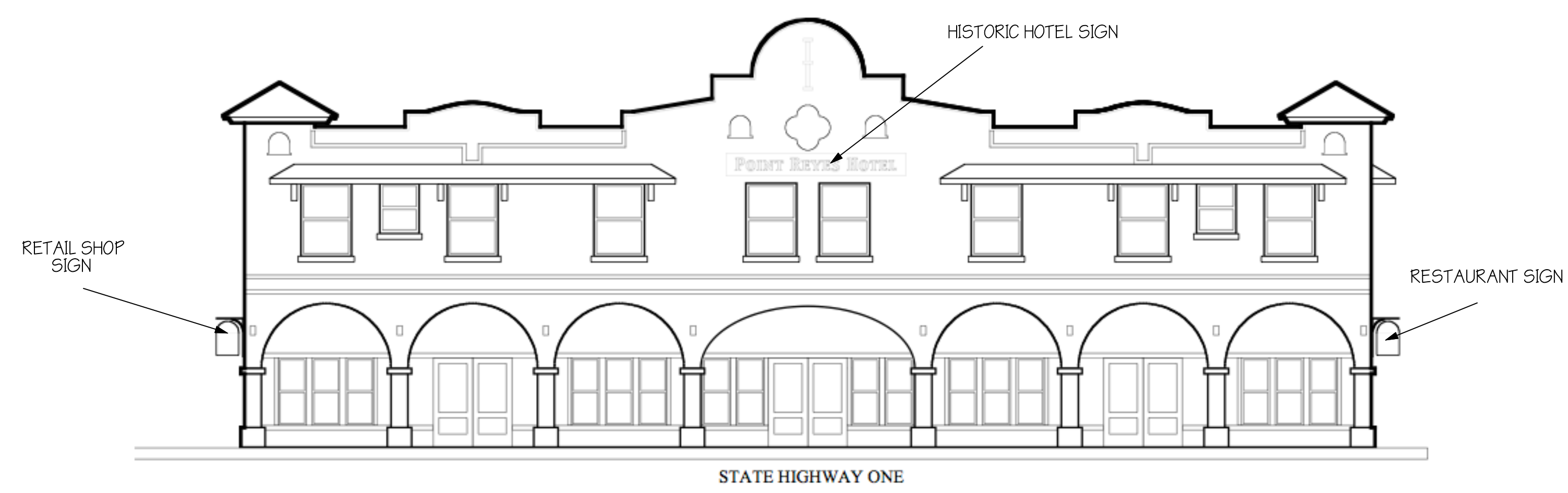
BUILDING
SECTIONS

NOVEMBER 17,
2021

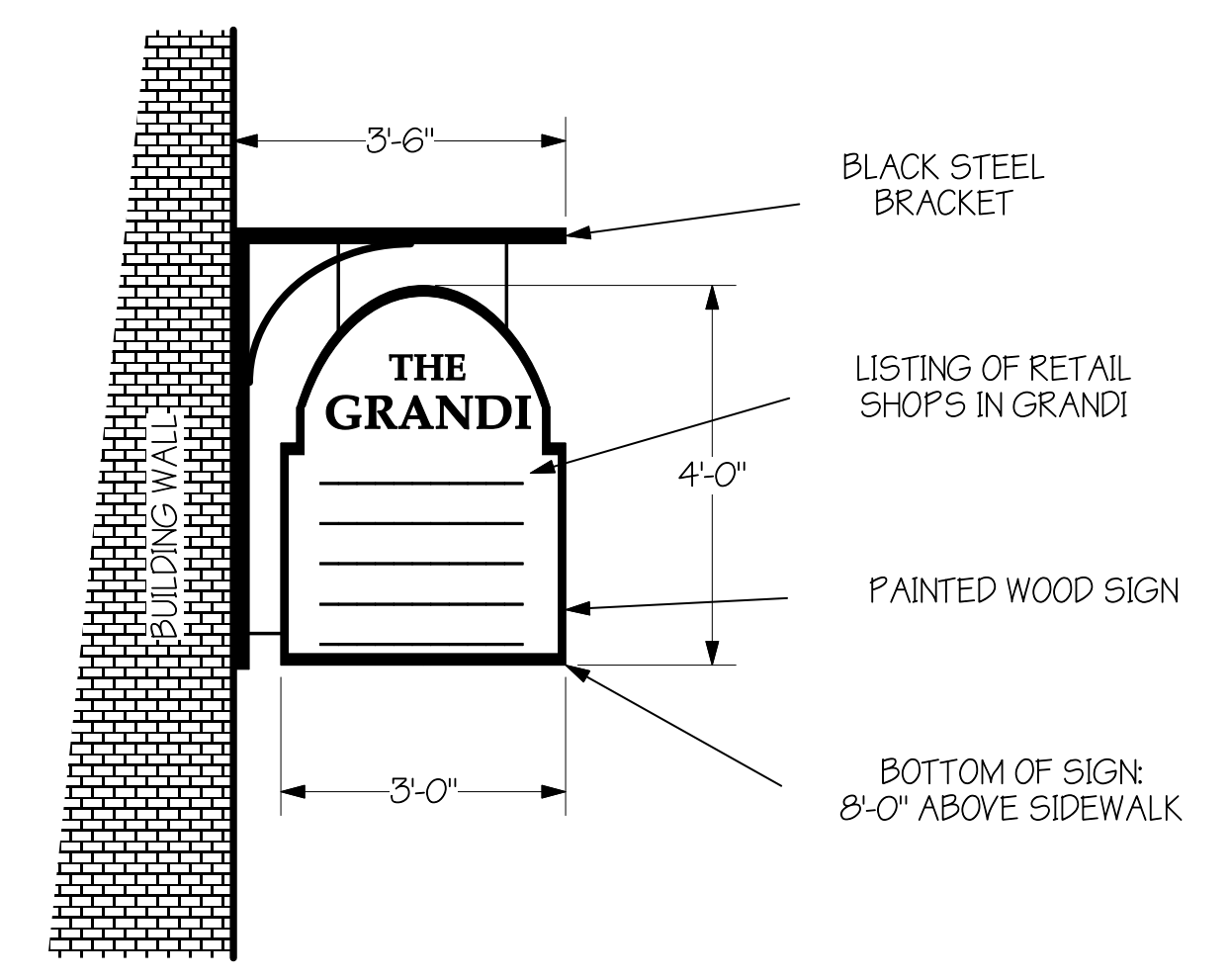
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SHEET:

A-14

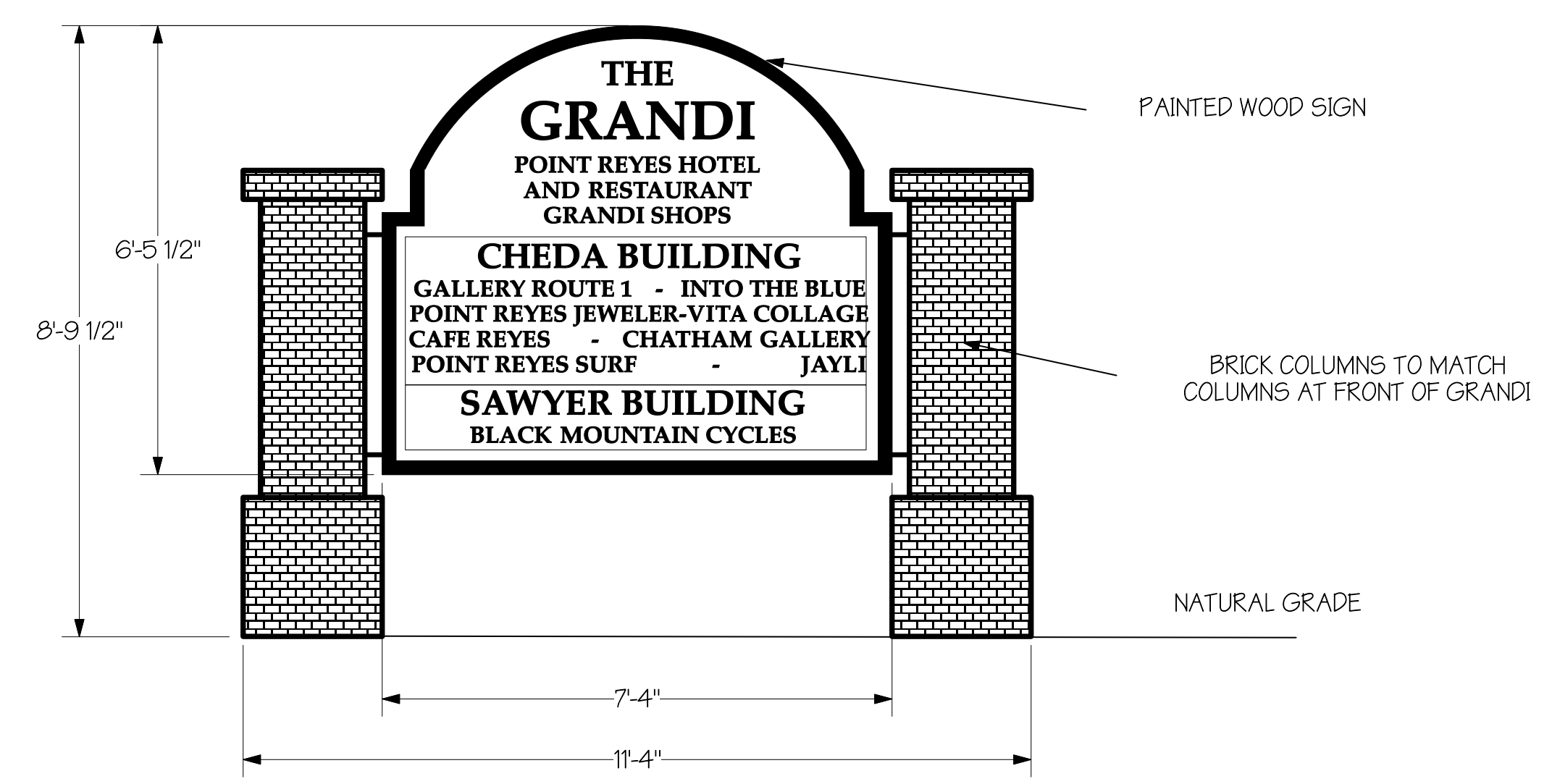


BUILDING ID SIGN
 SCALE: 1/2" = 1'

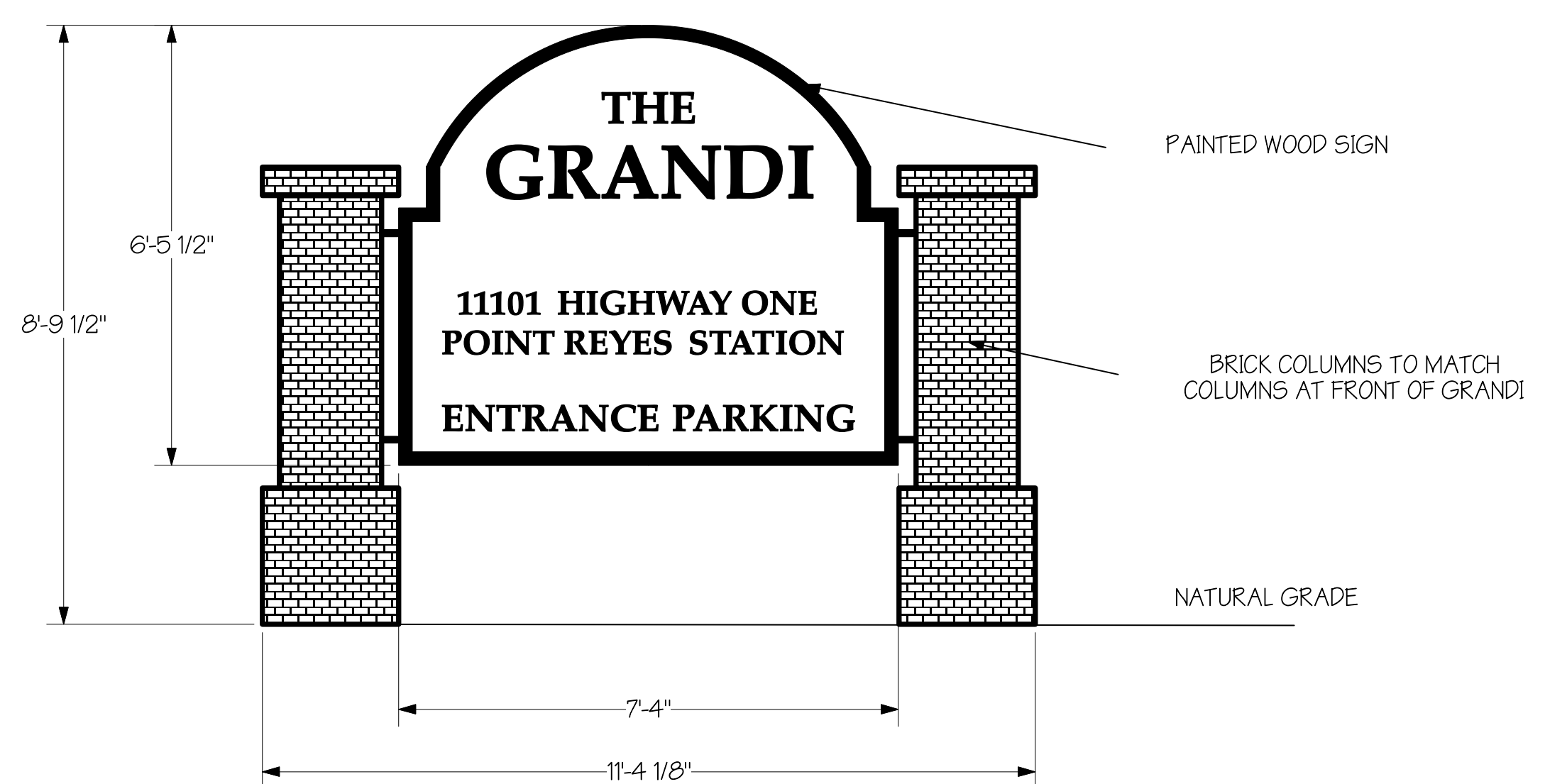


HOTEL AND RESTAURANT SIGN
 SCALE: 1/2" = 1'

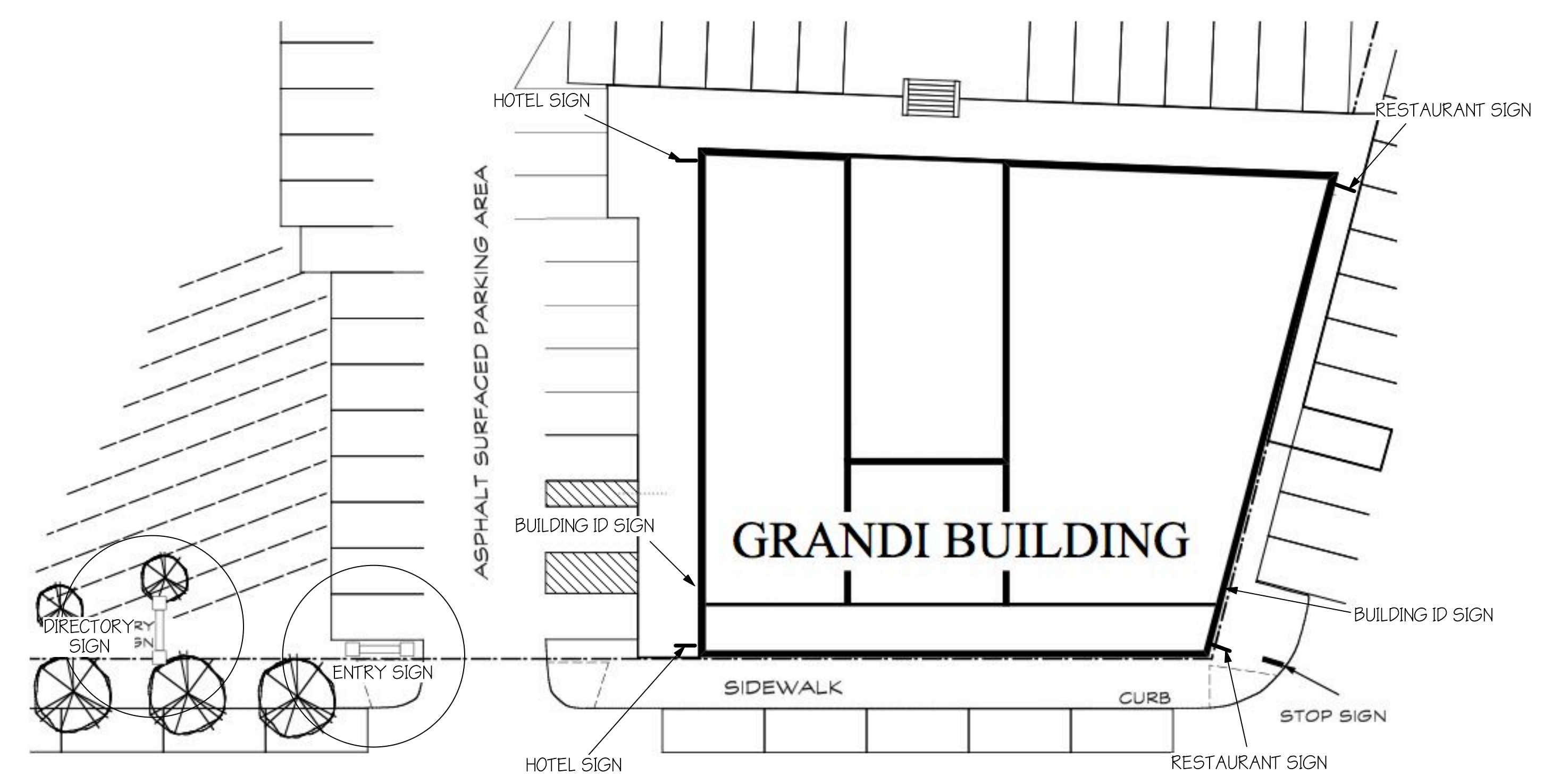
<p>LIGHTING DIRECTORY AND ENTRY SIGNS TO HAVE MINIMAL LOW VOLTAGE GROUND MOUNTED LIGHTING. HANGING RESTAURANT AND RETAIL SIGNS TO RELY ON AMBIENT LIGHT- NO DIRECT LIGHTING.</p>	<p>SEPTIC SYSTEM DIRECTORY AND ENTRY SIGNS TO BE PLACED TO AVOID SEPTIC SYSTEM LEACH LINES. FOOTINGS TO BE CENTERED BETWEEN LEACH LINES ON UNDISTURBED SOIL.</p>	<p>COLORS AND MATERIALS ALL SIGNS TO HAVE THE SAME COLOR SCHEME; BLACK BORDERS WITH SAND BACKGROUND AND BLACK LETTERS. ALL SIGNS TO BE PAINTED WOOD OR PAINTED METAL.</p>
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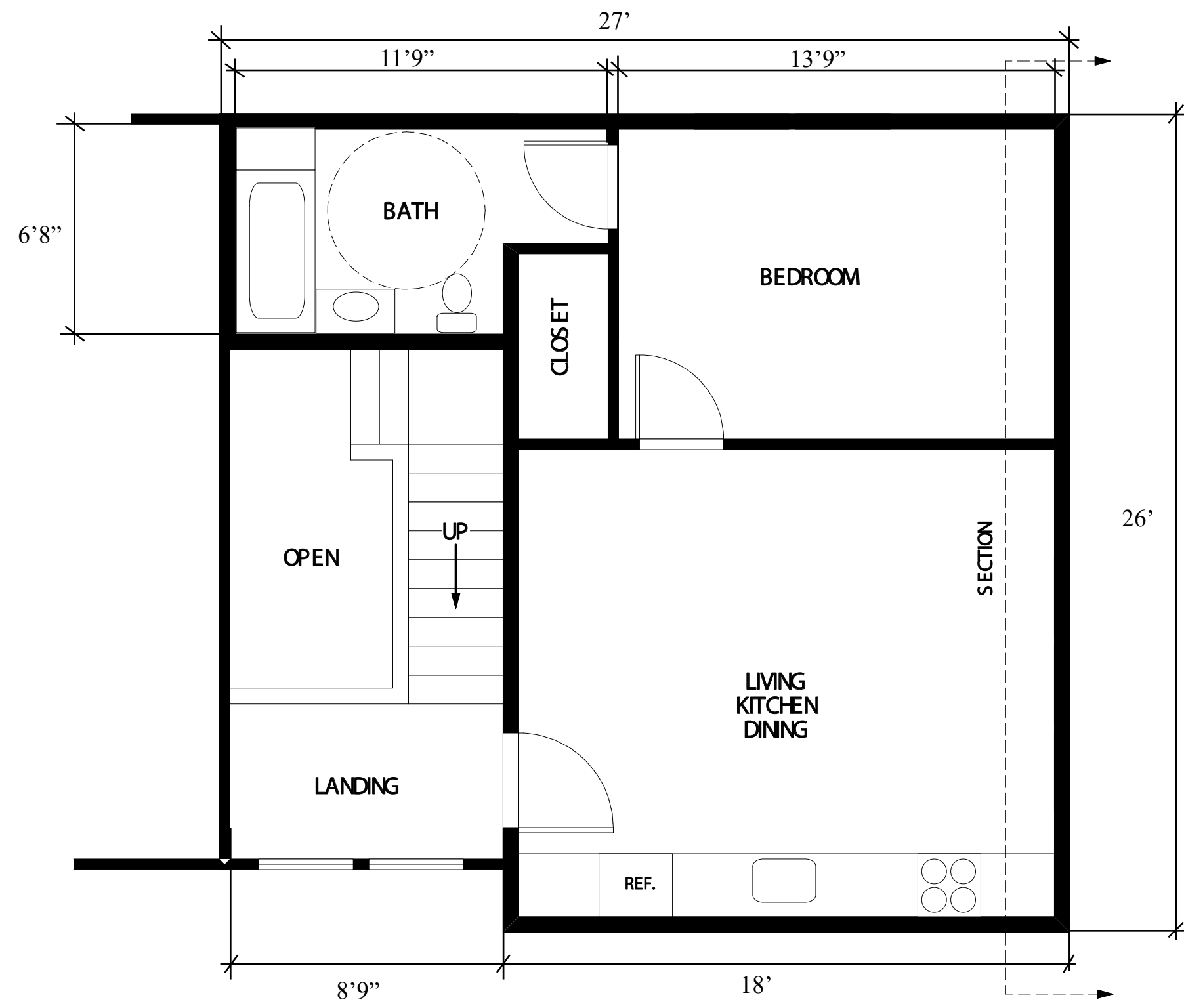
DIRECTORY SIGN
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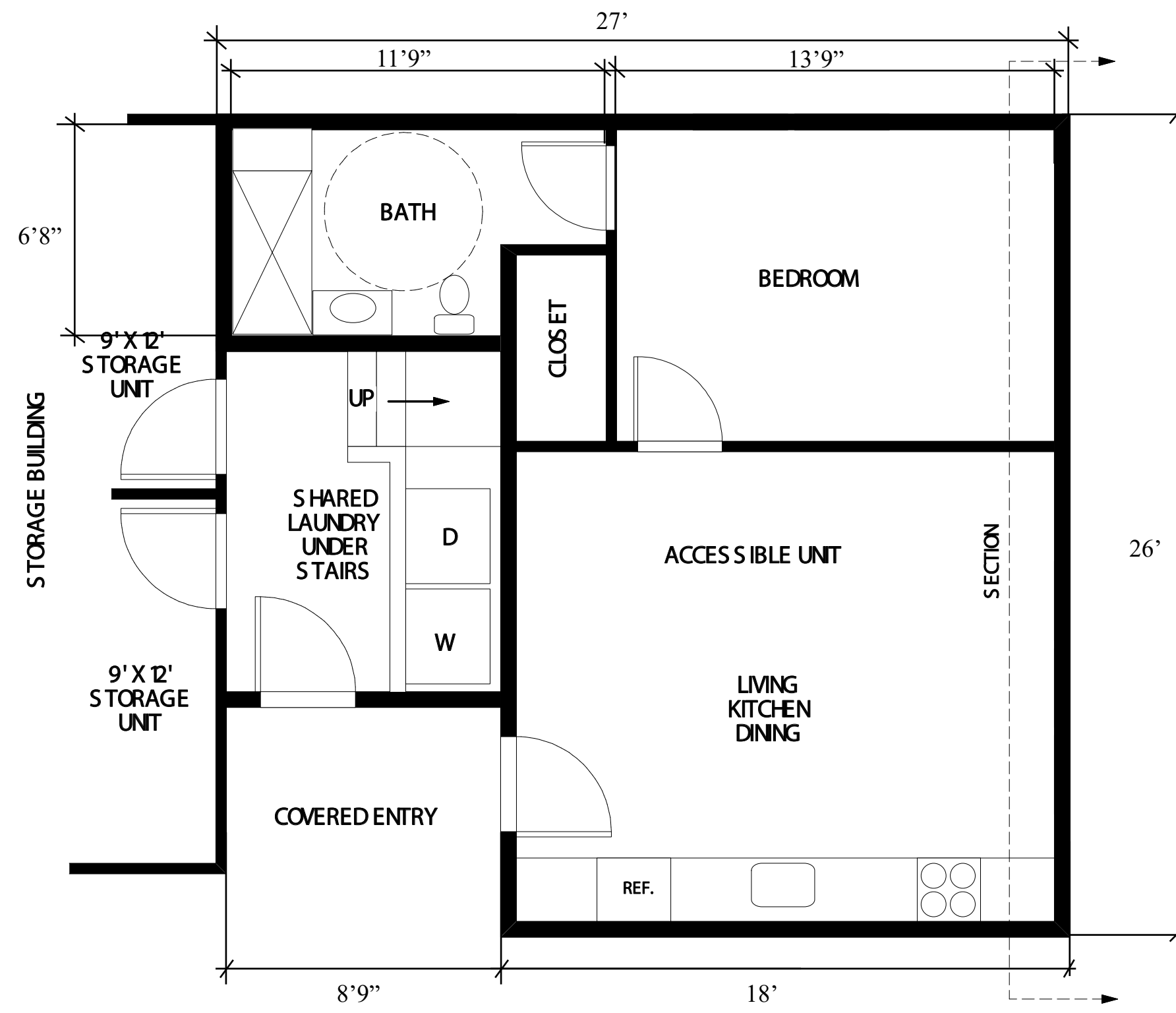
ENTRY SIGN
 SCALE: 1/2" = 1'



HIGHWAY ONE 'A' STREET

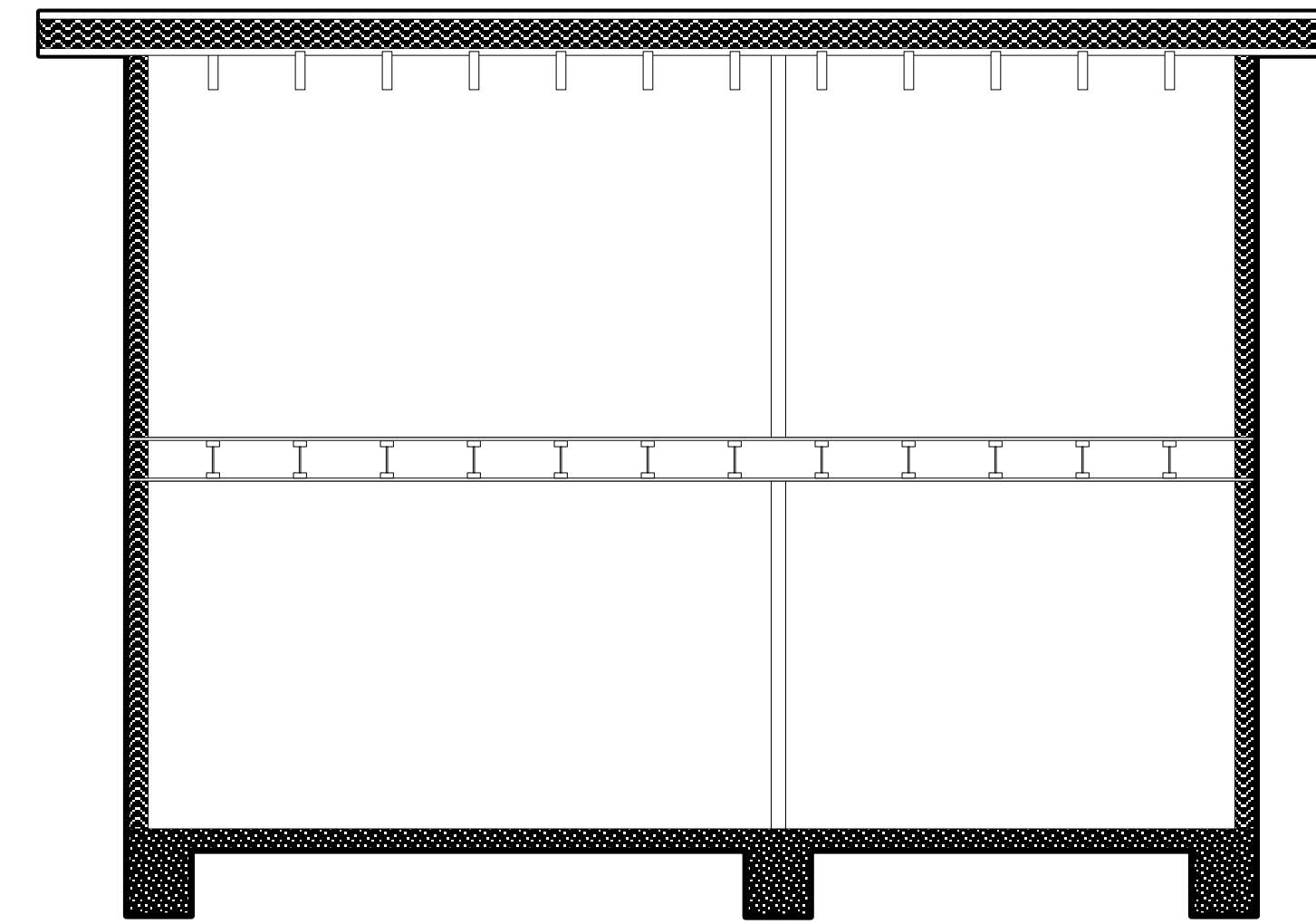


SECOND FLOOR UNIT
 536 SQ. FT. LIVING AREA
 PLUS SHARED LAUNDRY
 PLUS 108 SQ. FT. STORAGE

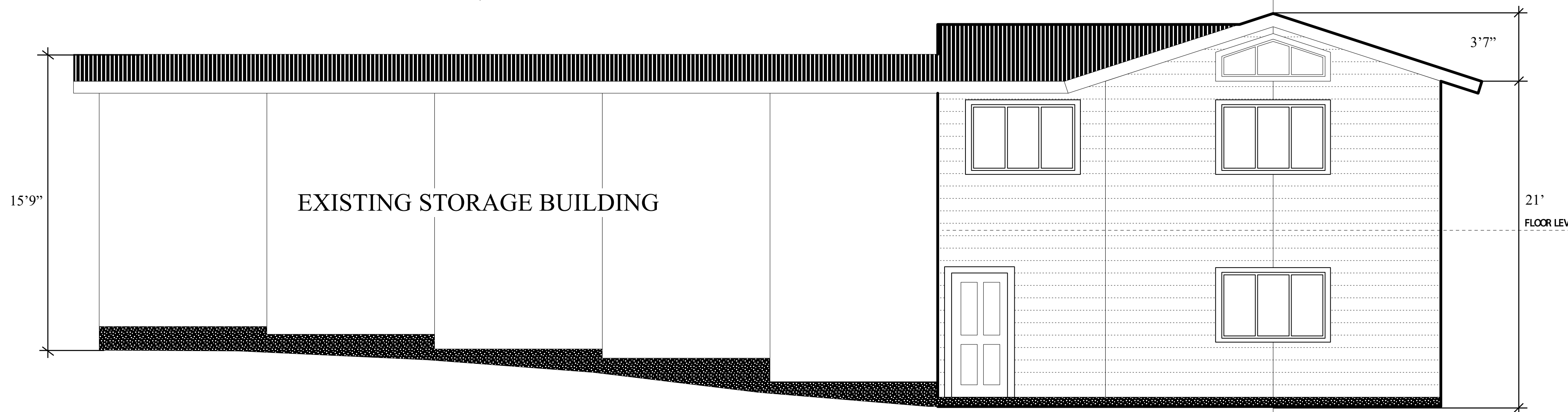


GROUND FLOOR UNIT
 536 SQ. FT. LIVING AREA
 PLUS SHARED LAUNDRY
 PLUS 108 SQ. FT. STORAGE

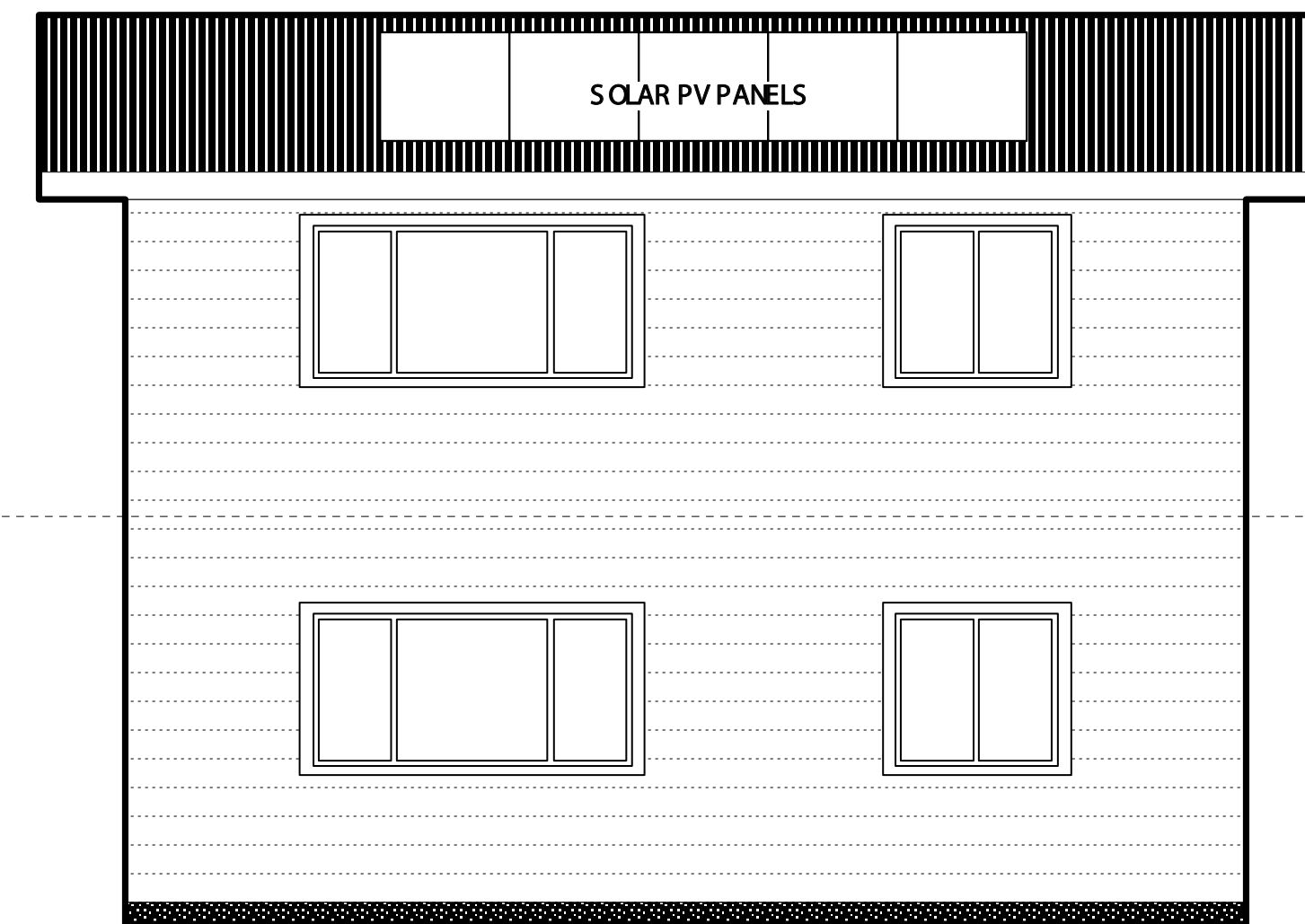
ROOFING: CORRUGATED METAL
 ROOF: 8" STRUCTURAL INSULATED PANELS
 SIDING: HARDPLANK
 WALLS: 6" STRUCTURAL INSULATED PANELS
 FOUNDATION: 6" CONCRETE SLAB W/ 5% FLY ASH
 WINDOWS: DOUBLE GLAZED ALUMINUM SASH, BRONZE



SECTION



NORTH ELEVATION

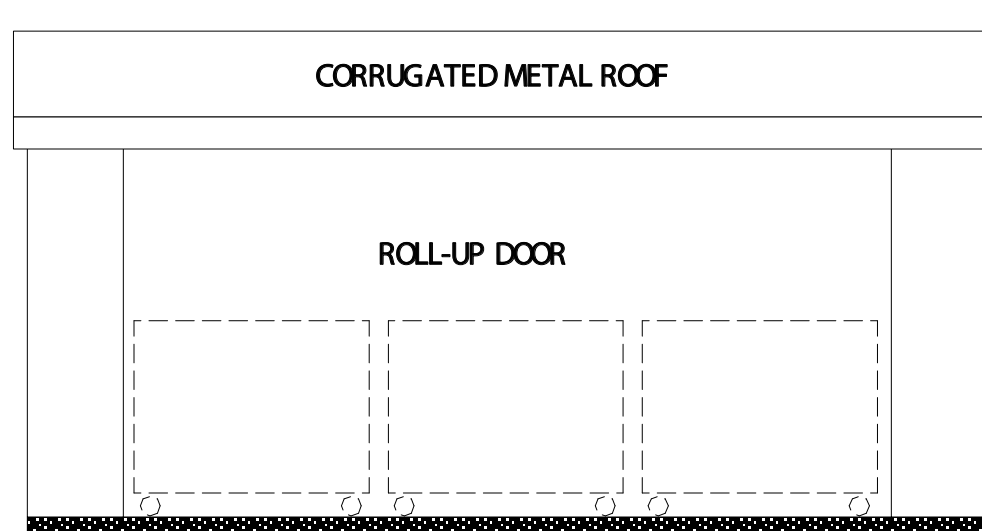
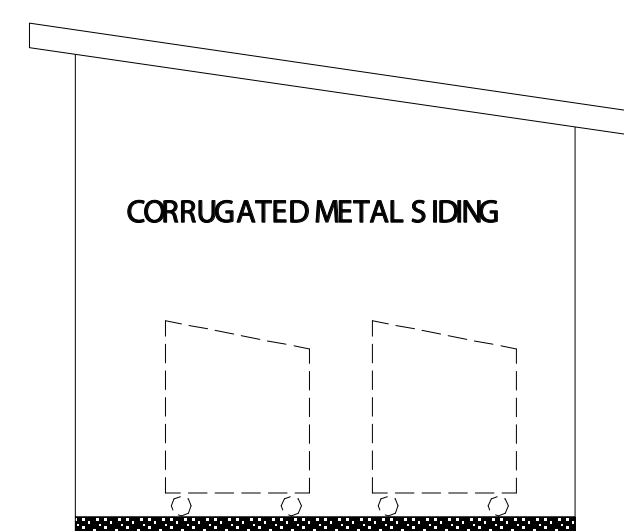
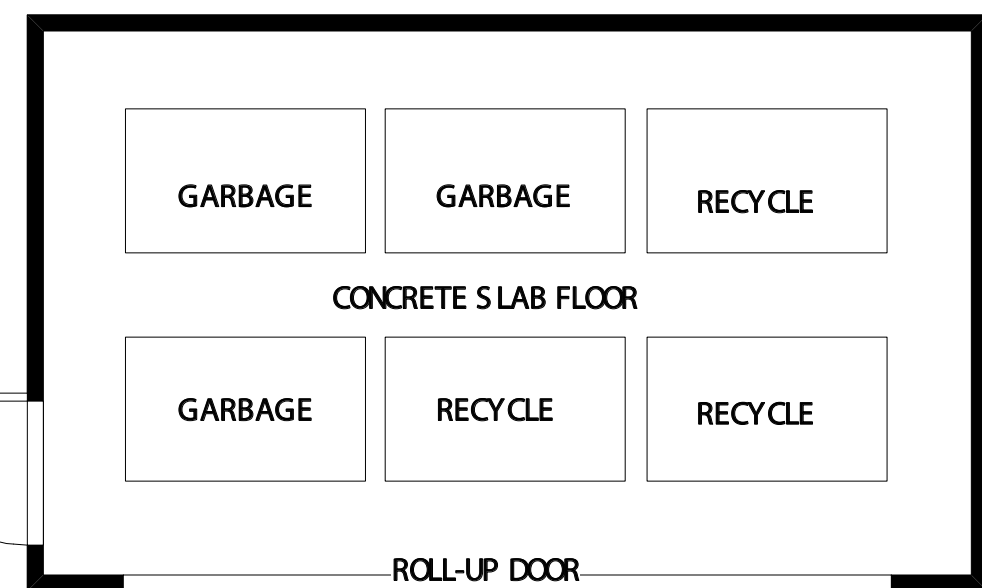


WEST ELEVATION



SOUTH ELEVATION

RECYCLING AND GARBAGE CENTER-
 FULLY ENCLOSED, LOCKED
 AND SOUNDPROOFED



AFFORDABLE EMPLOYEE UNITS FOR
 GRANDI PROJECT

Two one bedroom, one bath, 536 sq. ft. living units built with structural insulated panels for walls and roof. Grid tied solar panels installed on roof providing all electric needs. Electric water heat, cooking and space heat. Units share laundry facilities on ground floor. Each unit has 9' x 12' storage unit. Ground floor unit is fully accessible for the disabled.

REVISIONS

OWNER: KEN WILSON, 707-695-5510
 ARCHITECT: DEBBI PETERSON, 415-897-9888
 DIRECT CORRESPONDENCE TO:
 P.O. BOX 487, GEYSERVILLE, CA 95441

**GRANDI BUILDING
 RENOVATION PLAN**

EMPLOYEE HOUSING
 PLAN

NOVEMBER 17,
 2021

SCALE: 1/4" = 1'

SHEET:

A-16

11101 HIGHWAY ONE POINT REYES STATION, CA AP# 119-234-01



May 29, 2025

Mr. Ken Wilson
P.O. Box 997
Point Reyes, CA 94956

Update to the Traffic Impact Study for the Grand Hotel Renovation

Dear Mr. Wilson:

As requested, W-Trans has updated the analysis as presented in the Traffic Impact Study for the Grand Hotel Renovation, April 3, 2017. The project site is located at 11101 Highway 1 in the unincorporated community of Point Reyes Station in the County of Marin. The purpose of this update is to address the potential transportation impacts of the project as the state requirements for determining such impacts under the California Environmental Quality Act (CEQA) have changed since that time.

Project Description

As proposed, the project would include renovating the existing building on the site bounded by State Route (SR) 1 (Shoreline Highway), B Street and 2nd Street to accommodate a 34-room hotel, 400 square feet of commercial/retail space, and a 2,300 square foot 60-seat restaurant on the ground floor. The project also includes the development of two one-bedroom affordable housing units in a building currently used for storage at the south end of the site. These affordable units would be reserved exclusively for employees of the Grand Building. The proposed uses are the same now as what was analyzed in the 2017 traffic study. Vehicle trip reduction strategies are proposed as part of the project to minimize the number of project-related vehicle miles traveled. A concept plan illustrating the layout of the site is enclosed.

Trip Generation

The anticipated trip generation for the project as currently proposed was estimated using standard rates in the Trip Generation Manual, 11th Edition, 2021 for "Hotel" (ITE LU #310), "Strip Retail Plaza" (ITE LU #820), "High-Turnover Sit-Down Restaurant" (ITE LU #923), and "Single Family Detached Housing" (ITE LU #210). These land uses were selected as being most consistent with the project description for the 2017 study.

Total Project Trip Generation

The currently proposed project is expected to generate an average of 719 trips per day, including 53 trips during the p.m. peak hour. As studied in 2017, the trip generation was estimated based on rates from Trip Generation Manual, 9th Edition, 2012, which differed from those in the current edition. The project as studied in 2017 was expected to generate 628 trips on a daily basis and 52 trips during the p.m. peak hour. Based on current trip generation rates, the expected number of trips is 91 daily trips and one more peak hour trip than the previous estimate. This is summarized in Table 1.

Mr. Ken Wilson Page 2 May 29, 2025

Table 1 - Trip Generation Summary. Table with columns: Land Use, Units, Daily Rate, Daily Trips, PM Peak Hour Rate, PM Peak Hour Trips, In, Out. Rows include Hotel, Restaurant, Shopping Center, Single-family Residence, and Total Trips Using Current Rates.

Note: occ rm = occupied room; ksf = 1,000 square feet; du = dwelling unit

While the peak hour trip generation as currently projected is slightly higher than what was used in the 2017 TIS analysis, this modest increase would not be expected to affect the operational results presented in the TIS. No additional analysis is therefore warranted.

Alternative Modes

Point Reyes Station is a compact community, with a concentration of commercial land uses along Shoreline Highway (SR 1) in the vicinity of the project. Sidewalks are present along the project frontage on Shoreline Highway. There are currently no sidewalks along the 2nd Street frontage; new sidewalks would be constructed as part of the project. Sidewalks are currently present along the west side of 2nd Street, across from the project. In addition to new sidewalks, the project includes accommodations for wheelchair access at the crossing of the project driveway and adjacent to the project at the corner of Shoreline Highway and 2nd Street.

No bicycle facilities are present in the vicinity of the project. Point Reyes Station is a popular route for many recreational bicyclists. While cyclists are required to share the roads with vehicle traffic in the area, given the low speeds through the community this is considered adequate. The East-West Bikeway is a multi-use path that currently extends from Lagunitas to Sir Francis Drake Boulevard and Platform Bridge Road. The Marin Countywide Unincorporated Bicycle and Pedestrian Master Plan, 2018 update includes a proposal to extend the trail to Point Reyes Station, providing a regional connection for bicyclists. The project would include 18 bicycle parking spaces on site comprised of three racks with six spaces each.

Marin Transit's Route 68 provides bus service between San Rafael and Point Reyes Station. There are eight westbound and nine eastbound buses on weekdays, while on weekends and holidays there are seven buses in each direction. There is a bus stop in Point Reyes Station on SR 1 between 2nd and 3rd Streets, less than one block from the project.

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and is considered to be adequate given the low speeds through the community of Point Reyes Station. The completion of the East-West Bikeway would enhance bicycle access. Transit service is adequate.

Emergency Access

As indicated in the site plan, the drive aisle east of the Grand building would be 24 to 27 feet wide, which is typically adequate to accommodate emergency vehicles. The site plan should be reviewed by the Marin County Fire Department to ensure that it is adequate to provide access to the site. Fire hydrants are located on 2nd Street across from the project site and on SR 1 approximately 140 feet from the Grand building. The site would need to be designed to meet all applicable county and state standards and would therefore provide adequate emergency vehicle access.

Finding - Emergency access would be adequate, pending approval by the fire department.

Vehicle Miles Traveled (VMT)

Senate Bill (SB) 743 established a change in the metric to be applied for determining traffic impacts associated with development projects and the increase in Vehicle Miles Traveled (VMT) as a result of a project is now the basis for determining impacts. Marin County has not yet adopted thresholds of significance for VMT. Based on discussions with staff, the VMT analysis for this project was based on guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory, 2018.

OPR's guidance for analyzing mixed use projects suggests two potential approaches: either analyzing only the dominant use or analyzing each project component separately. Given the relative size of the hotel and the restaurant, the two dominant uses were evaluated. Since the combined trip generation for the residential and retail components of the project is less than five percent of the total, these uses were excluded from the analysis.

Hotel and restaurant VMT were assessed by applying OPR's guidance for retail uses to evaluate customer VMT, while OPR's suggested metrics for employment based VMT were used to assess commute VMT for the project's employees. The selection of a retail-type assessment for the hotel guests was made in consideration of how other jurisdictions have chosen to evaluate hotel VMT. The approach to analyzing VMT was reviewed with County staff. It was agreed that given the lack of guidance from OPR regarding visitor-serving uses and the lack of data regarding visitor travel patterns that a qualitative approach to the VMT analysis would be reasonable.

Hotel Guest VMT

Hotels and other visitor-focused uses require consideration of the project's intended customer base and where those customers would otherwise have stayed if the project were not constructed. Unless a hotel project also includes construction of a major new attraction or convention component, on its own it is unlikely to draw new visitors to the County; it would just redistribute where visitors stay. This shift in travel patterns and VMT is similar to how OPR considers retail uses. Many types of retail projects may generally be presumed to have a less-than-significant VMT impact since the total amount of shopping that occurs in a given geographic area tends to remain unchanged, and in fact adding new retail uses to the urban fabric often reduces the distances (i.e., the "miles" in VMT) that people need to drive on shopping trips. Similarly, the proposed hotel would add to the existing supply of visitor accommodations in the area.

The capacity added by the hotel was considered in the larger context of existing visitor accommodations in West Marin. The report 2022 Marin Annual Report, Marin County Visitors Bureau, (MCVB), 2022, found that hotel occupancy was at 72.4 percent in 2022; this assessment did not include lodgings at short-term rentals listed on Airbnb and VRBO as such data were not available. While local data on hotel occupancy for West Marin was not

Mr. Ken Wilson Page 4 May 29, 2025

available, the MCVB has compiled a list of over 600 rooms serving visitors in West Marin located in facilities such as inns, hotels, bed and breakfasts and vacation homes; this figure also does not include lodgings available through Airbnb or VRBO. Assuming that the countywide occupancy rate is comparable to the rate in West Marin and that additional visitor capacity is currently available, this would suggest that the addition of visitor capacity would be more likely to redistribute existing visitors rather than attract additional visitors. If current occupancy rates are higher than these levels, the addition of visitor capacity in the area could potentially reduce VMT, by allowing Bay Area residents to stay overnight in Point Reyes Station; without local accommodations available, visitors might choose to stay in a location further away where more lodging is available, such as Petaluma, or might choose to visit a destination outside the Bay Area. Given this condition, and in consideration of OPR guidance and hotel VMT methodologies applied in other jurisdictions with adopted VMT thresholds, the hotel would not be expected to result in an increase in regional VMT. Therefore, the project can reasonably be presumed to result in a less-than-significant VMT impact associated with guest trips.

Restaurant Customer VMT

VMT analysis for restaurant customers was considered using a similar approach to the proposed hotel, as it is also a visitor-serving use. As the restaurant to be constructed at a regional destination, it would provide an additional dining option for visitors to the area. By providing this additional choice, it could reasonably be assumed that, rather than attracting new trips, the restaurant would redistribute existing visitors in the area. If, as noted previously, the proposed hotel would encourage some visitors to stay overnight in Point Reyes Station, the presence of the restaurant could support reductions in VMT, as restaurant trips by hotel guests would not be made by vehicles. In addition, VMT could potentially be reduced for visitors staying elsewhere in West Marin who might otherwise travel further away to areas with more dining options, such as Fairfax or Petaluma. As a result, even for trips that would not be made by bicycling or walking, vehicle trip distances could be reduced for many restaurant patrons.

Employee VMT

OPR guidance was applied to assess the potential VMT impact associated with project employees. The guidance indicates that the regional average VMT per worker should be used as a baseline, with a threshold for new development of 15 percent below that level. The countywide average VMT per worker for Marin County was selected as the baseline, as is typically done for projects in rural areas where local conditions are substantially different from the region as a whole. The countywide VMT per employee was estimated by the Transportation Authority of Marin Demand Model (TAMDM).

The TAMDM model is comprised of traffic analysis zones (TAZ) covering geographic areas throughout Marin County, including 1,400 Micro Analysis Zones (MAZ) for which VMT is estimated. The TAMDM model indicates that the countywide VMT per employee is 20.7, with a threshold of 15 percent below the countywide average, the threshold for VMT per employee would be 17.6. The project is located in MAZ #708 which, according to the TAM VMT webmap, has a VMT per employee of 27.9. Therefore, for the employee-related VMT to have a less-than-significant impact, the VMT per employee would need to be reduced by 36.9 percent.

As indicated, the project includes elements that would reduce VMT below levels that would otherwise be expected: these measures focus on reducing employee commute trips. The two on-site affordable residential units reserved for employee occupation would eliminate vehicle commute trips for the employees living there. Additional subsidies for in-town employee housing and/or measures to reduce employee commute trips would also be included in the project to ensure that employee VMT is - at a minimum - 15 percent below the countywide average VMT per employee. While the on-site housing would remain available to employees, the use of other trip reduction measures would change based on the needs of employees at the time.

- Local housing: The project includes two on-site residential units for occupation by employees, the project applicant could provide subsidies for other employees to incentivize living near the project site the level of subsidy would be comparable to that provided by the on-site affordable units.

Mr. Ken Wilson Page 5 May 29, 2025

- Carpooling: The project applicant would encourage and support development of carpools among employees working the same shifts, as appropriate based on their place of residence. Most employees would likely commute to Point Reyes Station either from the northeast through Petaluma or from the southwest through Fairfax. Given the limited number of roads in the area, it is likely that some employees would be able to avoid driving or substantially reduce their driving distances through carpooling. The project applicant would provide cash incentives and/or fuel subsidies to the carpool drivers and vehicle owners.
- Transit passes: The project applicant would provide Marin Transit monthly passes for 540 to incentivize transit use for those employees who cannot travel in carpools. Marin Transit service connects Point Reyes Station to several communities, including Fairfax, San Anselmo, and San Rafael. It is noted that the last bus departing Point Reyes Station is at 8:28 p.m. on weekdays and 8:16 p.m. on weekends and holidays.
- Remote work: While the proposed hotel, restaurant, and retail uses are largely service-based and require in-person activities, the project applicant would allow for non-essential on-site employees (managers or other employees who perform administrative functions) to work remotely on a part-time basis as practical.

Since the ten employees associated with the project's three commercial uses would be working at the same location, they were considered for the purpose of evaluating VMT. Assuming each employee commutes the average distance, for each worker that avoids driving to work each day the employee commute VMT would be reduced by 10 percent; therefore, the two on-site employees would reduce the employee commute VMT by 20 percent and the project's trip reduction efforts would need to eliminate vehicle commutes for two additional employees to avoid a significant VMT impact. Table 2 indicates the percentage VMT reduction that could be achieved with the application of the suggested measures. If carpooling, transit, or remote work could only be used for part of the work week, a combination of strategies or increased employee participation would be needed to achieve a 20 percent VMT reduction.

Table 2 - Employee Trip Reduction Strategies and Potential VMT Reduction. Table with columns: Trip Reduction Strategy, VMT Reduction per Employee Commute Trip Eliminated. Rows include Employee Housing Near Project Site, Carpooling, Transit, Remote Work.

Note: * Assumes strategy is used for all commute trips by participating employees; ** Assumes part-time (50%) remote work for this position

Conclusions and Recommendations

- The project would be expected to generate 719 trips per day, including 54 during the p.m. peak hour. While the proposed uses are the same as what was proposed in 2017, standard trips generation rates have been updated, so this represents an increase of 91 daily trips and one p.m. peak hour trip more than what was previously proposed. This modest change in the trip generation would not be expected to result in any changes to the operational results as presented in the 2017 TIS.
- Sidewalks are incomplete along the project frontage. With the addition of sidewalks along 2nd Street, accommodations for pedestrians would be adequate.
- Bicycle facilities are not present near the project site; given the rural character of the area and low speeds through the community of Point Reyes Station, this is adequate. The project includes bicycle parking, and, with the completion of the proposed East-West Bikeway, bicycle access would be enhanced.

Mr. Ken Wilson Page 6 May 29, 2025

- Emergency access to the site would be adequate.
- Transit service is available seven days a week at a bus stop within one block of the project site and is adequate to serve the project.
- VMT for visitors to the hotel and restaurant uses could be presumed to have a less-than-significant impact as trips to these destinations would be expected to redistribute existing visitors to the area. The project could potentially reduce VMT if it encourages patronize uses in Point Reyes Station as an alternative to destinations that are further away.
- The estimated employee VMT would exceed the threshold based on the TAMDM model. A reduction of 36.9 percent would be required to reduce the VMT impact to less than significant.
- The project's two on-site residential units would be dedicated for occupation by employees, reducing the employee VMT by 20 percent, or about one-half the decrease required.
- Trip reduction measures should be included as part of the project to achieve an additional 20 percent VMT reduction. One or more of the following measures should be deployed: 1) encourage and potentially incentivize carpooling, 2) subsidize housing locally for one or more employees, 3) subsidize employee transit passes, and/or 4) identify opportunities for potential remote work. With the elimination of commute trips for an average of two employees per day, the project would reduce employee VMT by 20 percent. When combined with the 20 percent reduction achieved by the on-site housing, the VMT impact would be reduced to less than significant.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,

Barry Bergman, AICP
Senior Planner

Delene J. Whitlock, PE, PFOE
Senior Principal
DJW/bds/MAJ/01.1

Enclosures: Site plan

TRAFFIC AND PARKING SUMMARY

Traffic and Parking Summary for the Grand Building Renovation

The purpose of this summary is to compare and reconcile the conditions and requirements shown in the Traffic and Parking Study for the Grand Property in Point Reyes Station, W-Trans, March 1999 and the Parking Study Addendum for the Grand Property in Point Reyes Station, W-Trans, January 2000 and the current conditions. See attached Trip Generation and Volume Comparison-2015 report by Whitlock and Weinberger Transportation, Inc. for updated conditions.

The Traffic and Parking Study for the Grand Property in Point Reyes Station, W-Trans, March 1999, Parking Study Addendum for the Grand Property in Point Reyes Station, and Trip Generation and Volume Comparison-2015 were prepared by Whitlock and Weinberger Transportation, Inc. (W-Trans) of Santa Rosa for Grand Building owner Ken Wilson in 1999 and 2015.

There are two factors effecting the conditions and conclusions of the previous studies that should be highlighted:

- The scope of the project has been greatly reduced. The proposal only includes the renovation of the existing historic building to its historic uses. The 240 seat theater in the basement has been removed from the plan, as have the 6500 sq. ft. Grand Annex building with 10 hotel rooms, and the 836 sq. ft. Papermill Building for retail use.
- Many commercial buildings in the historic district have no off-street parking. The proposed Grand renovation project cannot be burdened with providing parking for these other existing buildings and businesses. The County of Marin is in the process of building a public parking lot with restrooms on Mesa Road adjacent to the downtown area.

Proposed

This project proposes creating 105 parking spaces including 4 accessible spaces and 1 van accessible space. Off-street parking totals 85 spaces with an additional 8 spaces on Second Street along the side of the Grand Building and 12 spaces along First Street (Highway One). All of the on-street spaces are currently in use and have historically been used in this way. All spaces measure 9' x 18' with the exception of 22 spaces in three locations that measure 8.5' x 18'. Also proposed are two truck loading and delivery spaces: one 12' x 24' and one 12' x 45'.

We believe we have maximized the parking potential for this site and in all but the most extreme cases are providing adequate parking for the existing and proposed tenants and their guests or customers. If necessary, overflow spaces could be found on both sides of B Street. No B Street or A Street (Highway One) spaces were used in the parking space count.

Required

Using Marin County Code Title 24 (24.04.340) standards as interpreted by the designer, it is calculated that the existing and proposed uses would require 149 spaces (see Table 1-A). The proposed 105 spaces has a deficit of 44 spaces or 30%. All businesses and commercial buildings in the historic district of Point Reyes Station have a parking space deficit by Title 24 standards. Many buildings have no off-street parking whatsoever

DEMOLITION PLAN

The Grand Building has many decorative, structural and useful elements that will be preserved or rehabilitated during the construction process. Much of the historic features will be maintained.

All demolition will comply with the Marin County Construction and Demolition Waste Recovery Ordinance. At least 50% of all demolition materials will be reused or recycled. Demolition permit #116781 was issued by County of Marin Community Development Agency.

Demolition of Additions

Over the years the Grand Building had three additions that will either be removed permanently or demolished and rebuilt. The old post office building (980 sq. ft.) and service shed (400 sq. ft.) have been demolished and will not be rebuilt. The covered addition in the central portion of the building has demolished and will be replaced with a new floor, roof and exterior wall.

Exterior Demolition

All exterior pipes, vents, etc. will be removed. Plywood and display windows enclosing the arcade will be removed permanently. Exterior brick will be cleaned and repaired.

Interior Demolition

Interiors will be salvaged to the greatest extent possible. All lath and plaster will be removed to be replaced with sheetrock. All interior wall framing will be maintained with the exception of some hotel room interiors. Wood ceilings on first floor will be maintained if allowed.

Previous permit applications:
Wilson Use Permit 98-35, Coastal Permit 98-31, Design Review 98-85

SUMMARY OF USE AND SIZE

Table with columns: Existing buildings, use and size, square feet. Rows include Cheda Building, Sawyer Building, Storage building, Old Firehouse, Total.

Table with columns: Grandi Building, vacant, square feet. Rows include Ground floor, Second floor, Basement, Post Office (demolished), Service Shed (demolished), Total.

Table with columns: Proposed new uses in the Grandi Building, square feet. Rows include Ground floor Retail, Restaurant, Hotel lobby, Hotel rooms and access, Second floor, Basement, Total with existing and proposed uses, Land size - square feet, FAR (floor area ratio).

Table with columns: Existing structures and floor space demolished or removed from: square feet. Rows include Main floor arcade, Old post office, Service shed, Total, Grandi Building gross area (outside exterior walls).

Note: All size and square foot measurements are approximate.

PROPOSED USES

Location of uses:
All uses to be allowed in any location in the building up to the maximum square footage with the exception of the upper floor being for hotel use only.

Limitations:
The hotel use shall be limited to a maximum of 34 rooms. The restaurant to be limited to 60 seats.

Accessibility
All public area including the restaurant, retail area, hotel lobby and first floor shall be fully accessible. There will be one fully accessible guest room on the first floor. Three new accessible parking spaces will be provided making five total for the property. One new van accessible space will be created. Accessible access around the full exterior of the Grand building and the parking area will be provided. All building entries will be provided with approved thresholds and no slope shall exceed 2%.

Table with columns: Employees, number of employees. Rows include Hotel, Restaurant, Retail, Total.

AFFORDABLE EMPLOYEE HOUSING

Employee Affordable Housing Plan for the Grand Renovation Project

The Grand Building Renovation Project will comply with the Marin County Title 22 Development Code, 22.22.095, Inclusionary Requirements for Commercial and Industrial Development, by the following methods:

- Designate two one-bedroom apartment units on property as affordable employee units.
- Units to be developed at the time of hotel renovation
- Applicant will complete a written agreement with the County of Marin which indicates the number, type, location and approximate size of units before issuance of a building permit.
- All inclusionary units shall be rented to very low, low or moderate income employees of businesses located within the Grand building.

ACCESSIBILITY

All public area including the restaurant, retail area, hotel lobby and first floor shall be fully accessible. There will be one fully accessible guest room on the first floor. Three new accessible parking spaces will be provided making five total for the property. One new van accessible space will be created. Accessible access around the full exterior of the Grand building and the parking area will be provided. All building entries will be provided with approved thresholds and no slope shall exceed 2%.

TRAFFIC, PARKING, ACCESSIBILITY AND PROPOSED USES

OWNER: KEN WILSON, 707-695-5510
ARCHITECT: DEBBI PETERSON, 415-897-9888
DIRECT CORRESPONDENCE TO:
P.O. BOX 487, GEYSERVILLE, CA 95441

GRANDI BUILDING RENOVATION PLAN

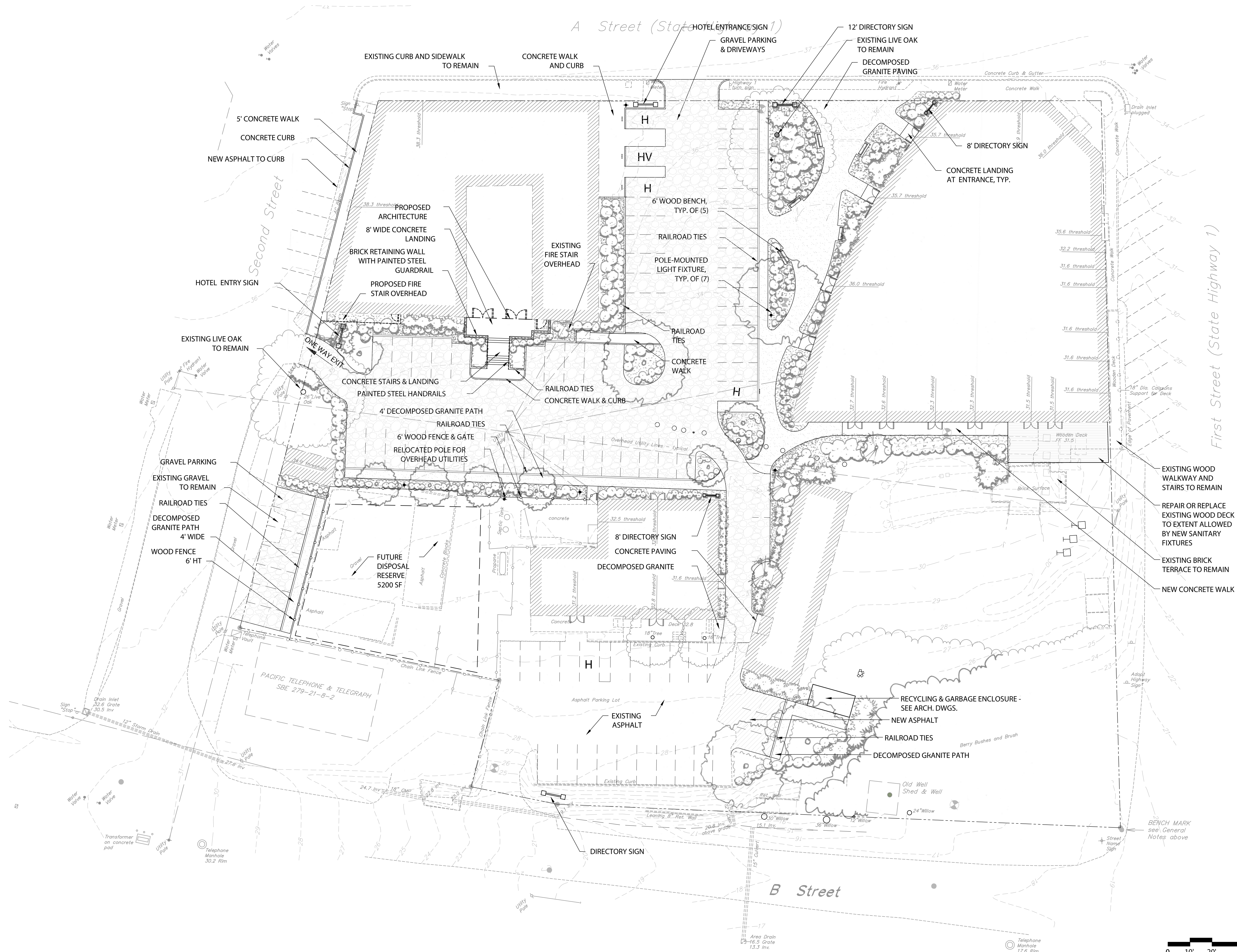
TRAFFIC, PARKING, ACCESS AND PROPOSED USES

NOVEMBER 17, 2021

SHEET:

A-17

11101 HIGHWAY ONE, POINT REYES STATION, CA, AP# 119-254-01



NOT FOR CONSTRUCTION

NO.	DATE	REVISION

PROJECT NUMBER 21017.00

GRAND BUILDING RENOVATION
 POINT REYES STATION, CALIFORNIA
LANDSCAPE PLAN

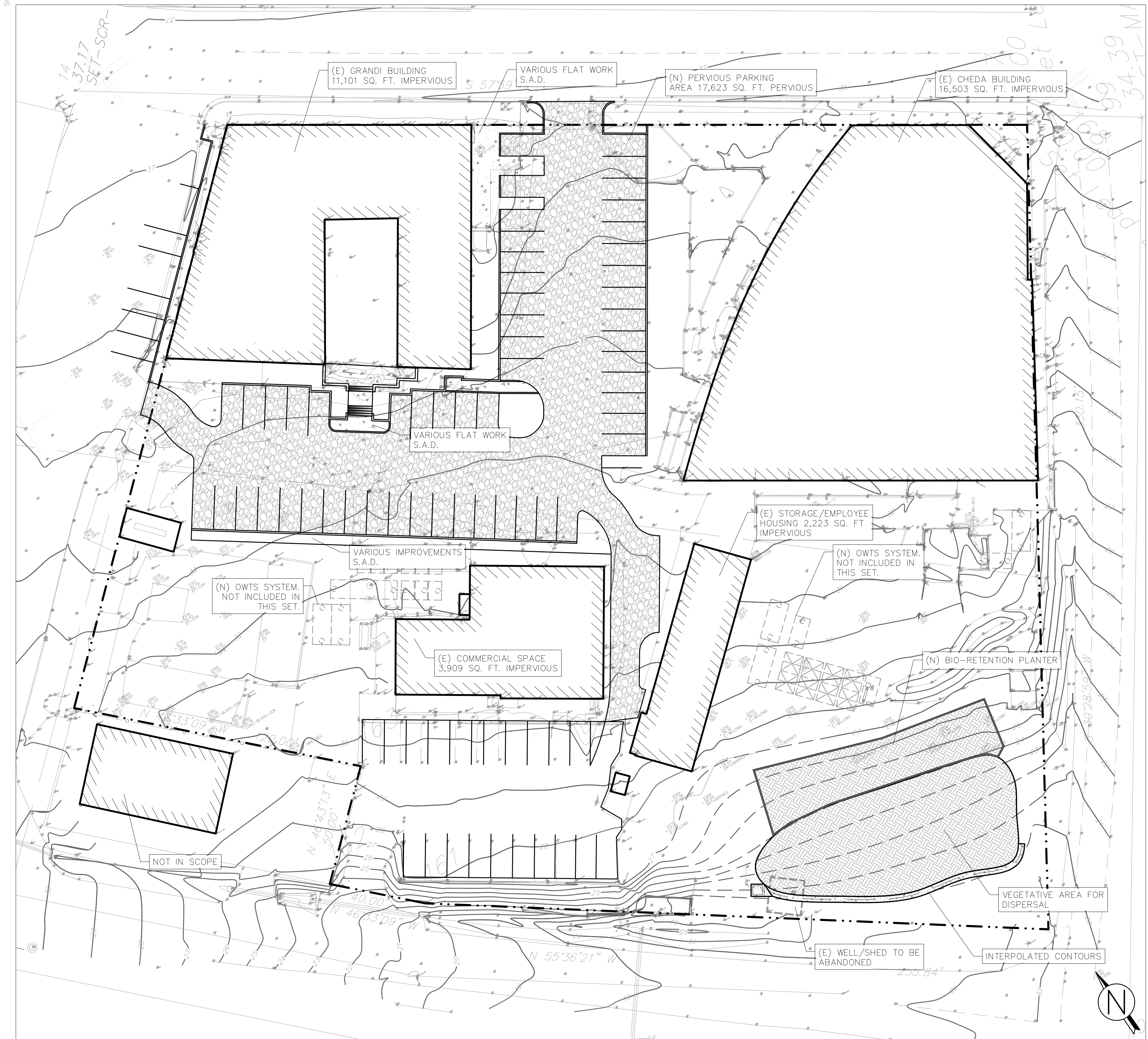
DRAWN BY: MG
 CHECKED BY: DR
 DATE: OCTOBER 8, 2021
 SCALE: 1" = 20'-0"

SHEET TITLE:
HARDSCAPE AND PLANTING PLAN

SHEET NUMBER:

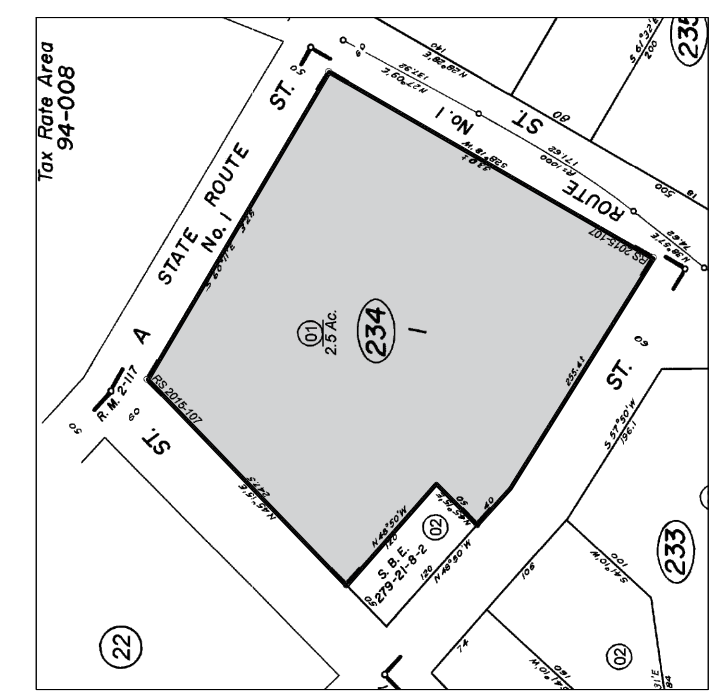
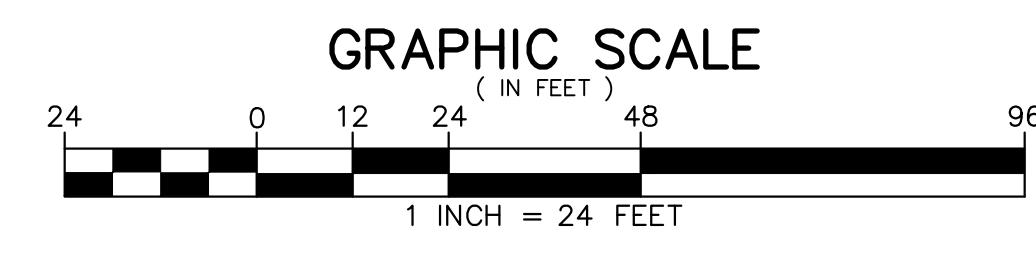
DRAINAGE & IMPROVEMENT PLAN

54 B STREET, POINT REYES STATION, CA 94956

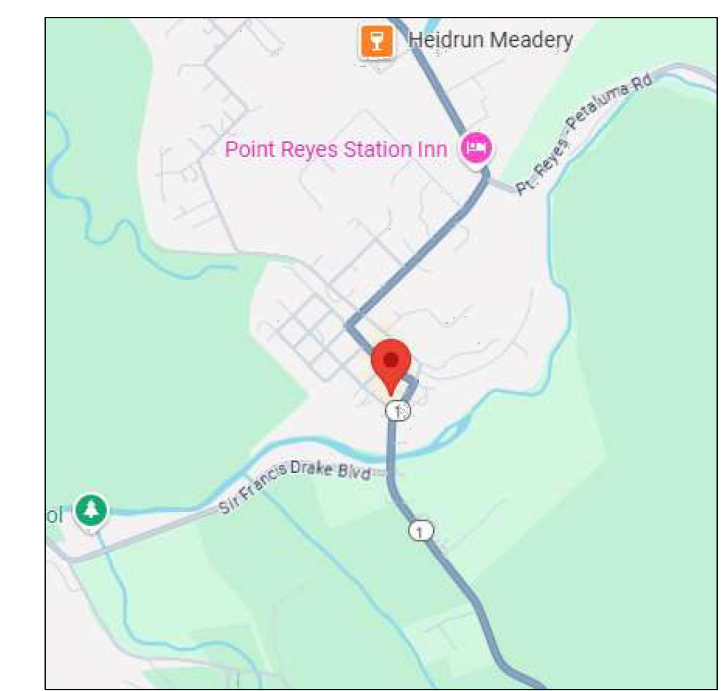


1 VIEW TITLE

SCALE 1" = 24'



PARCEL LOCATION MAP
N.T.S.



VICINITY MAP
N.T.S.

MarinMap Site Parcel Report Property ID: 119-234-01
Report generated 2/5/2025 3:20:08 PM

Parcel Information

Property ID: 119-234-01
Address: 11101 STATE ROUTE 1, POINT REYES STATION
Land Use: Commercial - Improved
Units: 1
Tax Rate Area: 094-008
Average Slope: 7.09

Census: 133000
District: 4 Dennis Rodoni
Wildland Interface: Y
Community Plan: West Marin
Community: Pt. Reyes Station
ClubList: WEST MARIN
Traffic Zone: 152
Zoning: C-VCR-B2 Village Commercial Residential

Local Coastal Plan: 2
Dam Failure Area: Alpine/Bon Tempe/Peter Seeger
Alquist Priolo Zone:
Stream Conserv. Area/Buffer: 0
CWP Area: West Marin
CWP Corridor: COASTAL
Fire Service: County Fire (CSA 31)
Fire Authority: County Fire (CSA 31)

Flood Zone: AE Insurance Required: Y
Zones AE and A1-A30 are the flood insurance rate zones that correspond to the 1-percent annual chance floodplains that are determined in the Flood Insurance Study by detailed methods of analysis. In most instances, Base Flood Elevations derived from the detailed hydraulic analyses are shown at selected intervals within this zone. Mandatory flood insurance purchase requirements apply.

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

MARIN MAPS PARCEL DETAIL
N.T.S.

SHEET INDEX			
C-1.0	SITE OVERVIEW PLAN	0	3/11/25 DRAFT
C-1.1	PROJECT NOTES		
C-1.2	MCSTOPPP DETAILS		
C-1.3	CONSTRUCTION BEST MANAGEMENT PRACTICES		
C-2.0	GRADING, DRAINAGE, & UTILITY PLAN		

DEVELOPER / APPLICANT
KEN WILSON 54 B STREET POINT REYES STATION, CA 94956

SITE INFO
54 B STREET, POINT REYES STATION, CA 94956 APN: 119-234-01 LOT SIZE: 2.58 ACRES 38.066743464328056, -122.80510884539699

SCOPE OF WORK
RENOVATION OF EXISTING BUILDING PLANNED TO CONTAIN A 34 ROOM HOTEL, 60 SEAT RESTAURANT, AND A 400 SQ FT RETAIL SPACE. RENOVATION OF EXISTING STORAGE BUILDING TO BE USED AS AFFORDABLE HOUSING AND CONSTRUCTION OF AN ON SITE WASTE WATER TREATMENT FACILITY

DESIGN
DRAINAGE PLAN UTILIZING STANDARD DESIGN PRACTICES FOR THE MANAGEMENT AND DISPERSAL OF STORM WATER INTO NEW DRAINAGE DISSIPATION PROVISIONS

REFERENCES
ARCH. PLANS : "GRANDI BUILDING RENOVATION PLAN" BY: DEBBI PETERSON, DATED: NOVEMBER 17, 2021
TOPOGRAPHY & BOUNDARY : "RECORD OF SURVEY," BY: ADOBE ASSOCIATES, DATED: JULY 24, 2015
SOILS REPORT: "GEOLOGICAL INVESTIGATION" BY: ACE ENGINEERING, INC. DATED:

BENCHMARK
ASSUMED DATUM

BASIS OF BEARINGS	
S 43°22'00" E, BEING THE BEARING OF THE MONUMENTED CENTERLINE OF "B STREET" BETWEEN "2ND STREET" AND "3RD STREET" AS SHOWN ON "RECORD OF SURVEY, PORTION OF POINT REYES STATION" FILED DECEMBER 13, 1978 IN BOOK 15 OF SURVEYS, PAGE 39, MARIN COUNTY RECORDS (HEREON REFERENCED R-4)	

ESTIMATED EARTHWORK QUANTITIES	
CUT	45
FILL	75
EXPORT	45
IMPORT	75

GRADING QUANTITIES REPRESENT BANK YARDAGE. IT DOES NOT INCLUDE ANY SWELLING OR SHRINKAGE FACTORS AND IS INTENDED TO REPRESENT IN-SITU CONDITIONS. QUANTITIES DO NOT INCLUDE OVER-EXCAVATION, TRENCHING, STRUCTURAL FOUNDATIONS OR PIERS, OR POOL EXCAVATION (IF ANY). NOTE ADDITIONAL EARTHWORKS, SUCH AS KEYWAYS OR BENCHING, MAY BE REQUIRED BY THE GEOLOGICAL ENGINEER IN THE FIELD AT TIME OF CONSTRUCTION. CONTRACTOR TO VERIFY QUANTITIES.

IMPERVIOUS SURFACE DATA	
EXISTING	33,786
PROPOSED	12,564
POST PROJECT	37,036

AREA OF DISTURBANCE	
PROPOSED	69,092

REVISION TABLE		
DATE	DELTA	COMMENTS

ISSUES		
ISSUE	DATE	DESCRIPTION

AC ENGINEERING, INC.
CIVIL & GEOTECHNICAL CONSULTANTS
454 LAS GALLINAS AVE., SUITE 1047
SAN RAFAEL, CA 94903
P: 415-295-2152
admin@agnewcivil.com



SITE OVERVIEW PLAN
GRANDI BUILDING RENOVATION PLAN / KEN WILSON
54 B STREET, POINT REYES STATION, CA 94956
APN: 119-234-01

270-1

C-1.0

SHEET SIZE: Arch. D (36"x48")

GENERAL NOTES

ALL GENERAL NOTES, SHEET NOTES, AND LEGEND NOTES FOUND IN THESE DOCUMENTS SHALL APPLY TYPICALLY THROUGHOUT. IF INCONSISTENCIES ARE FOUND IN THE VARIOUS NOTATIONS, NOTIFY THE ENGINEER IMMEDIATELY IN WRITING REQUESTING CLARIFICATION.

THESE DRAWINGS AND THEIR CONTENT ARE AND SHALL REMAIN THE PROPERTY OF AGNEW CIVIL ENGINEERING WHETHER THE PROJECT FOR WHICH THEY ARE PREPARED IS EXECUTED OR NOT. THEY ARE NOT TO BE USED BY ANY PERSONS ON OTHER PROJECTS OR EXTENSIONS OF THE PROJECT EXCEPT BY AGREEMENT IN WRITING AND WITH APPROPRIATE COMPENSATION TO THE ENGINEER.

ALL WORK SHALL COMPLY WITH APPLICABLE CODES AND TRADE STANDARDS WHICH GOVERN EACH PHASE OF WORK INCLUDING, BUT NOT LIMITED TO, CALIFORNIA MECHANICAL CODE, CALIFORNIA PLUMBING CODE, CALIFORNIA ELECTRICAL CODE, CALIFORNIA FIRE CODE, CALTRANS STANDARDS AND SPECIFICATIONS, AND ALL APPLICABLE STATE AND/OR LOCAL CODES AND/OR LEGISLATION.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND ALL SUBCONTRACTORS TO CHECK AND VERIFY ALL CONDITIONS, DIMENSIONS, LINES AND LEVELS INDICATED. PROPER AT AND ATTACHMENT OF ALL PARTS IS REQUIRED. SHOULD THERE BE ANY DISCREPANCIES, IMMEDIATELY NOTIFY THE ENGINEER FOR CORRECTION OR ADJUSTMENT THE EVENT OF FAILURE TO DO SO, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTION OF ANY ERROR.

ALL DIMENSIONS AND CONDITIONS SHALL BE CHECKED AND VERIFIED ON THE JOB BY EACH SUBCONTRACTOR BEFORE HE/SHE BEGINS HIS/HER WORK. ANY ERRORS, OMISSION, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER/CONTRACTOR BEFORE CONSTRUCTION BEGINS. COMMENCEMENT OF WORK BY THE CONTRACTOR AND/OR ANY SUBCONTRACTOR SHALL INDICATE KNOWLEDGE AND ACCEPTANCE OF ALL CONDITIONS DESCRIBED IN THESE CONSTRUCTION DOCUMENTS, OR EXISTING ON SITE, WHICH COULD AFFECT THEIR WORK.

1. WORK SEQUENCE

IN THE EVENT ANY SPECIAL SEQUENCING OF THE WORK IS REQUIRED BY THE OWNER OR THE CONTRACTOR, THE CONTRACTOR SHALL ARRANGE A CONFERENCE BEFORE ANY SUCH WORK IS BEGUN.

SITE EXAMINATION: THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL THOROUGHLY EXAMINE THE SITE AND FAMILIARIZE HIM/HERSELF WITH THE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED. THE CONTRACTOR SHALL VERIFY AT THE SITE ALL MEASUREMENTS AFFECTING HIS/HER WORK AND SHALL BE RESPONSIBLE FOR THE CORRECTIONS OF THE SAME. NO EXTRA COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR EXPENSES DUE TO HIS/HER NEGLIGENCE TO EXAMINE, OR FAILURE TO DISCOVER, CONDITIONS WHICH AFFECT HIS/HER WORK.

AGNEW CIVIL ENGINEERING EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO A THIRD PARTY WITHOUT FIRST OBTAINING THE WRITTEN PERMISSION AND CONSENT OF AGNEW CIVIL ENGINEERING IN THE EVENT OF UNAUTHORIZED REUSE OF THESE PLANS BY A THIRD PARTY, THE THIRD PARTY SHALL HOLD HARMLESS AGNEW CIVIL ENGINEERING

CONSTRUCTION IS ALWAYS LESS THAN PERFECT SINCE PROJECTS REQUIRE THE COORDINATION AND INSTALLATION OF MANY INDIVIDUAL COMPONENTS BY VARIOUS CONSTRUCTION INDUSTRY TRADES. THESE DOCUMENTS CANNOT PORTRAY ALL COMPONENTS OR ASSEMBLES EXACTLY. IT IS THE INTENTION OF THESE ENGINEERING DOCUMENTS THAT THEY REPRESENT A REASONABLE STANDARD OF CARE IN THEIR CONTENT. IT IS ALSO PRESUMED BY THESE DOCUMENTS THAT CONSTRUCTION REVIEW SERVICES WILL BE PROVIDED BY THE ENGINEER. SHOULD THE OWNER NOT RETAIN THE ENGINEER TO PROVIDE SUCH SERVICES, OR SHOULD HE/SHE RETAIN THE ENGINEER TO PROVIDE ONLY PARTIAL OR LIMITED SERVICES, THEN IT SHALL BE THE OWNER'S AND CONTRACTOR'S RESPONSIBILITY TO FULLY RECOGNIZE AND PROVIDE THAT STANDARD OF CARE.

IF THE OWNER OR CONTRACTOR OBSERVES OR OTHERWISE BECOMES AWARE OF ANY FAULT OR DEFECT IN THE PROJECT OR NONCONFORMANCE WITH THE CONTRACT DOCUMENTS, PROMPT WRITTEN NOTICE THEREOF SHALL BE GIVEN BY THE OWNER AND/OR CONTRACTOR TO THE ENGINEER.

THE ENGINEER SHALL NOT HAVE CONTROL OF OR CHARGE OF AND SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, OR PROCEDURES, OR FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. FOR THE ACTS OR OMISSIONS OF THE CONTRACTOR, SUBCONTRACTORS, OR ANY OTHER PERSONS PERFORMING ANY OF THE WORK, OR FOR THE FAILURE OF ANY OF THEM TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

2. SITE PROTECTION

PROTECT ALL LANDSCAPING THAT IS TO REMAIN. ANY DAMAGE OR LOSS RESULTING FROM EXCAVATION, GRADING, OR CONSTRUCTION WORK SHALL BE CORRECTED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING SITE UTILITIES AND SHALL COORDINATE THEIR REMOVAL OR MODIFICATIONS (IF ANY) TO AVOID ANY INTERRUPTION OF SERVICE TO ADJACENT AREAS. THE GENERAL CONTRACTOR SHALL INFORM HIM/HERSELF OF MUNICIPAL REGULATIONS AND CARRY OUT HIS/HER WORK IN COMPLIANCE WITH ALL FEDERAL AND STATE REQUIREMENTS TO REDUCE FIRE HAZARDS AND INJURIES TO THE PUBLIC.

GENERAL GRADING NOTES

CONTRACTOR SHALL OBTAIN THE PROPER PERMITS PRIOR TO ANY GRADING.

A SEPARATE PERMIT IS REQUIRED FOR ANY AND ALL WORK WITHIN THE CITY RIGHT-OF-WAY. THE CONTRACTOR(S) SHALL OBTAIN AN APPROVED STREET WORK (ENCROACHMENT PERMIT) PERMIT FROM THE PUBLIC WORKS DEPARTMENT PRIOR TO THE COMMENCEMENT OF THIS WORK WITHIN THE CITY RIGHT-OF-WAY.

CONTRACTOR SHALL PROVIDE AND MAINTAIN APPROVED EROSION AND SEDIMENTATION CONTROL MEASURES DURING RAINY SEASON PER CITY AND CALIFORNIA REGIONAL STANDARDS — REFER TO EROSION AND SEDIMENTATION CONTROL PLAN.

ALL GRADED SLOPES SHALL BE PLANTED WITH FAST GROWING, DEEP ROOTED GROUND COVER TO REDUCE THE EROSION DURING HEAVY RAINS.

SLOPE FINISHED GRADES A MINIMUM OF 5%, FOR AT LEAST THE 5 FEET TO 10 FEET FROM BUILDING PERIMETER WHERE EVER IT IS PHYSICALLY POSSIBLE. DIRECT SURFACE DRAINAGE RUNOFF TO DISPERSE ON-SITE.

PROVIDE 2% SLOPE ACROSS FLATWORK AND/OR PAVING AND SLOPE TO DAYLIGHT. REFER TO ARCHITECTS PLANS FOR PAVEMENT TYPE, LAYOUT, AND FINISH —TYP.

CONSTRUCT EARTHEN SWALES AT 2% — TYP. (1% MIN.) & BERMS AS REQUIRED TO DIRECT FLOWS TO DAYLIGHT. SLOPE FINISHED GRADES TO DAYLIGHT, TO ACCOMMODATE POSITIVE DRAINAGE AND AVOID PONDING. FOR FLOWLINES GREATER THAN 5%, PROVIDE LINED DITCH —TYP.

REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION, INCLUDING BUT NOT LIMITED TO: ADDITIONAL UTILITY SERVICES, DIMENSION CONTROL DEMOLITION, DETAILS, TREE PROTECTION MEASURES, AND LANDSCAPING.

PROVIDE TREE PROTECTION AS REQUIRED FOR TREES TO REMAIN.

THE CONTRACTOR SHALL OBTAIN THE PROPER TREE REMOVAL PERMIT AS REQUIRED.

CONTRACTOR SHALL NOTIFY THE OWNER AND/OR MAINTENANCE STAFF IN WRITING OF THE NEED OF PERIODIC MAINTENANCE OF THE DRAINAGE SYSTEM AND STRUCTURES.

DEMOLISH (E) STRUCTURE(S) AS REQUIRED. NO DEMOLITION SHALL COMMENCE WITHOUT REQUIRED CITY DEMOLITION PERMIT.

FINISHED GRADE ELEVATIONS NOTED AS [FG (MAX)] ARE THE MAXIMUM ALLOWABLE GRADE AT THE BUILDING PERIMETER PER C.B.C. SECTION 2304.11.2.2 TO PROVIDE 8" MIN. CLEARANCE. THESE GRADES MAY BE LOWER PROVIDED THAT PROPER FLOW AWAY FROM THE FOUNDATION IS ACHIEVED. REFER TO ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR SPECIAL DETAILS AS REQUIRED.

DIRECT ROOF DOWNSPOUT (DS) LEADERS TO SPLASH BLOCKS, PROVIDE 2' LONG SPLASH BLOCKS TO BE USED BELOW RAIN WATER LEADERS IN PERVIOUS AREAS.

STORMWATER POLLUTION PREVENTION NOTES

1. STORE, HANDLE, AND DISPOSE OF CONSTRUCTION MATERIALS AND WASTES PROPERLY, SO AS TO PREVENT THEIR CONTACT WITH STORMWATER.
2. CONTROL AND PREVENT THE DISCHARGE OF ALL POTENTIAL POLLUTANTS, INCLUDING SOLID WASTES, PAINTS, CONCRETE, PETROLEUM PRODUCTS, CHEMICALS, WASH WATER OR SEDIMENT, AND NON-STORMWATER DISCHARGES TO STORM DRAINS AND WATER COURSES.
3. USE SEDIMENT FUELING OR FILTRATION TO REMOVE SEDIMENT FROM DEWATERING EFFLUENT.
4. AVOID CLEANING, FUELING, OR MAINTAINING VEHICLES ON SITE, EXCEPT IN A DESIGNATED AREA IN WHICH RUNOFF IS CONTAINED AND TREATED.
5. DELINEATE CLEARING LIMITS, EASEMENTS, SETBACKS, SENSITIVE OR CRITICAL AREAS, BUFFER ZONES, TREES AND DISCHARGE COURSE WITH FIELD MARKERS.
6. PROTECT ADJACENT PROPERTIES AND UNDISTURBED AREAS FROM CONSTRUCTION IMPACTS USING VEGETATIVE BUFFER STRIPS, SEDIMENT BARRIERS OF FILTERS, DIKES, MULCHING, OR OTHER MEASURES AS APPROPRIATE.
7. PERFORM CLEARING AND EARTH MOVING ACTIVITIES DURING DRY WEATHER TO THE MAXIMUM EXTENT PRACTICAL.
8. LIMIT AND TIME APPLICATIONS OF PESTICIDES AND FERTILIZERS TO PREVENT POLLUTED RUNOFF.
9. LIMIT CONSTRUCTION ACCESS ROUTES AND STABILIZE DESIGNATED ACCESS POINTS.
10. AVOID TRACKING DIRT OR MATERIALS OFF-SITE; CLEAN OFF-SITE PAVED AREAS AND SIDEWALKS USING DRY SWEEPING METHODS TO THE MAXIMUM EXTENT PRACTICAL.

SUPPLEMENTAL MEASURES

- A. THE PHRASE 'NO DUMPING — DRAINS TO BAY' OR EQUALLY EFFECTIVE PHRASE MUST BE LABELED ON STORM DRAIN INLETS (BY STENCILING, BRANDING, OR PLAQUES) TO ALERT THE PUBLIC TO THE DESTINATION OF STORM WATER AND TO PREVENT DIRECT DISCHARGE OF POLLUTANTS INTO THE STORM DRAIN.
- B. USING FILTRATION MATERIALS ON STORM DRAIN COVERS TO REMOVE SEDIMENT FROM DEWATERING EFFLUENT.
- C. STABILIZING ALL DEMUDEED AREAS AND MAINTAINING EROSION CONTROL MEASURES CONTINUOUSLY FROM OCTOBER 1 TO APRIL 30.
- D. REMOVING SPOILS PROMPTLY, AND AVOID STOCKPILING OF ALL MATERIALS, WHEN RAIN IS FORECAST. IF RAIN THREATENS, STOCKPILED SOILS AND OTHER MATERIALS SHALL BE COVERED WITH A TARP OR OTHER WATERPROOF MATERIAL.
- E. STORING, HANDLING, AND DISPOSING OF CONSTRUCTION MATERIALS AND WASTES SO AS TO AVOID THEIR ENTRY TO THE STORM DRAIN SYSTEMS OR WATER BODY.

GRADING AND DRAINAGE NOTES

1. SCOPE OF WORK

A. THESE SPECIFICATIONS AND APPLICABLE PLANS PERTAIN TO AND INCLUDE ALL SITE GRADING AND EARTHWORK ASSOCIATED WITH THE PROJECT INCLUDING, BUT NOT LIMITED TO THE FURNISHING OF ALL LABOR, TOOLS AND EQUIPMENT NECESSARY FOR SITE CLEARING AND GRUBBING, SITE PREPARATION, DISPOSAL OF EXCESS OR UNSUITABLE MATERIAL STRIPPING, KEYING, EXCAVATION, OVER EXCAVATION, RECOMPACTION PREPARATION FOR SOIL RECEIVING FILL, PAVEMENT, FOUNDATION OF SLABS, EXCAVATION, IMPORTATION OF ANY REQUIRED FILL MATERIAL PROCESSING, PLACEMENT AND COMPACTION OF FILL AND SUBSIDIARY WORK NECESSARY TO COMPLETE THE GRADING TO CONFORM TO THE LINES, GRADING AND SLOPE SHOWN ON THE PROJECT GRADING PLANS.

2. GENERAL

A. ALL SITE GRADING AND EARTHWORK SHALL CONFORM TO THE RECOMMENDATIONS OF THESE SPECIFICATIONS AND SOILS REPORT AND THE MARIN COUNTY GRADING ORDINANCE.

B. ALL FILL MATERIALS SHALL BE DENSIFIED SO AS TO PRODUCE A DENSITY NOT LESS THAN 90% RELATIVE COMPACTION BASED UPON ASTM(A TEST DESIGNATION D1557. FIELD DENSITY TEST WILL BE PERFORMED IN ACCORDANCE WITH ASTM TEST DESIGNATION 2922 AND 3017. THE LOCATION AND FREQUENCY OF THE FIELD DENSITY TEST WILL BE AS DETERMINED BY THE SOIL ENGINEER. THE RESULTS OF THESE TEST AND COMPLIANCE WITH THE SPECIFICATIONS WILL BE THE BASIS UPON WHICH SATISFACTORY COMPLETION OF THE WORK WILL BE JUDGED BY THE SOIL ENGINEER. ALL CUT AND ALL SLOPES SHALL BE CONSTRUCTED AS SHOWN ON PLANS, BUT NO STEEPER THAN TWO (2) HORIZONTAL TO ONE (1) VERTICAL.

C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SATISFACTORY COMPLETION OF ALL THE EARTHWORK IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS. NO DEVIATION FROM THESE SPECIFICATIONS SHALL BE MADE EXCEPT UPON WRITTEN APPROVAL BY THE SOILS ENGINEER. BOTH CUT AND ALL AREAS SHALL BE SURFACE COMPACTION TO THE SATISFACTION OF THE SOILS ENGINEER AT THE CONCLUSION OF ALL GRADING OPERATIONS AND PRIOR TO FINAL ACCEPTANCE. THE CONTRACTOR SHALL NOTIFY THE SOILS ENGINEER AT LEAST TWO (2) WORKING DAYS PRIOR TO DOING ANY SITE GRADING AND EARTHWORK INCLUDING CLEARING.

3. CLEARING AND GRUBBING

A. THE CONTRACTOR SHALL ACCEPT THE SITE IN ITS PRESENT CONDITION. ALL EXISTING PUBLIC IMPROVEMENTS SHALL BE PROTECTED. ANY IMPROVEMENTS DAMAGED SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE COUNTY OF MARIN WITH NO EXTRA COMPENSATION.

B. ALL ABANDONED BUILDINGS AND FOUNDATIONS, TREE (EXCEPT THOSE SPECIFIED TO REMAIN FOR LANDSCAPING PURPOSES), FENCES, VEGETATION AND ANY SURFACE DEBRIS SHALL BE REMOVED AND DISPOSED OF OFF THE SITE BY THE CONTRACTOR.

C. ALL ABANDONED SEPTIC TANKS AND ANY OTHER SUBSURFACE STRUCTURES EXISTING IN PROPOSED DEVELOPMENT AREAS SHALL BE REMOVED PRIOR TO ANY GRADING OR FILL OPERATION. ALL APPURTENANT DRAIN FIELDS AND OTHER CONNECTING LINES MUST ALSO BE TOTALLY REMOVED.

D. ALL ABANDONED UNDERGROUND IRRIGATION OR UTILITY LINES SHALL BE REMOVED OR DEMOLISHED. THE APPROPRIATE FINAL DISPOSITION OF SUCH LINES DEPEND UPON THEIR DEPTH AND LOCATION AND THE METHOD OF REMOVAL OR DEMOLITION SHALL BE DETERMINED BY THE SOILS ENGINEER. ONE OF THE FOLLOWING METHODS WILL BE USED:

- (1) EXCAVATE AND TOTALLY REMOVE THE UTILITY LINE FROM THE TRENCH.
- (2) EXCAVATE AND CRUSH THE UTILITY LINE IN THE TRENCH.
- (3) CAP THE ENDS OF THE UTILITY LINE WITH CONCRETE TO PREVENT THE ENTRANCE OF WATER. THE LOCATIONS AT WHICH THE UTILITY LINE WILL BE CAPPED WILL BE DETERMINED BY THE COUNTY OF MARIN ENGINEER. THE LENGTH OF THE CAP SHALL NOT BE LESS THAN FIVE FEET, AND THE CONCRETED MIX EMPLOYED SHALL HAVE MINIMUM SHRINKAGE.

4. SITE PREPARATION AND STRIPPING

A. ALL SURFACE ORGANICS SHALL BE STRIPPED AND REMOVED FROM BUILDING PADS, AREAS TO RECEIVE COMPACTED FILL AND PAVEMENT AREAS.

B. UPON THE COMPLETION OF THE ORGANIC STRIPPING OPERATION, THE GROUND SURFACE (NATIVE SOIL SUBGRADE) OVER THE ENTIRE AREA OF ALL BUILDING PADS, STREET AND PAVEMENT AREAS AND ALL AREAS TO RECEIVE COMPACTED FILL SHALL BE FLOWED OR SCARIFIED UNTIL THE SURFACE IS FREE OF RUTS, HUMMOCKS OR OTHER UNEVEN FEATURES WHICH MAY INHIBIT UNIFORM SOIL COMPACTION. THE GROUND SURFACE SHALL THEN BE DISCED OR BLADED TO A DEPTH OF AT LEAST 6 INCHES. UPON ENGINEER'S SATISFACTION, THE NEW SURFACE SHALL BE WATER CONDITIONED AND RECOMPACTED PER REQUIREMENTS FOR COMPACTING FILL MATERIAL.

5. EXCAVATION

A. UPON COMPLETION OF THE CLEARING AND GRUBBING, SITE PREPARATION AND STRIPPING, THE CONTRACTOR SHALL MAKE EXCAVATIONS TO LINES AND GRADES NOTED ON THE PLAN. WHERE REQUIRED BY THE SOILS ENGINEER, UNACCEPTABLE NATIVE SOILS OR UNENGINEERED FILL SHALL BE OVER EXCAVATED BELOW THE DESIGN GRADE. CONTACT CITY ENGINEER FOR DISCUSSION OF OVER EXCAVATION OF THE UNACCEPTABLE MATERIAL RESULTING GROUND LINE SHALL BE SCARIFIED, MOISTURE-CONDITIONED AND RECOMPACTED AS SPECIFIED IN SECTION 4 OF THESE SPECIFICATIONS. COMPACTED FILL MATERIAL SHALL BE PLACED TO BRING GROUND LEVEL BACK TO DESIGN GRADE.

B. EXCAVATED MATERIALS SUITABLE FOR COMPACTED FILL MATERIAL SHALL BE UTILIZED IN MAKING THE REQUIRED COMPACTED FILLS. THOSE NATIVE MATERIALS CONSIDERED UNSUITABLE BY THE SOILS ENGINEER SHALL BE DISPOSED OF OFF THE SITE BY THE CONTRACTOR.

6. PLACING, SPREADING AND COMPACTING FILL MATERIAL

A. FILL MATERIALS THE MATERIALS PROPOSED FOR USE AS COMPACTED FILL SHALL BE APPROVED BY THE SOILS ENGINEER BEFORE COMMENCEMENT OF GRADING OPERATIONS. THE NATIVE MATERIAL IS CONSIDERED SUITABLE FOR FILL; HOWEVER, ANY NATIVE MATERIAL DESIGNATED UNSUITABLE BY THE SOILS ENGINEER SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR. ANY IMPORTED MATERIAL SHALL BE APPROVED FOR USE BY THE SOILS ENGINEER, IN WRITING, BEFORE BEING IMPORTED TO THE SITE AND SHALL POSSESS SUFFICIENT FINES TO PROVIDE A COMPETENT SOIL MATRIX AND SHALL BE FREE OF VEGETATIVE AND ORGANIC MATTER AND OTHER DELETERIOUS MATERIALS. ALL FILL VOIDS SHALL BE RUED AND PROPERLY COMPACTED. NO ROCKS LARGER THAN THREE INCHES IN DIAMETER SHALL BE PERMITTED.

B. FILL CONSTRUCTION THE SOILS ENGINEER SHALL APPROVE THE NATIVE SOIL SUBGRADE BEFORE PLACEMENT OF ANY COMPACTED ALL MATERIAL. UNACCEPTABLE NATIVE SOIL SHALL BE REMOVED AS DIRECTED BY THE SOILS ENGINEER. THE RESULTING GROUND LINE SHALL BE SCARIFIED MOISTURE CONDITIONED AND RECOMPACTED AS SPECIFIED IN SECTION 4 OF THESE SPECIFICATIONS. COMPACTED FILL MATERIAL SHALL BE PLACED TO BRING GROUND LEVEL BACK TO DESIGN GRADE. GROUND PREPARATION SHALL BE FOLLOWED CLOSELY BY FILL PLACEMENT TO PREVENT DRYING OUT OF THE SUBSOIL BEFORE PLACEMENT OF THE ALL.

THE APPROVED FILL MATERIALS SHALL BE PLACED IN UNIFORM HORIZONTAL LAYERS NO THICKER THAN 8" IN LOOSE THICKNESS. LAYERS SHALL BE SPREAD EVENLY AND SHALL BE THOROUGHLY BLADE MIXED DURING THE SPREADING TO ENSURE UNIFORMITY OF MATERIAL IN EACH LAYER. THE SCARIFIED SUBGRADE AND FILL MATERIAL SHALL BE MOISTURE CONDITIONED TO AT LEAST OPTIMUM MOISTURE. WHEN THE MOISTURE CONTENT OF THE FILL IS BELOW THAT SPECIFIED, WATER SHALL BE ADDED UNTIL THE MOISTURE DURING THE COMPACTION PROCESS. WHEN THE MOISTURE CONTENT OF THE FILL IS ABOVE THAT SPECIFIED, THE ALL MATERIAL SHALL BE AERATED BY BLADING OR OTHER SATISFACTORY METHODS UNTIL THE MOISTURE CONTENT IS AS SPECIFIED.

AFTER EACH LAYER HAS BEEN PLACED, MIXED, SPREAD EVENLY AND MOISTURE CONDITIONED, IT SHALL BE COMPACTED TO AT LEAST THE SPECIFIED DENSITY.

THE FILL OPERATION SHALL BE CONTINUED IN COMPACTED LAYERS AS SPECIFIED ABOVE UNTIL THE FILL HAS BEEN BROUGHT TO THE FINISHED SLOPES AND GRADES AS SHOWN ON THE PLANS. NO LAYER SHALL BE ALLOWED TO DRY OUT BEFORE SUBSEQUENT LAYERS ARE PLACED.

COMPACTION EQUIPMENT SHALL BE OF SUCH DESIGN THAT IT WILL BE ABLE TO COMPACT THE FILL TO THE SPECIFIED MINIMUM COMPACTION WITHIN THE SPECIFIED MOISTURE CONTENT RANGE. COMPACTION OF EACH LAYER SHALL BE CONTINUOUS OVER ITS ENTIRE AREA UNTIL THE REQUIRED MINIMUM DENSITY HAS BEEN OBTAINED.

7. CUT OR FILL SLOPES

ALL CONSTRUCTED SLOPES, BOTH CUT AND FILL, SHALL BE NO STEEPER THAN 2 TO 1 (HORIZONTAL TO VERTICAL). DURING THE GRADING OPERATION, COMPACTED ALL SLOPES SHALL BE OVERFILLED BY AT LEAST ONE FOOT HORIZONTALLY AT THE COMPLETION OF THE GRADING OPERATIONS, THE EXCESS ALL DOMING ON THE SLOPES SHALL BE BLADED OFF TO CREATE THE FINISHED SLOPE EMBANKMENT. ALL CUT AND FILL SLOPES SHALL BE TRACK WALKED AFTER BEING BROUGHT TO FINISH GRADE AND THEN BE PLANTED WITH EROSION CONTROL SLOPE PLANTING. THE SOILS ENGINEER SHALL REVIEW ALL CUT SLOPES TO DETERMINE IF ANY ADVERSE GEOLOGIC CONDITIONS ARE EXPOSED. IF SUCH CONDITIONS DO OCCUR, THE SOILS ENGINEER SHALL RECOMMEND THE APPROPRIATE MITIGATION MEASURES AT THE TIME OF THEIR DETECTION.

8. SEASONAL LIMITS AND DRAINAGE CONTROL

FILL MATERIALS SHALL NOT BE PLACED, SPREAD OR COMPACTED WHILE IT IS AT AN UNSUITABLY HIGH MOISTURE CONTENT OR DURING OTHERWISE UNFAVORABLE CONDITIONS. WHEN THE WORK IS INTERRUPTED FOR ANY REASON THE ALL OPERATIONS SHALL NOT BE RESUMED UNTIL FIELD TEST PERFORMED BY THE SOILS ENGINEER INDICATE THAT THE MOISTURE CONDITIONS IN AREAS TO BE FILLED ARE AS PREVIOUSLY SPECIFIED. ALL EARTH MOVING AND WORKING OPERATIONS SHALL BE CONTROLLED TO PREVENT WATER FROM RUNNING INTO EXCAVATED AREAS. ALL EXCESS WATER SHALL BE PROMPTLY REMOVED AND THE SITE KEPT DRY.

9. DUST CONTROL

THE CONTRACTOR SHALL TAKE ALL STEPS NECESSARY FOR THE ALLEVATION OR PREVENTION OF ANY DUST NUISANCE ON OR ABOUT THE SITE CAUSED BY THE CONTRACTOR'S OPERATION EITHER DURING THE PERFORMANCE OF THE GRADING OR RESULTING FROM THE CONDITION IN WHICH THE CONTRACTOR LEAVES THE SITE. THE CONTRACTOR SHALL ASSUME ALL LIABILITY INCLUDING COURT COST OF CO-DEFENDANTS FOR ALL CLAIMS RELATED TO DUST OR WIND-BLOWN MATERIALS ATTRIBUTABLE TO HIS WORK. COST FOR THIS ITEM OF WORK IS TO BE INCLUDED IN THE EXCAVATION ITEM AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

10. INDEMNITY

THE CONTRACTOR WILL HOLD HARMLESS, INDEMNIFY AND DEFEND THE ENGINEER, THE OWNER AND HIS CONSULTANTS AND EACH OF THEIR OFFICERS AND EMPLOYEES AND AGENTS, FROM ANY AND ALL LIABILITY CLAIMS, LOSSES OR DAMAGE ARISING OR ALLEGED TO HEREIN, BUT NOT INCLUDING THE SOLE NEGLIGENCE OF THE OWNER, THE ARCHITECT, THE ENGINEER AND HIS CONSULTANTS AND EACH OF THEIR OFFICERS AND EMPLOYEES AND AGENTS.

11. SAFETY

IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE UNITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEERS TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES, IN, ON OR NEAR THE CONSTRUCTION SITE

12. GUARANTEE

NEITHER THE FINAL PAYMENT, NOR THE PROVISIONS IN THE CONTRACT, NOR PARTIAL, NOR ENTIRE USE OR OCCUPANCY OF THE PREMISES BY THE OWNER SHALL CONSTITUTE AN ACCEPTANCE OF THE WORK NOT DONE IN ACCORDANCE WITH THE CONTRACT OR RELIEVES THE CONTRACTOR OF LIABILITY IN RESPECT TO ANY EXPRESS WARRANTIES OR RESPONSIBILITY FOR FAULTY MATERIAL OR WORKMANSHIP. THE CONTRACTOR SHALL REMEDY ANY DEFECTS IN WORK AND PAY FOR ANY DAMAGE TO OTHER WORK RESULTING THERE FROM WHICH SHALL APPEAR WITHIN A PERIOD OF ONE (1) CALENDAR YEAR FROM THE DATE OF FINAL ACCEPTANCE OF THE WORK.

13. TRENCH BACKFILL

EITHER THE ON-SITE INORGANIC SOIL OR APPROVED IMPORTED SOIL MAY BE USED AS TRENCH BACKFILL THE BACKFILL MATERIAL SHALL BE MOISTURE CONDITIONED PER THESE SPECIFICATIONS AND SHALL BE PLACED IN LIFTS OF NOT MORE THAN SIX INCHES IN HORIZONTAL UNCOMPACTED LAYERS AND BE COMPACTED BY MECHANICAL MEANS TO A MINIMUM OF 90% RELATIVE COMPACTION. IMPORTED SAND MAY BE USED FOR TRENCH BACKFILL MATERIAL PROVIDED IT IS COMPACTED TO AT LEAST 90% RELATIVE COMPACTION. WATER JETTING ASSOCIATED WITH COMPACTION USING VIBRATORY EQUIPMENT WILL BE PERMITTED ONLY WITH IMPORTED SAND BACKFILL WITH THE APPROVAL OF THE SOILS ENGINEER. ALL PIPES SHALL BE BEDDED WITH SAND EXTENDING FROM THE TRENCH BOTTOM TO TWELVE INCHES ABOVE THE PIPE. SAND BEDDING IS TO BE COMPACTED AS SPECIFIED ABOVE FOR SAND BACKFILL.

14. EROSION CONTROL

A. ALL GRADING, EROSION AND SEDIMENT CONTROL AND RELATED WORK UNDERTAKEN ON THIS SITE IS SUBJECT TO ALL TERMS AND CONDITIONS OF THE COUNTY GRADING ORDINANCE AND MADE A PART HEREOF BY REFERENCE.

B. THE CONTRACTOR WILL BE LIABLE FOR ANY AND ALL DAMAGES TO ANY PUBLICLY OWNED AND MAINTAINED ROAD CAUSED BY THE AFORESAID CONTRACTOR'S GRADING ACTIVITIES, AND SHALL BE RESPONSIBLE FOR THE CLEANUP OF ANY MATERIAL SPILLED ON ANY PUBLIC ROAD ON ME HAUL ROUTE.
C. THE EROSION CONTROL MEASURES ARE TO BE OPERABLE DURING THE RAINY SEASON, OCTOBER FIRST TO APRIL THIRTIETH. EROSION CONTROL PLANTING IS TO BE COMPLETED BY OCTOBER FIRST. NO GRADING OR UTILITY TRENCHING SHALL OCCUR BETWEEN OCTOBER FIRST AND APRIL FIRST UNLESS AUTHORIZED BY THE COUNTY ENGINEER.

D. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED AND CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN SHALL BE MADE TO MEET FIELD CONDITIONS ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF THE SOILS ENGINEER.

E. DURING THE RAINY SEASON, ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT-LADEN RUNOFF TO ANY STORM DRAINAGE SYSTEM.

F. ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED AT THE END OF EACH WORKING DAY DURING THE RAINY SEASON.

G. WHEN NO LONGER NECESSARY AND PRIOR TO ANY ACCEPTANCE OF DEVELOPMENT, SEDIMENT BASINS SHALL BE REMOVED OR OTHERWISE DEACTIVATED AS REQUIRED BY THE COUNTY.

H. A CONSTRUCTION ENTRANCE SHALL BE PROVIDED AT ANY POINT OF EGRESS FROM THE SITE TO ROADWAY. A CONSTRUCTION ENTRANCE SHOULD BE COMPOSED OF COARSE DRAIN ROCK (2' TO 3' MINIMUM DIAMETER) AT LEAST EIGHT INCHES THICK BY FIFTY (50) FEET LONG BY TWENTY (20) FEET WIDE UNLESS SHOWN OTHERWISE ON PLAN AND SHALL BE MAINTAINED UNTIL THE SITE IS PAVED.

L. ALL AREAS SPECIFIED FOR HYDROSEEDING SHALL BE NOZZLE PLANTED WITH STABILIZATION MATERIAL CONSISTING OF FIBER, SEED, FERTILIZER AND WATER, MIXED AND APPLIED IN THE FOLLOWING PROPORTIONS:
FIBER, 2000 LBS/ACRE SEED, 200 LBS/ACRE (SEE NOTE J, BELOW) FERTILIZER (11-8-4), 500 LBS/ACRE WATER, AS REQUIRED FOR APPLICATION

J. SEED MIX SHALL BE PER CALTRANS STANDARDS.

K. WATER UTILIZED IN THE STABILIZATION MATERIAL SHALL BE OF SUCH QUALITY THAT IT WILL PROMOTE GERMINATION AND STIMULATE GROWTH OF PLANTS. IT SHALL BE FREE OF POLLUTANT MATERIALS AND WEED SEED.

L HYDROSEEDING SHALL CONFORM TO THE PROVISIONS OF SECTION 20, EROSION CONTROL AND HIGHWAY PLANTING, OF THE STANDARD SPECIFICATIONS OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION, AS LAST REVISED.

M. A DISPERSING AGENT MAY BE ADDED TO THE HYDROSEEDING MATERIAL, PROVIDED THAT THE CONTRACTOR FURNISHES SUITABLE EVIDENCE THAT THE ADDITIVE WILL NOT ADVERSELY AFFECT THE PERFORMANCE OF THE SEEDING MIXTURE.

N. STABILIZATION MATERIALS SHALL BE APPLIED AS PRACTICAL AFTER COMPLETION OF GRADING OPERATIONS AND PRIOR TO THE ONSET OF WINTER RAINS, OR AT SUCH OTHER TIME AS DIRECTED BY THE COUNTY ENGINEER. THE MATERIAL SHALL BE APPLIED BEFORE INSTALLATION OF OTHER LANDSCAPING MATERIALS SUCH AS TREES, SHRUBS AND GROUND

O. THE STABILIZATION MATERIAL SHALL BE APPLIED WITHIN 4-HOURS AFTER MIXING. MIXED MATERIAL NOT USED WITHIN 4-HOURS SHALL BE REMOVED FROM THE SITE.

P. THE CONTRACTOR SHALL MAINTAIN THE SOIL STABILIZATION MATERIAL AFTER PLACEMENT. THE COUNTY ENGINEER MAY REQUIRE SPRAY APPLICATION OF WATER OR OTHER MAINTENANCE ACTIVITIES TO ASSURE THE EFFECTIVENESS OF THE STABILIZATION PROCESS. APPLICATION OF WATER SHALL BE ACCOMPLISHED USING NOZZLES THAT PRODUCE A SPRAY THAT DOES NOT CONCENTRATE OR WASH AWAY THE STABILIZATION MATERIALS.

15. CLEANUP

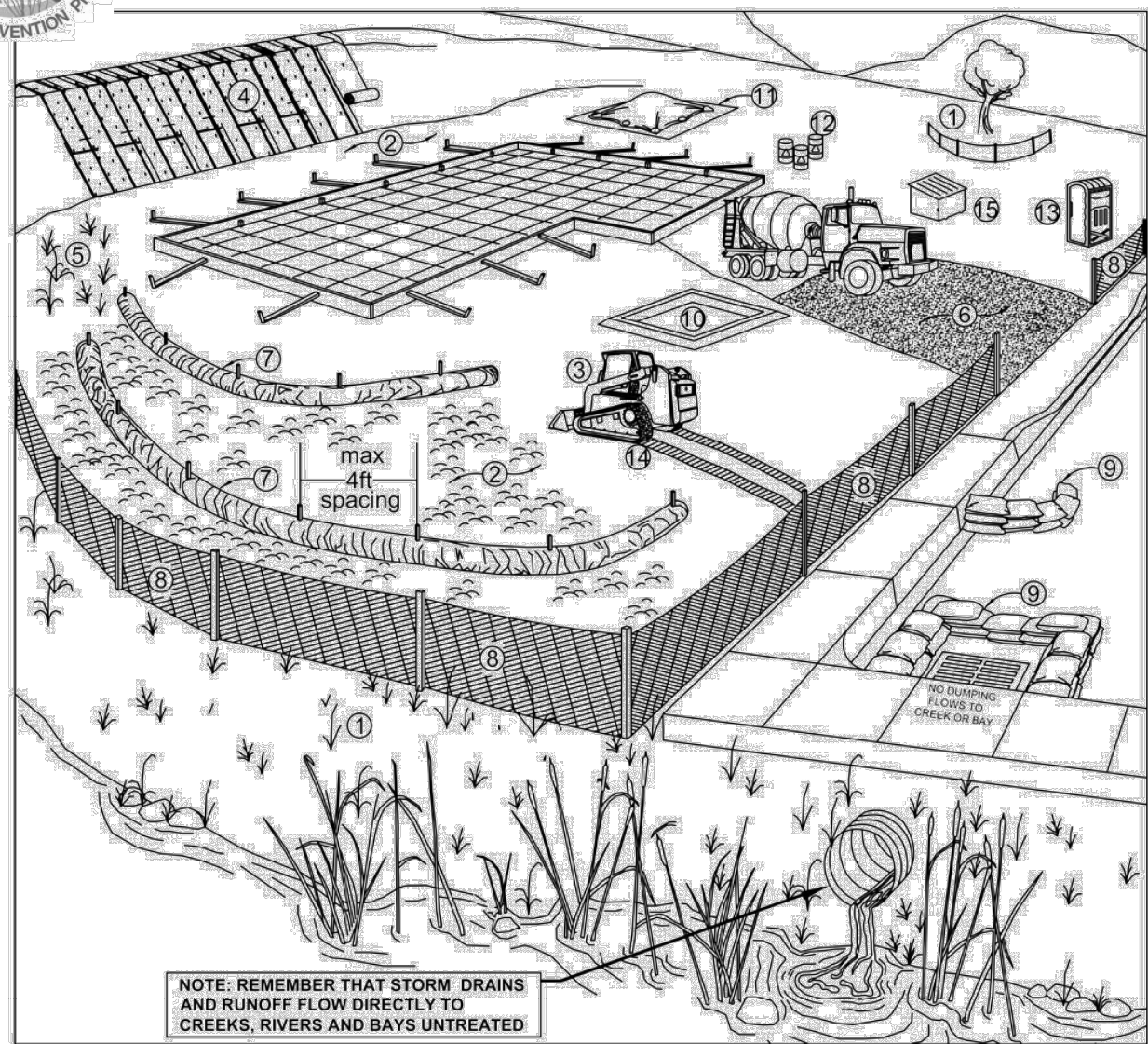
THE CONTRACTOR MUST MAINTAIN THE SITE CLEAN, SAFE AND IN USABLE CONDITION. ANY SPILLS OF SOIL, ROCK OR CONSTRUCTION MATERIAL MUST BE REMOVED FROM THE SITE BY THE CONTRACTOR DURING CONSTRUCTION AND UPON COMPLETION OF THE PROJECT. COST FOR THIS ITEM OF WORK SHALL BE INCLUDED IN THE EXCAVATION AND COMPACTION ITEM AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

ABBREVIATIONS			
AB	AGGREGATE BASE	MAX	MAXIMUM
AC	ASPHALT CONCRETE	MH	MANHOLE
ACC	ACCESSIBLE	MIN	MINIMUM
AD	AREA DRAIN	MON.	MONUMENT
BC	BEGINNING OF CURVE	(N)	NEW
B&D	BEARING & DISTANCE	NO	NUMBER
BM	BENCHMARK	NTS	NOT TO SCALE
BW/FG	BOTTOM OF WALL/FINISH GRADE	O.C.	ON CENTER
CB	CATCH BASIN	O/	OVER
C&G	CURB AND GUTTER	(P)	PROPOSED
CL	CENTER LINE	P.A.	PLANTING AREA
CPP	CORRUGATED PLASTIC PIPE (SMOOTH INTERIOR)	PED	PEDESTRIAN
CO	CLEANOUT	PIV	POST INDICATOR VALVE
COTG	CLEANOUT TO GRADE	PSS	PUBLIC SERVICES EASEMENT
CONC	CONCRETE	PL	PROPERTY LINE
CONST	CONSTRUCT or -TION	PP	POWER POLE
CONC. CO.	CONCRETE CORNER	PUE	PUBLIC UTILITY EASEMENT
CY	CUBIC YARD	PVC	POLYVINYL CHLORIDE
D	DIAMETER	R	RADIUS
DI	DROP INLET	RCP	REINFORCED CONCRETE PIPE
DIP	DUCTILE IRON PIPE	RIM	RIM ELEVATION
DS	DOWN SPOUT	RW	RAINWATER
EA	EACH	R/W	RIGHT OF WAY
EG	END OF CURVE	S	SLOPE
EC	EXISTING GRADE	S.A.D.	SEE ARCHITECTURAL DRAWINGS
EL	ELEVATIONS	SAN	SANITARY
EP	EDGE OF PAVEMENT	SD	STORM DRAIN
EQ	EQUIPMENT	SDMH	STORM DRAIN MANHOLE
EW	EACH WAY	SHT	SHEET
(E)	EXISTING	S.L.D.	SEE LANDSCAPE DRAWINGS
FC	FACE OF CURB	SPEC	SPECIFICATION
FF	FINISHED FLOOR	SS	SANITARY SEWER
FG	FINISHED GRADE	S.S.D	SEE STRUCTURAL DRAWINGS
FH	FIRE HYDRANT	SSCO	SANITARY SEWER CLEANOUT
FL	FLOW LINE	SSMH	SANITARY SEWER MANHOLE
FS	FINISHED SURFACE	ST.	STREET
G	GAS	STA	STATION
GA	GAGE OR GAUGE	STD	STANDARD
GB	GRADE BREAK	STRUCT	STRUCTURAL
HDPE	HIGH DENSITY CORRUGATED POLYETHYLENE PIPE	T	TELEPHONE
HORIZ	HORIZONTAL	TC	TOP OF CURB
HI PT	HIGH POINT	TEMP	TEMPORARY
H&T	HUB & TACK	TP	TOP OF PAVEMENT
ID	INSIDE DIAMETER	TW/FG	TOP OF WALL/FINISH GRADE
INV	INVERT ELEVATION	TYP	TYPICAL
JB	JUNCTION BOX	VC	VERTICAL CURVE
JT	JOINT TRENCH	VCP	VITRIFIED CLAY PIPE
JP	JOINT UTILITY POLE	VERT	VERTICAL
L	LENGTH	W/	WITH
LDNG	LANDING	W, WL	WATER LINE
LF	LINEAL FEET	WM	WATER METER
		WWF	WELDED WIRE FABRIC

ISSUES		
ISSUE	DATE	DESCRIPTION
0		



**Marin County Stormwater Pollution Prevention Program
Minimum Control Measures
For Small Construction Projects**



NOTE: REMEMBER THAT STORM DRAINS AND RUNOFF FLOW DIRECTLY TO CREEKS, RIVERS AND BAYS UNTREATED

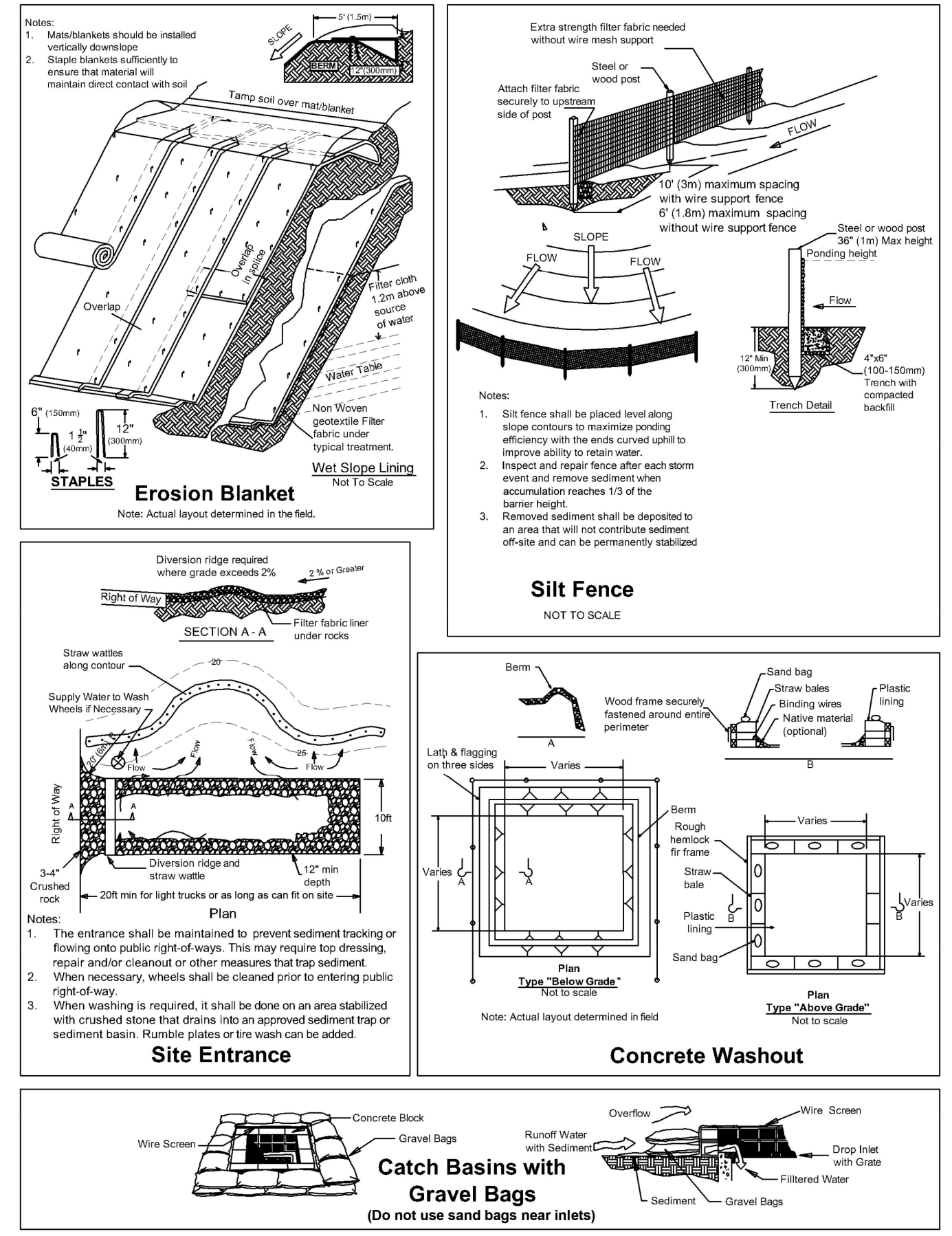
Erosion Controls		Sediment Controls		Good Housekeeping	
NS Scheduling	6 Tracking Controls	10 Concrete Washout	11 Stockpile Management		
1. Preserve Vegetation & Creek Set Backs	7. Fiber Rolls	12 Hazardous Material Management			
2. Soil Cover	8. Silt Fence	13 Sanitary Waste Management			
3. Soil Preparation/ Roughening	9. Drain Inlet Protection	14. Equipment and Vehicle Maintenance			
4. Erosion Control Blankets	NS Trench Dewatering	15. Litter and Waste Management			
5. Revegetation					

NS=not shown on graphic

Note: Select an effective combination of control measures from each category. Erosion Control, Sediment Control, and Good Housekeeping. Control measures shall be continually implemented and maintained throughout the project until activities are complete, disturbed areas are stabilized with permanent erosion controls, and the local agency has signed off on permits that may have been required for the project. Inspect and maintain the control measures before and after rain events, and as required by the local agency or state permit.
More detailed information on the BMPs can be found in the related California Stormwater Quality Association (CASQA) and California Department of Transportation (Caltrans) BMP Factsheets. CASQA factsheets are available by subscription in the California Best Management Practices Handbook Portal: <http://www.casqa.org>. Caltrans factsheets are available in the Construction Site BMP Manual March 2003 at <http://www.dot.ca.gov/hq/construct/stormwater/manuals.htm>. Visit www.mcstoppp.org for more information on construction site management and Erosion and Sediment Control Plans.

If you require materials in alternative formats, please contact:
415-473-4361 voice/TTY or disabilityaccess@cc.marin.ca.us

Control Measure	General Description
Erosion Control Best Management Practices	
N/A Scheduling	Plan the project and develop a schedule showing each phase of construction. Schedule construction activities to reduce erosion potential, such as scheduling ground disturbing activities during the summer and phasing projects to minimize the amount of area disturbed. For more info see the following factsheets: CASQA: EC-1; or Caltrans: SS-1.
1 Preserve Existing Vegetation and Creek Setbacks	Preserve existing vegetation to the extent possible, especially along creek buffers. Show creek buffers on maps and identify areas to be preserved in the field with temporary fencing. Check with the local Planning and Public Works Departments for specific creek set back requirements. For more info see the following factsheets: CASQA: EC-2; or Caltrans: SS-2.
2 Soil Cover	Cover exposed soil with straw mulch and tackifier (or equivalent). For more info see the following factsheets: CASQA: EC-3, EC-5, EC-6, EC-7, EC-8, EC-14, EC-16; or Caltrans: SS-2, SS-4, SS-5, SS-6, SS-7, SS-8.
3 Soil Preparation/ Roughening	Soil preparation is essential to vegetation establishment and BMP installation. It includes soil testing and amendments to promote vegetation growth as well as roughening surface soils by mechanical methods (decompacting, scarifying, stair stepping, etc.). For more info see the following factsheets: CASQA: EC-15.
4 Erosion Control Blankets	Install erosion control blankets (or equivalent) on disturbed sites with 3:1 slopes or steeper. Use wildlife-friendly blankets made of biodegradable natural materials. Avoid using blankets made with plastic netting or fixed aperture netting. See: http://www.coastal.ca.gov/npa/Wildlife-Friendly_Products.pdf . For more info see the following factsheets: CASQA: EC-7; or Caltrans: SS-7.
5 Revegetation	Re-vegetate areas of disturbed soil or vegetation as soon as practical. For more info see the following factsheets: CASQA: EC-4; or Caltrans: SS-4.
Sediment Control Best Management Practices	
6 Tracking Controls	Stabilize site entrance to prevent tracking soil offsite. Inspect streets daily and sweep street as needed. Require vehicles and workers to use stabilized entrance. Place crushed rock, 12 inches deep over a geotextile, using angular rock between 4 and 6-in. Make the entrance as long as can be accommodated on the site, ideally long enough for 2 revolutions of the maximum tire size (16-20 feet long for most light trucks). Make the entrance wide enough to accommodate the largest vehicle that will access the site, ideally 10 feet wide with sufficient radii for turning in and out of the site. Rumble pads or rumble racks can be used in lieu of or in conjunction with rock entrances. Wheel washes may be needed where space is limited or where the site entrance and sweeping is not effective. For more info see the following factsheets: CASQA: TC-1, TC-3; or Caltrans: TC-1, TC-3.
7 Fiber Rolls	Use fiber rolls as a perimeter control measure, along contours of slopes, and around soil stockpiles. On slopes space rolls 10 to 20 feet apart (using closer spacing on steeper slopes). Install parallel to contour. If more than one roll is used in a row overlap roll do not abut. J-hook end of roll upslope. Install rolls per either Type 1 (stake rolls into shallow trenches) or Type 2 (stake in front and behind roll and lash with rope). Use wildlife-friendly fiber rolls made of biodegradable natural materials. Avoid using fiber rolls made with plastic netting or fixed aperture netting. See: http://www.coastal.ca.gov/npa/Wildlife-Friendly_Products.pdf . Manufactured linear sediment control or compost socks can be used in lieu of fiber rolls. For more info see the following factsheets: CASQA: SE-5 (Type 1), SE-12, SE-13; or Caltrans: SC-5 (Type 1 and Type 2).
8 Silt Fence	Use silt fence as a perimeter control measure, and around soil stockpiles. Install silt fence along contours. Key silt fence into the soil and stake. Do not use silt fence for concentrated water flows. Install fence at least 3 feet back from the slope to allow for sediment storage. Wire backed fence can be used for extra strength. Avoid installing silt fence on slopes because they are hard to maintain. Manufactured linear sediment control can be used in lieu of silt fences. For more info see the following factsheets: CASQA: SE-1; SE-12; or Caltrans: SC-1.
9 Drain Inlet Protection	Use gravel bags, (or similar product) around drain inlets located both onsite and in gutter as a last line of defense. Bags should be made of a woven fabric resistant to photo-degradation filled with 0.5-1-in washed crushed rock. Do not use sand bags or silt fence fabric for drain inlet protection. For more info see the following factsheets: CASQA: SE-10; or Caltrans: SC-10.
N/A Trench Dewatering	Follow MCSTOPPP BMPs for trench dewatering: http://www.marincounty.org/depts/pw/divisions/mcstoppp/ development/Files/Departments/PW/mcstopppdevelopment/TrenchingSWBmpMcSTOPPPFinal_09.pdf. For more info see the following factsheets: CASQA: NS-2; or Caltrans: NS-2.
Good Housekeeping Best Management Practices	
10 Concrete Washout	Construct a lined concrete washout site away from storm drains, waterbodies, or other drainages. Ideally, place adjacent to stabilized entrance. Clean as needed and remove at end of project. For more info see the following factsheets: CASQA: WM-8; or Caltrans: WM-8.
11 Stockpile Management	Cover all stockpiles and landscape material and berm properly with fiber rolls or sand bags. Keep behind the site perimeter control and away from waterbodies. For more info see the following factsheets: CASQA: WM-3 or Caltrans: WM-3.
12 Hazardous Material Management	Hazardous materials must be kept in closed containers that are covered and within secondary containment; do not place containers directly on soil. For more info see the following factsheets: CASQA: WM-6; or Caltrans: WM-6.
13 Sanitary Waste Management	Place portable toilets near stabilized site entrance, behind the curb and away from gutters, storm drain inlets, and waterbodies. Tie or stake portable toilets to prevent tipping and equip units with overflow pan/tray (most vendors provide these). For more info see the following factsheets: CASQA: NS-8, NS-9, and NS-10; or Caltrans: NS-8, NS-9, and NS-10.
14 Equipment and Vehicle Maintenance	Prevent equipment fluid leaks onto ground by placing drip pans or plastic tarps under equipment. Immediately clean up any spills or drips. For more info see the following factsheets: CASQA: NS-8, NS-9, and NS-10; or Caltrans: NS-8, NS-9, and NS-10.
15 Litter and Waste Management	Designate waste collection areas on site. Use watertight dumpsters and trash cans; inspect for leaks. Cover at the end of each work day and when it is raining or windy. Arrange for regular waste collection. Pick up site litter daily. For more info see the following factsheets: CASQA: WM-5; or Caltrans: WM-5.



**MARIN COUNTY STORMWATER POLLUTION PREVENTION PROGRAM
Best Management Practices for TRENCH DEWATERING**

- Requirements for Dewatering Discharges from Minor Street Excavations**
- The Federal Clean Water Act, the California Water Code, and local ordinances prohibit non-stormwater discharges to the storm drain system.
 - Non-stormwater discharges include water that is actually or potentially contaminated with any pollutant, including, but not limited to, sewage, grease, drilling mud and oil.
 - Untreated pumped groundwater or accumulated rainwater may be discharged to the storm drain system but must be managed to minimize sediment reaching storm drains and ensure downstream creeks, wetlands, and the Bay are not polluted.
 - The storm drain system includes streets, gutters, storm drain inlets, ditches, creeks, and wetlands.

IF YOUR SITE OR PROJECT REQUIRES DEWATERING, CONTACT YOUR LOCAL STORMWATER COORDINATOR BEFORE DISCHARGING WATER TO THE STORM DRAIN SYSTEM. CONTACT INFORMATION ON THE REVERSE PAGE.

As necessary, local municipal staff will determine whether flows from dewatering a particular excavation may be discharged to the storm drain system and what measures must be taken to reduce sediment in the discharge.

- Depending on circumstances, holders of encroachment or building permits may be directed to use one or more of the following measures:
- Avoid the discharge. Disperse pumped water to a level dirt or landscaped area to allow infiltration or use for dust control. Be sure to prevent damage to landscaping.
 - Build a sediment trap (temporary basin formed by excavation or earthen embankment across a low drainage area to detain sediment-laden runoff and allow sediment to settle out before discharging).
 - Use a mobile weir tank, dewatering tank, or sand filter (follow vendor instructions).
 - At minimum, use a gravity bag filter (dewatering bag) or similar filtration device (follow vendor instructions).

Odors, discoloration, or an oily sheen can indicate contaminants in the water. Dewatering discharges containing contaminants may need to be captured and treated or hauled to a suitable disposal site.

Some dewatering discharges require a National Pollutant Discharge Elimination System (NPDES) permit from the San Francisco Bay Regional Water Quality Control Board (RWQCB). For more information, call the RWQCB or visit their website: Phone: 510-622-2300
Web: http://www.waterboards.ca.gov/sanfranciscobay/npdes_gen_permit.shtml

ISSUES		
ISSUE	DATE	DESCRIPTION
0	3/11/25	DRAFT

AC ENGINEERING, INC.
CIVIL & GEOTECHNICAL CONSULTANTS
454 LAS GALLINAS AVE., SUITE 1047
SAN RAFAEL, CA 94903
P: 415-295-2152
admin@acengineering.com



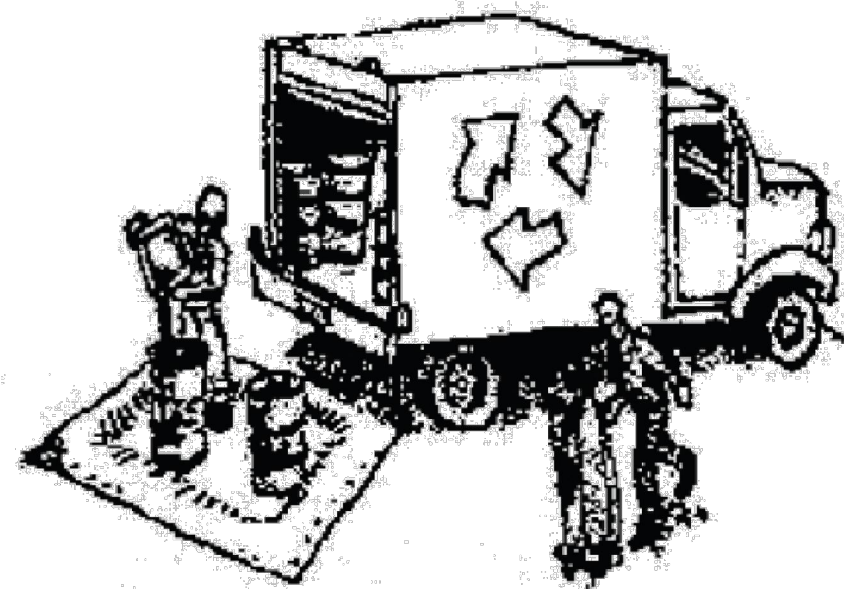
MCSTOPPP
GRANDI BUILDING RENOVATION PLAN / KEN WILSON
54 B STREET, POINT REYES STATION, CA 94956
APN: 119-234-01

270-1
C-1.2

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



Non-Hazardous Materials

- Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control



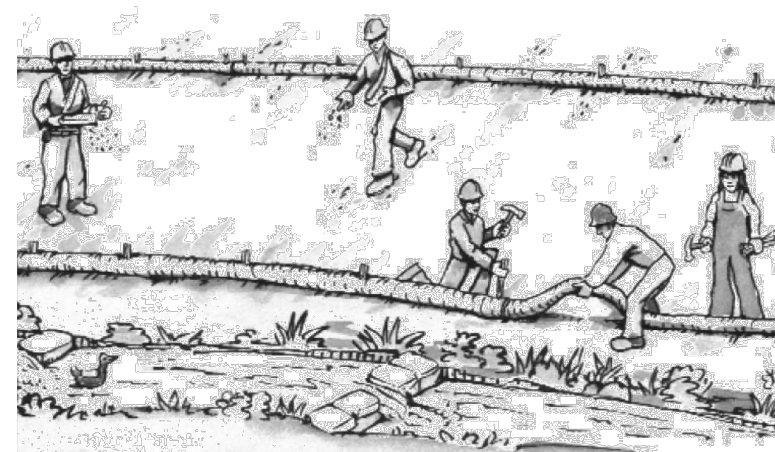
Maintenance and Parking

- Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- Clean up spills or leaks immediately and dispose of cleanup materials properly.
- Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving

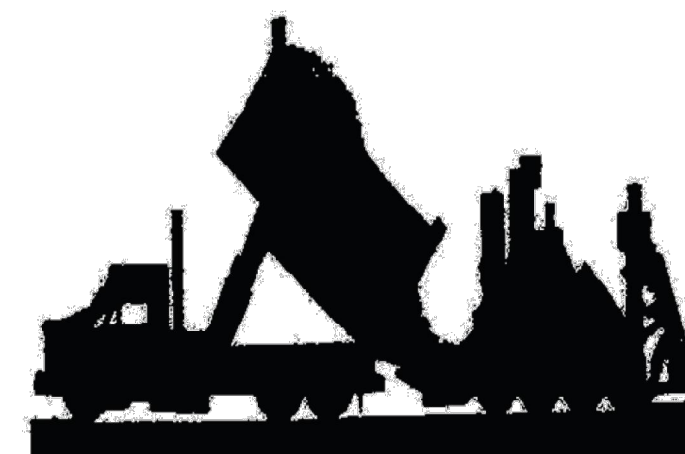


- Schedule grading and excavation work during dry weather.
- Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
 - Unusual soil conditions, discoloration, or odor.
 - Abandoned underground tanks.
 - Abandoned wells
 - Buried barrels, debris, or trash.

Paving/Asphalt Work



- Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



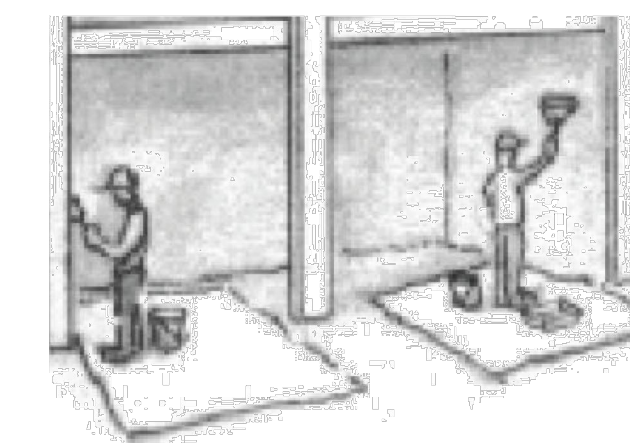
- Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping



- Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- Stack bagged material on pallets and under cover.
- Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

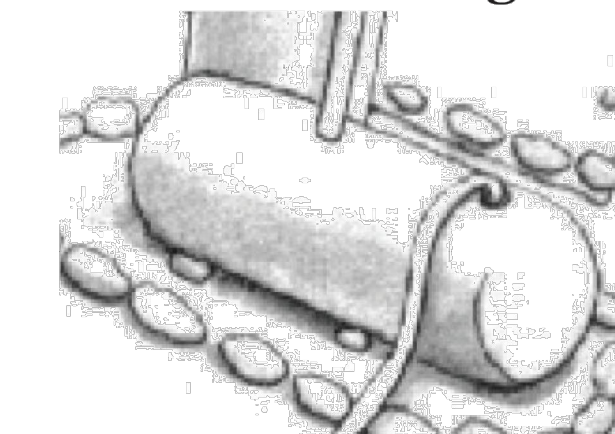
Painting & Paint Removal



Painting Cleanup and Removal

- Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering



- Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- Divert run-on water from offsite away from all disturbed areas.
- When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

Storm drain polluters may be liable for fines of up to \$10,000 per day!

ISSUES		
ISSUE	DATE	DESCRIPTION
0	3/11/25	DRAFT

AC ENGINEERING, INC.
 CIVIL & GEOTECHNICAL CONSULTANTS
 454 LAS GALLINAS AVE., SUITE 1047
 SAN RAFAEL, CA 94903
 P: 415-295-2152
 admin@acengineering.com



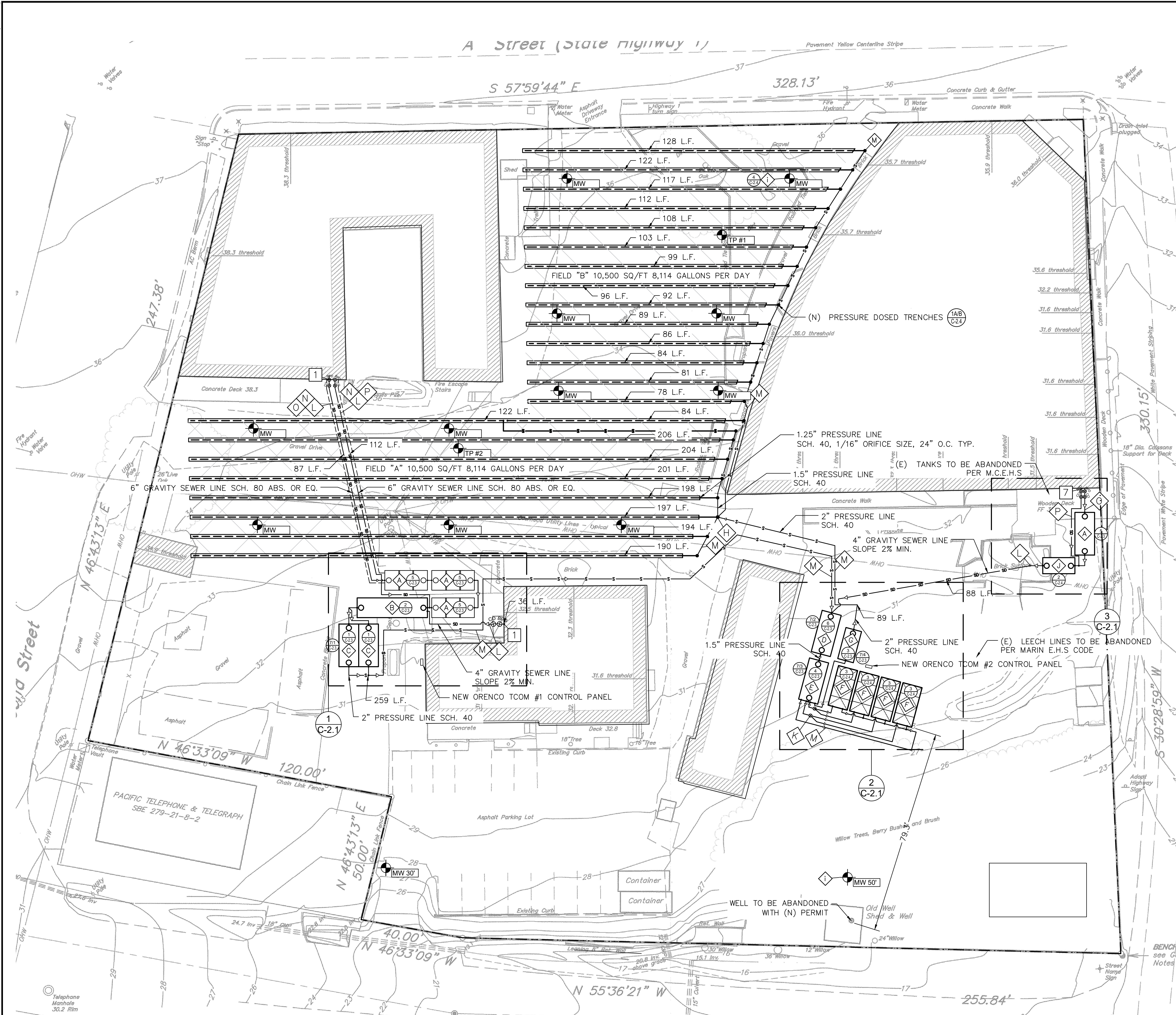
BMPs

GRANDI BUILDING RENOVATION PLAN / KEN WILSON
 54 B STREET, POINT REYES STATION, CA 94956
 APN: 119-234-01

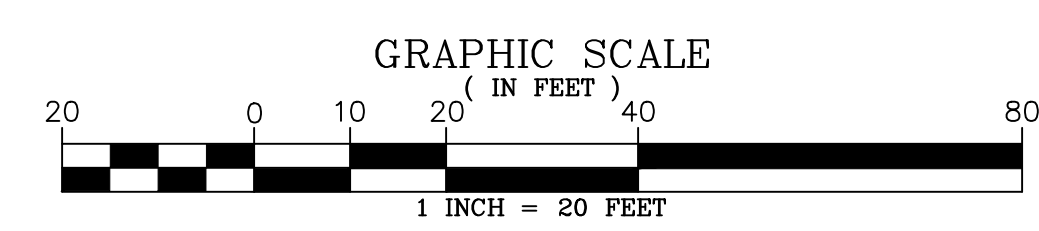
270-1

C-1.3

SHEET SIZE: 10' x 24"



GRADING & STORM WATER DRAINAGE PLAN
SCALE: 1"=20'



LEGEND

- PROPERTY LINE
- GRAVITY SEWER LINE
- PRESSURE LINE
- PRESSURE DOSE LINE
- 1A/B C-24
- 5 C-2.3 A 3000 GALLON GREASE TRAP
- 2 C-2.3 B 8000 GALLON SEPTIC TANK
- 1 C-2.3 C 5000 GALLON SUMP TANKS
- 6 C-2.3 D 5000 GALLON SURGE TANK
- 4 C-2.3 E 5000 GALLON RECIRCULATION TANK
- 3 C-2.4 F AX100 TEXTILE FILTERS
- 3 C-2.3 G 2000 GALLON SUMP TANK
- H DIVERSION VALVE
- 4 C-2.4 i MONITORING WELL
- 2 C-2.4 J 2000 GALLON SEPTIC TANK
- K TWO-WAY DISTRIBUTING VALVES
- L SLOPE 2% MIN.
- M PRESSURE LINE
- N SLEEVE REQUIRED
- O GRAY WATER AND GREASE LADEN WATER ONLY
- P BLACK WATER ONLY (NO GREASE ALLOWED)
- BPO BACK FLOW PREVENTOR
- CO CLEANOUT
- ▽ FLOW DIRECTION
- ⊗ VALVE - SEE CALLOUTS
- CONNECTION POINT
- ⊕ MW = MONITORING WELL OR TP = TEST PIT

NOTES

- 1 CONNECT (N) 6" SEWER LATERALS. MIN. SLOPE 1/4" PER FOOT. MAX 720 DFU'S. UPSIZE TO 8" IF REQ.
- 2 CONNECT (N) 4" MIN. SEWER LATERAL FROM (E) BUILDING TO (N) SEPTIC TANK. SLOPE 1/4" PER FOOT
- 3 SLOPE ALL CONNECTIONS BETWEEN TANKS MINIMUM 1/4" PER FOOT
- 4 INSTALL BACKFLOW PREVENTOR AND CLEANOUT NO MORE THAN 2' OFF EXISTING BUILDING
- 5 INSTALL AX-100 FILTERS PER ORENCO INSTALLATION MANUAL
- 6 INSTALL NEW PRESSURE DOSED TRENCHES PER SITE PLAN LAYOUT
- 7 CONNECT (N) 4" SEWER LATERAL TO (E) BUILDING. MIN. SLOPE 1/4" PER FOOT.

REV.	DATE	BY

REVISIONS		
1	3/5/24	PERMIT

ISSUES



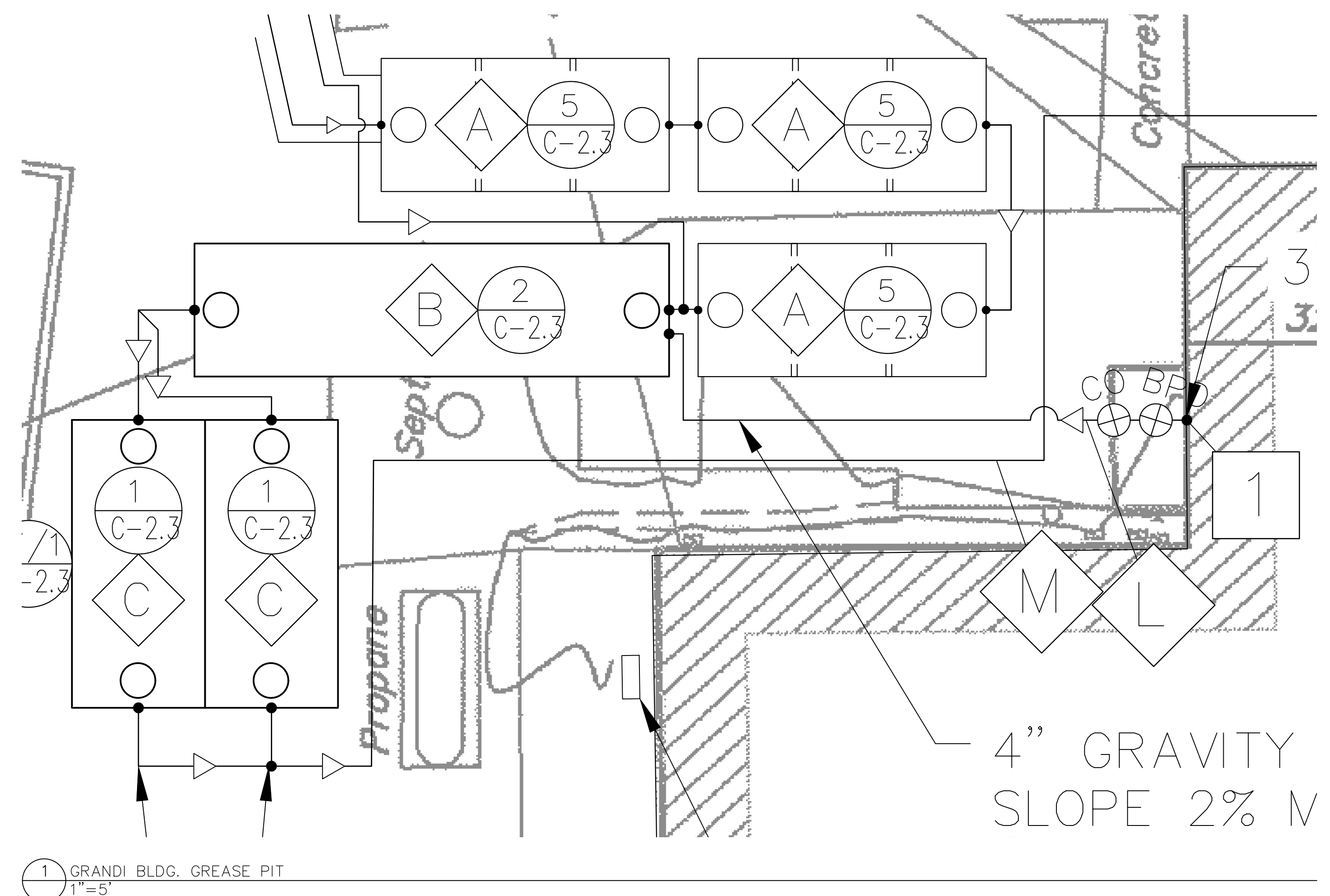
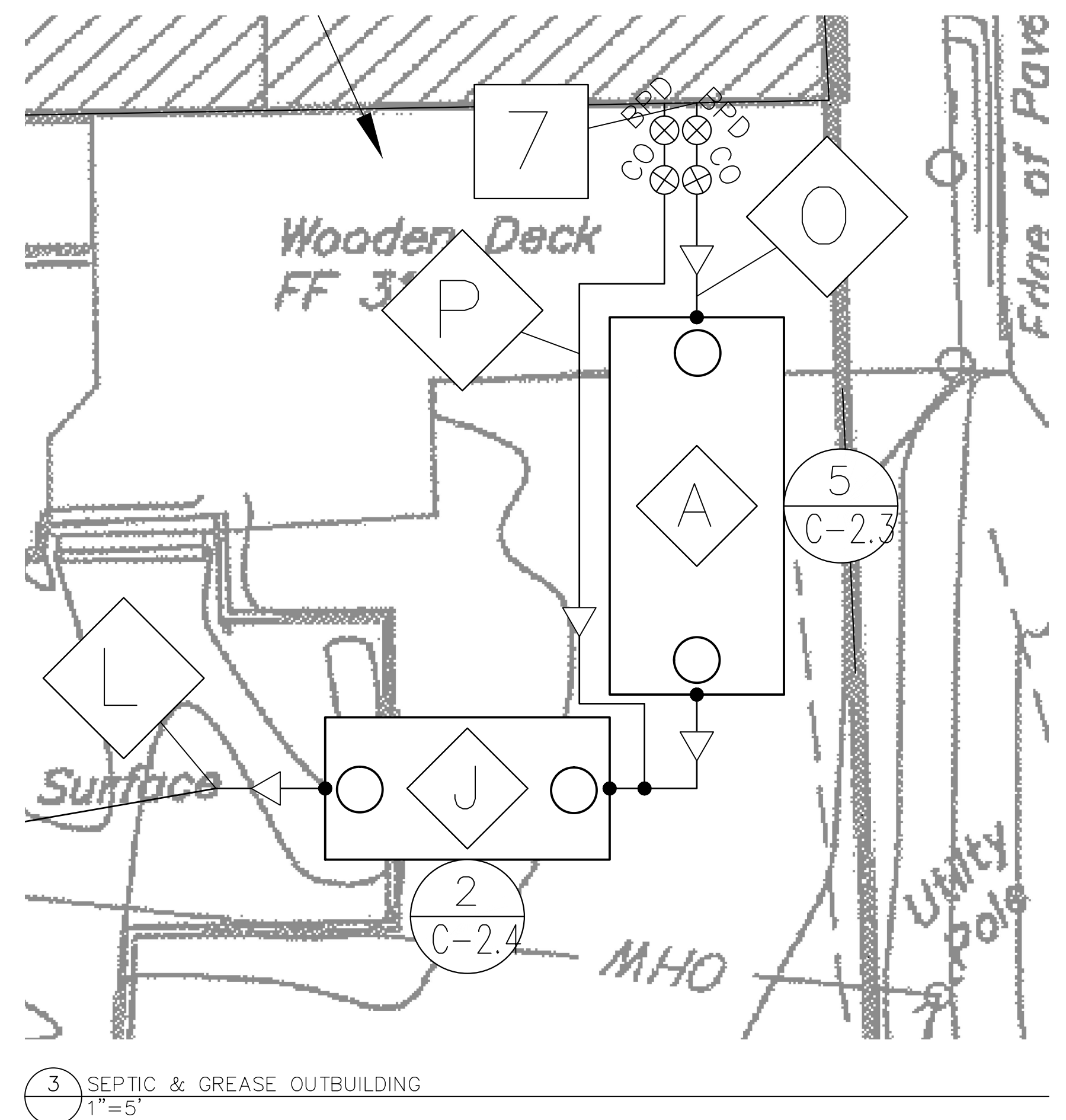
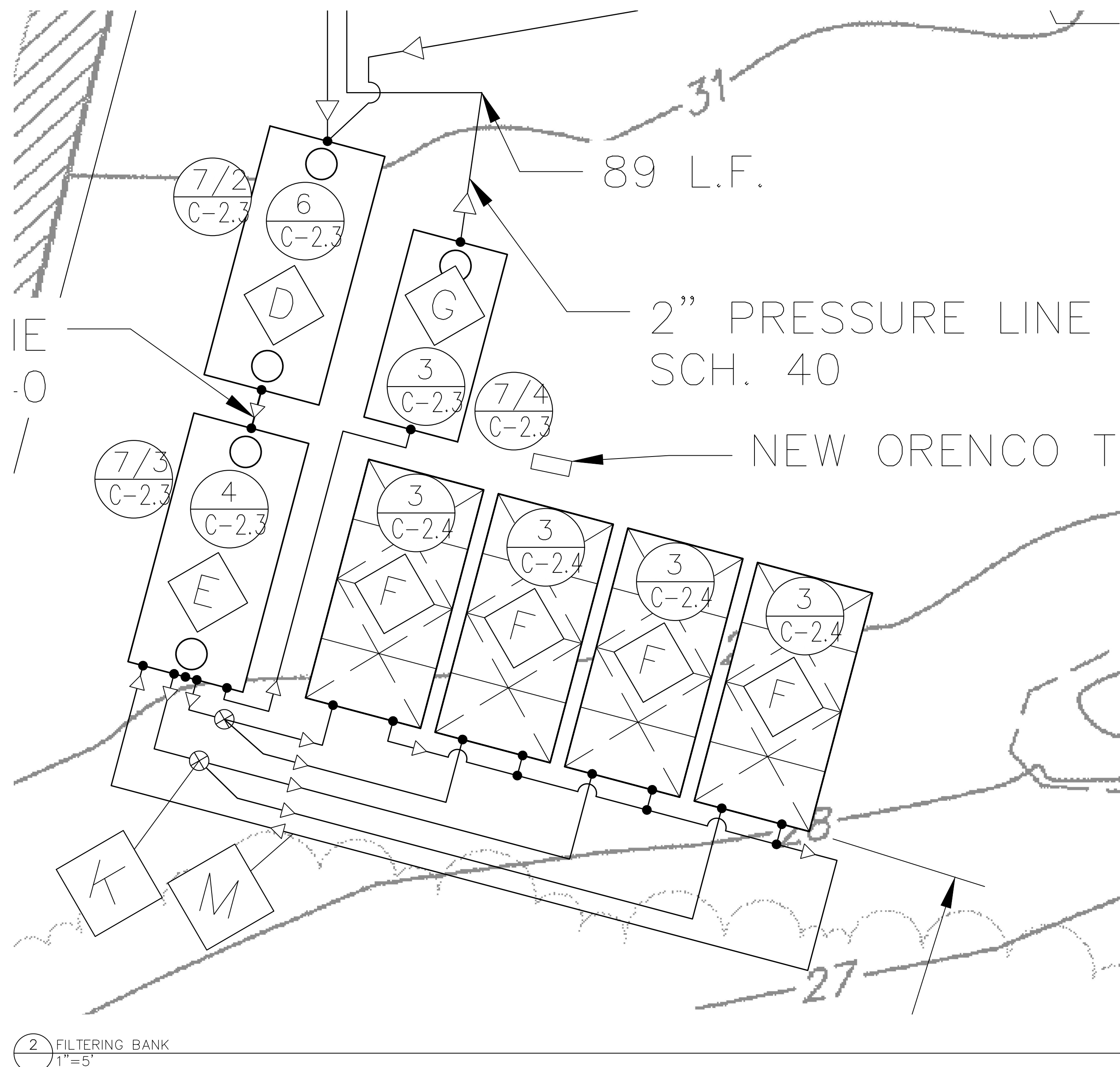
AC ENGINEERING, INC.
CIVIL & GEOTECHNICAL CONSULTANTS
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SAN RAFAEL, CA 94903
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admin@agnewcivil.com

OWTS SITE PLAN
THE GRANDI BUILDING
11101 STATE ROUTE 1, POINT REYES STATION, CA 94956
APN: 119-234-01

270-1
C-2.0

ALL CONTRACTORS WILL BE RESPONSIBLE FOR THE VERIFICATION OF THE LOCATIONS OF ALL EXISTING UTILITIES IN THE FIELD. ALL CONTRACTORS SHALL CALL U.S.A. AT (800-227-2600) 48 HOURS BEFORE DIGGING, AND OBTAIN AN IDENTIFICATION NUMBER (SECTION 4210.1 OF THE GOVERNMENT CODE).

NOTE: THESE NOTES ARE INTENDED TO BE USED AS A GENERAL GUIDELINE. THE REFERENCED SOILS REPORT FOR THE PROJECT AND GOVERNING AGENCY GRADING ORDINANCE SHALL SUPERSEDE THESE NOTES. THE SOILS ENGINEER MAY MAKE ON-SITE RECOMMENDATIONS DURING GRADING OPERATIONS.



REV.	DATE	BY
REVISIONS		
1	3/5/24	PERMIT
ISSUES		



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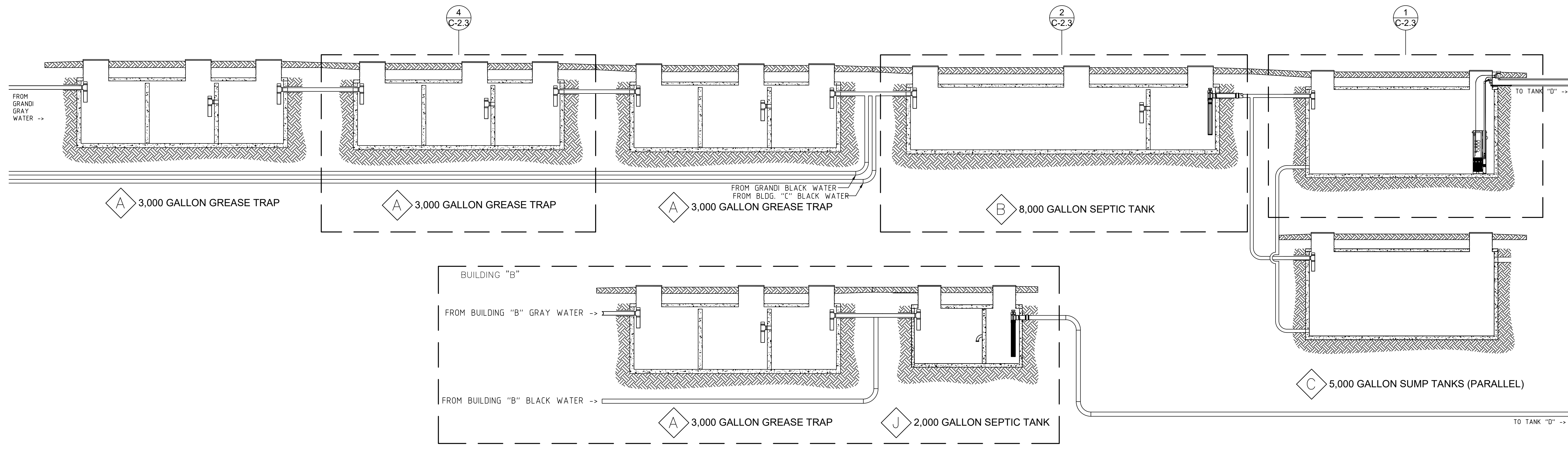
OWTS ENLARGED SITE PLANS

THE GRANDI BUILDING
 11101 STATE ROUTE 1, POINT REYES STATION, CA 94956
 APN: 119-234-01

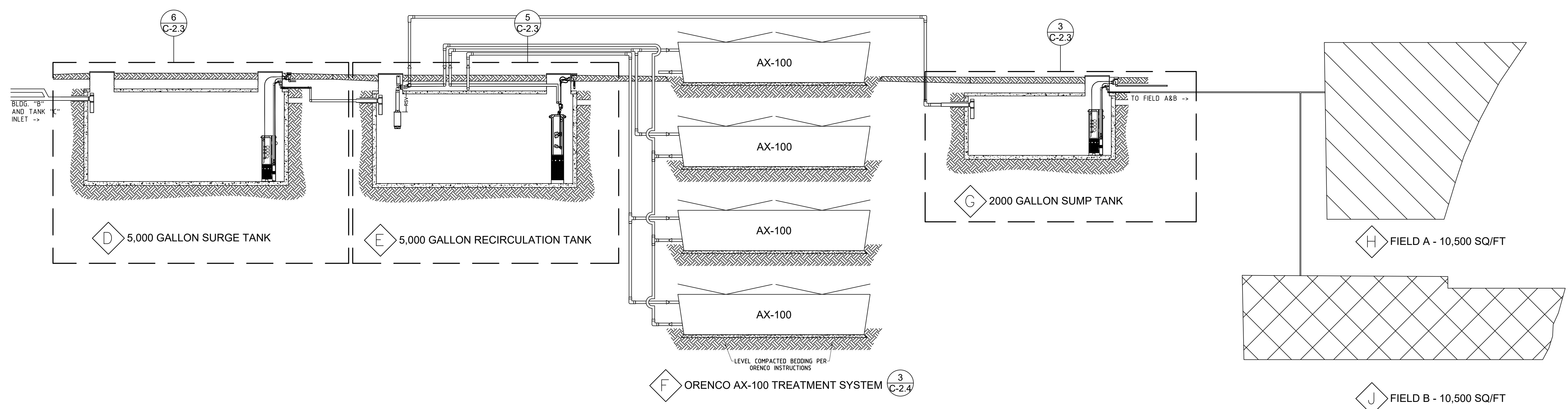
270-1

C-2.1

SHEET SIZE: 10' (96" x 24")



2 GREASE TRAPS & SEPTIC TANKS
C-2.1 N.T.S.



1 PRE-TREATMENT
C-2.1 N.T.S.

REV.	DATE	BY
REVISIONS		
1	3/5/24	PERMIT

ISSUE	DATE	DESCRIPTION
ISSUES		

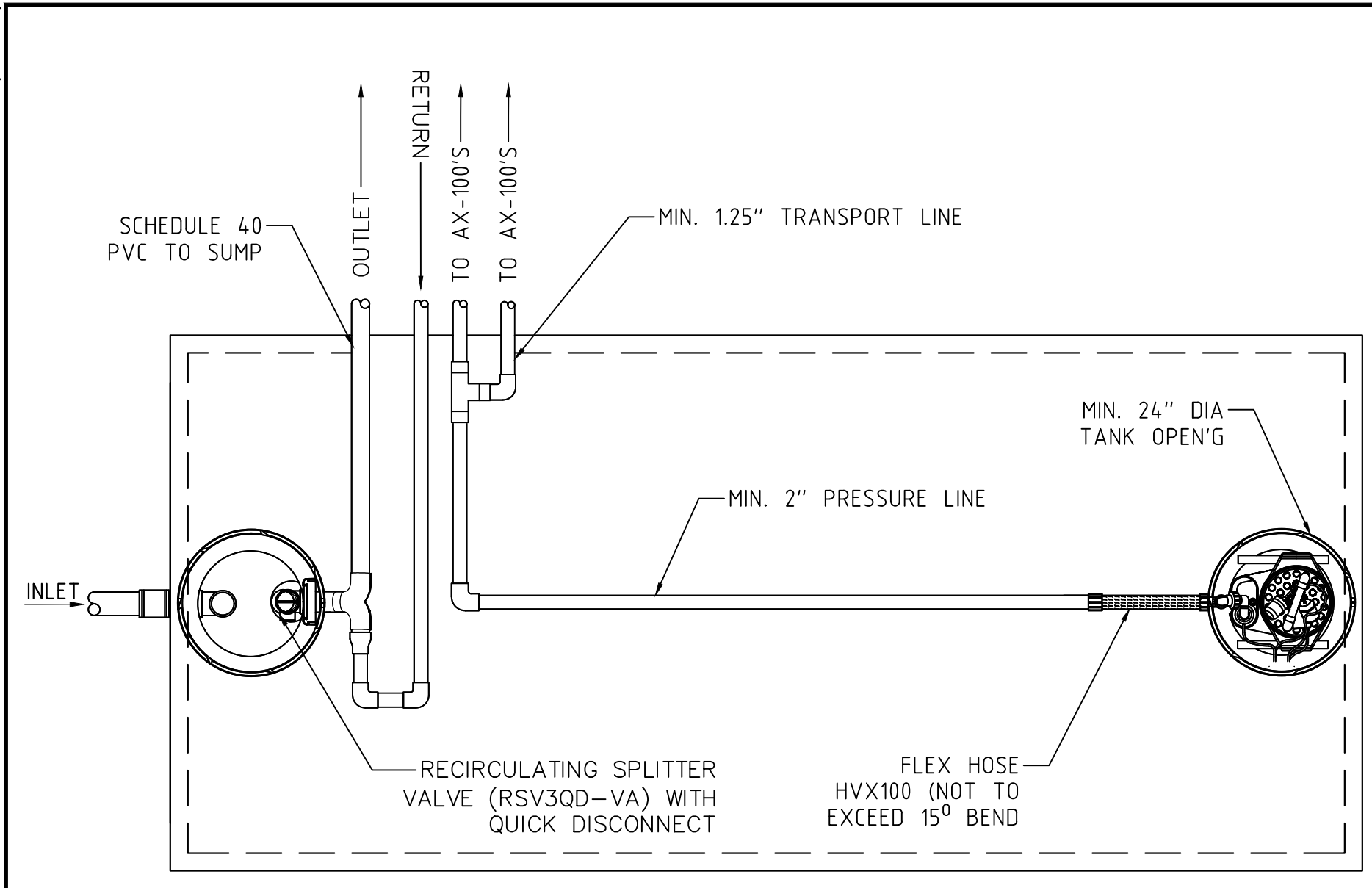


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OWTS TANK LAYOUT
THE GRANDI BUILDING
 11101 STATE ROUTE 1, POINT REYES STATION, CA 94956
 APN: 119-234-01

270-1

C-2.2

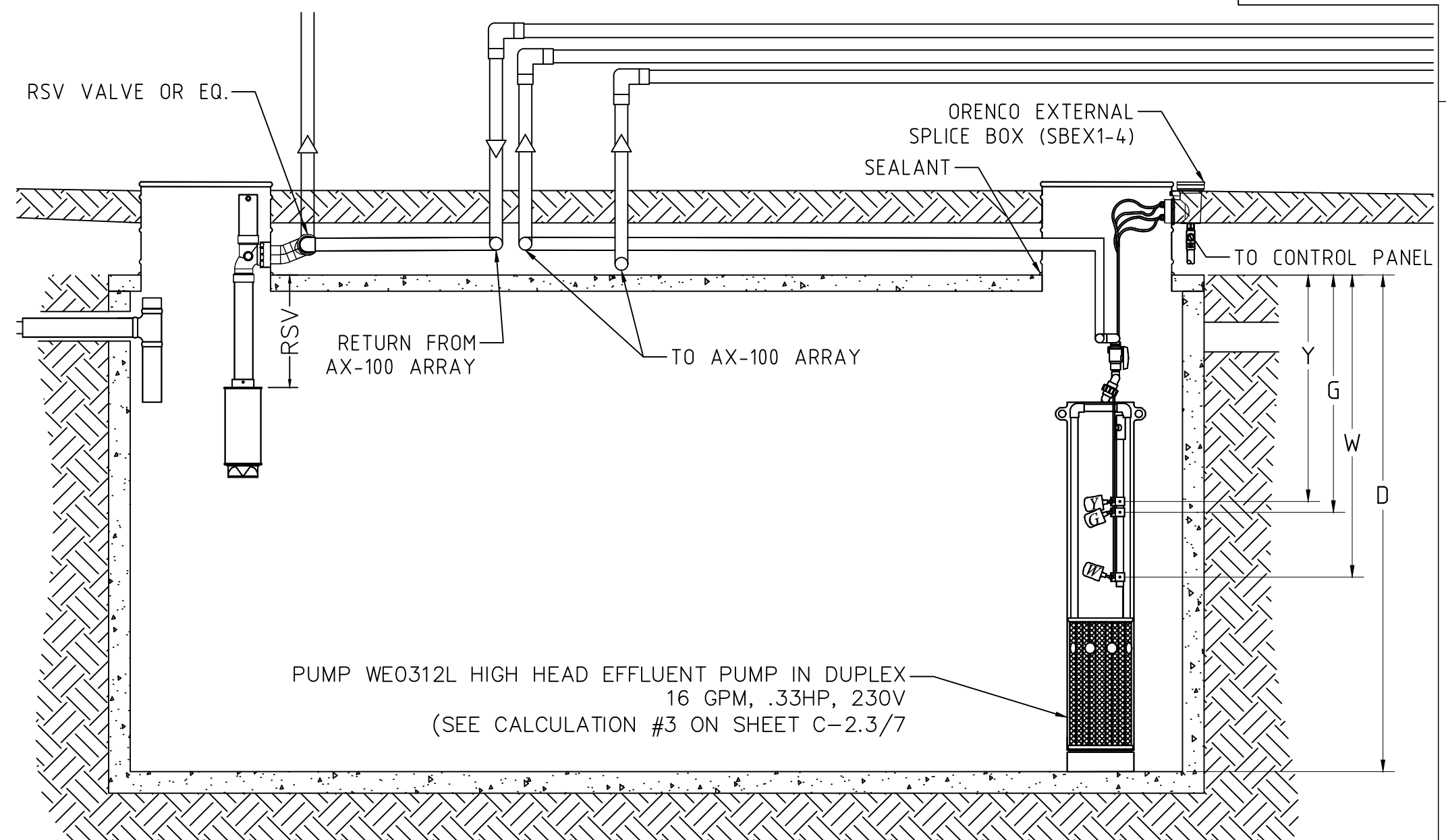
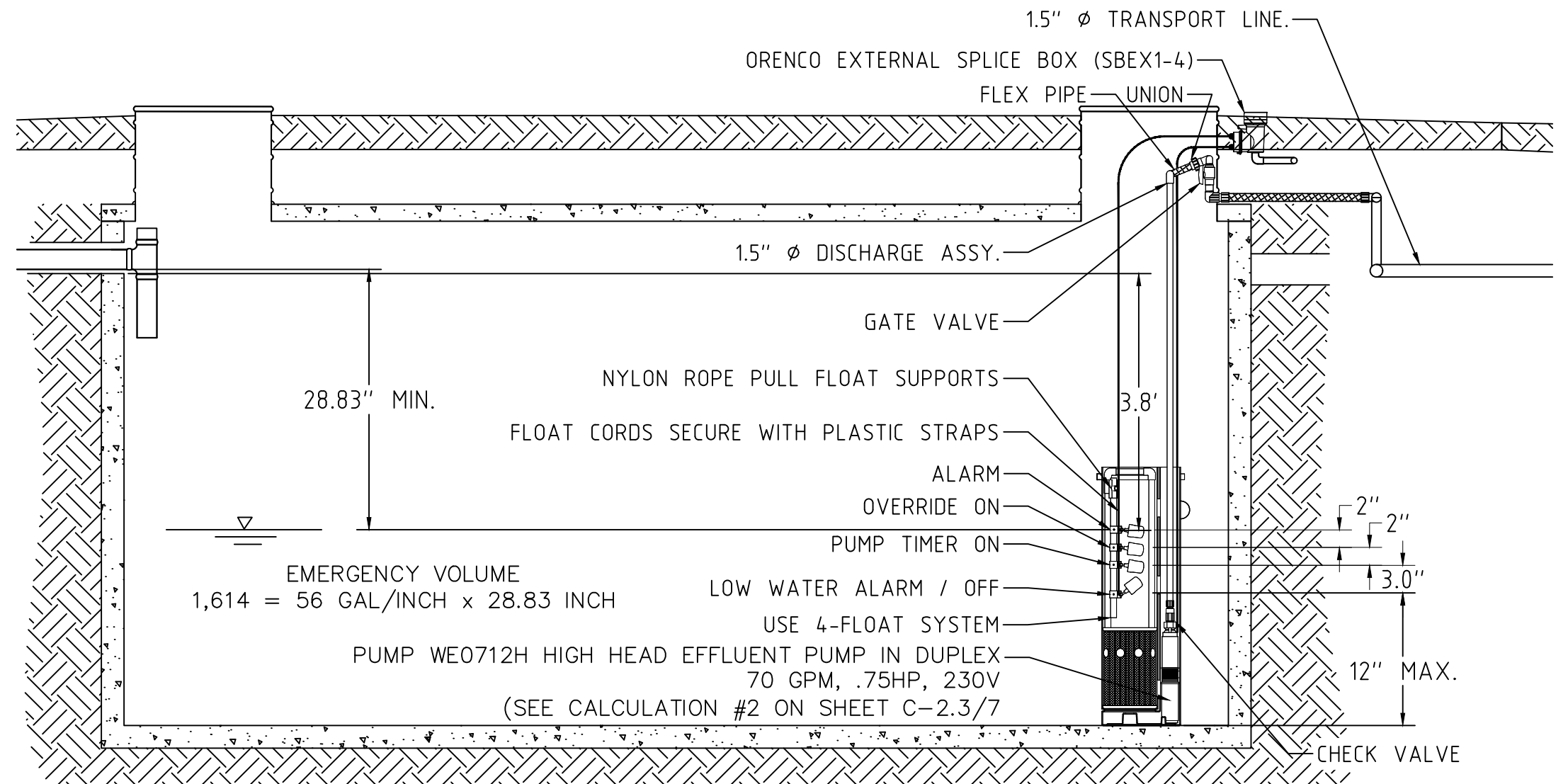


#1 "TANKS C TO TANK D"
 PUMP STATION #1 - TANKS C TO TANK D
 TOTAL DYNAMIC HEAD = 38FT
 GALLONS PER MINUTE (GPM) = 75 GPM
 DOSE = 271 GALLONS
 RECOMMENDED PUMP TYPE: 2EA GOULDS IN DUPLEX WE1012H (1 HP, 230 VOLTS, SINGLE PHASE, 12.5 AMPS)
 TIMER CONTROLLED:
 OFF 56 MIN 23 SEC
 ON 3 MIN 37 SEC
 T OVERRIDE OFF 28 MIN
 T OVERRIDE ON 3 MIN 37 SEC.
 RECOMMENDED CONTROL PANEL: TCOM PANEL #1

#2 "TANK D TO TANK E"
 SURGE TANK #1 - TANK D TO TANK E
 TOTAL DYNAMIC HEAD = 13FT
 GALLONS PER MINUTE (GPM) = 70 GPM
 DOSE = 542 GALLONS
 RECOMMENDED PUMP TYPE: 2EA GOULDS IN DUPLEX WE0712H (.75 HP, 230 VOLTS, SINGLE PHASE, 10 AMPS)
 TIMER CONTROLLED:
 OFF 52 MIN 15 SEC
 ON 7 MIN 45 SEC
 T OVERRIDE OFF 26 MIN
 T OVERRIDE ON 7 MIN 45 SEC
 RECOMMENDED CONTROL PANEL: TCOM #2 PANEL

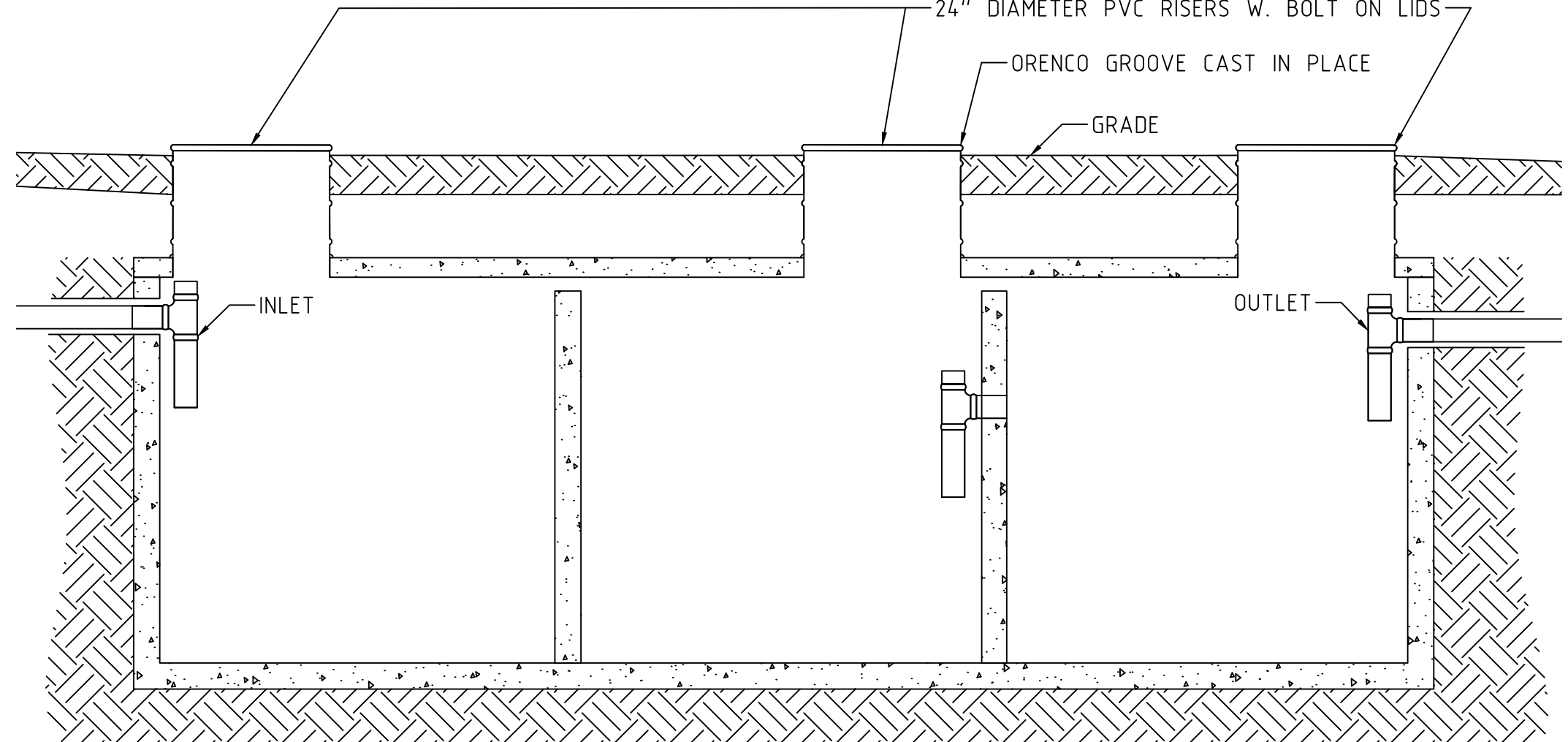
#3 "TANK E TO AX-100'S" AND TO TANK G
 RECIRCULATION TANK TANK E TO AX-100 BANK F
 TOTAL DYNAMIC HEAD = 16FT
 GALLONS PER MINUTE (GPM) = 16 GPM
 DOSE = 833 GALLONS
 RECOMMENDED PUMP TYPE: 2EA GOULDS IN DUPLEX GOULD WE0312L (0.33 HP, 230 VOLTS, SINGLE PHASE, 4.9 AMPS)
 TIMER CONTROLLED:
 OFF 68 MIN 0 SEC
 ON 52 MIN 0 SEC
 T OVERRIDE OFF 34 MIN
 T OVERRIDE ON 52 MIN 0 SEC
 RECOMMENDED CONTROL PANEL: TCOM PANEL #2

#4 "TANK G TO DISPERSAL FIELDS"
 TANK "G" TO DISPERSAL FIELD A & B
 TOTAL DYNAMIC HEAD = 50FT
 GALLONS PER MINUTE (GPM) = 76 GPM
 DOSE = 338 GALLONS
 RECOMMENDED PUMP TYPE: 2EA GOULDS IN DUPLEX WE1512H (1.5 HP, 230 VOLTS, SINGLE PHASE, 15.7 AMPS)
 TIMER CONTROLLED:
 OFF 55 MIN 33 SEC
 ON 4 MIN 27 SEC
 T OVERRIDE OFF 28 MIN
 T OVERRIDE ON 4 MIN 27 SEC
 RECOMMENDED CONTROL PANEL: TCOM PANEL #2

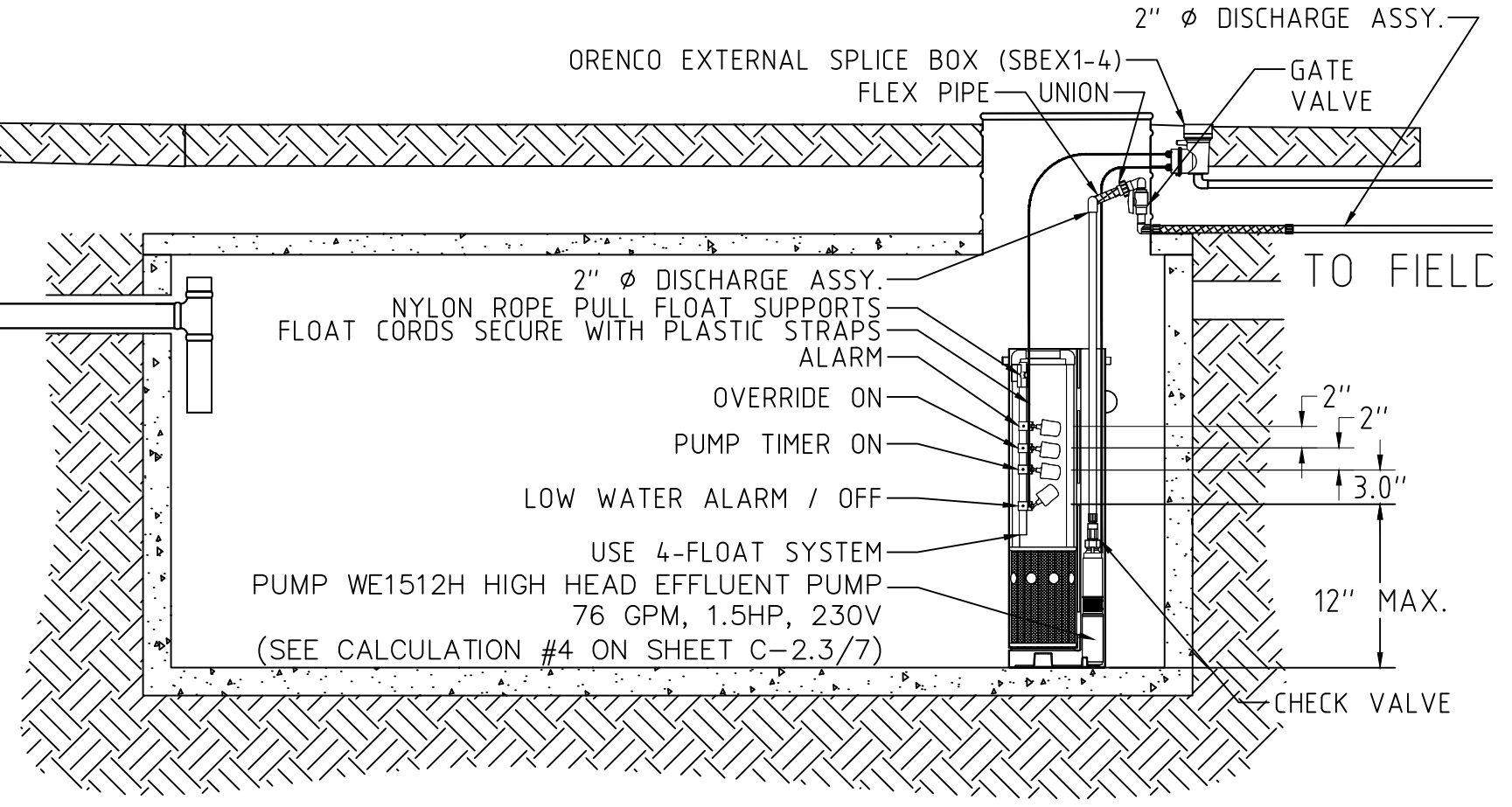


7 PUMP AND TIMER SPECIFICATIONS
 NTS

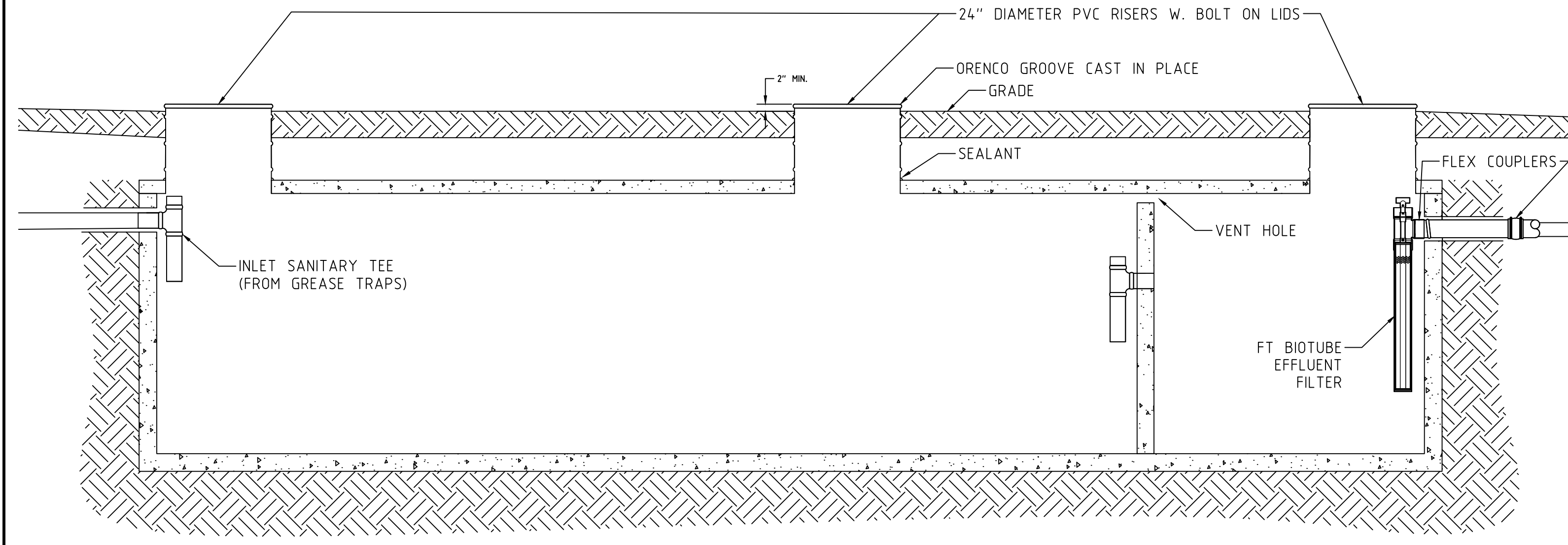
6 5,000 GALLON SURGE TANK AND EMERGENCY RESERVE FOR BUILDING "B"
 1"=2'



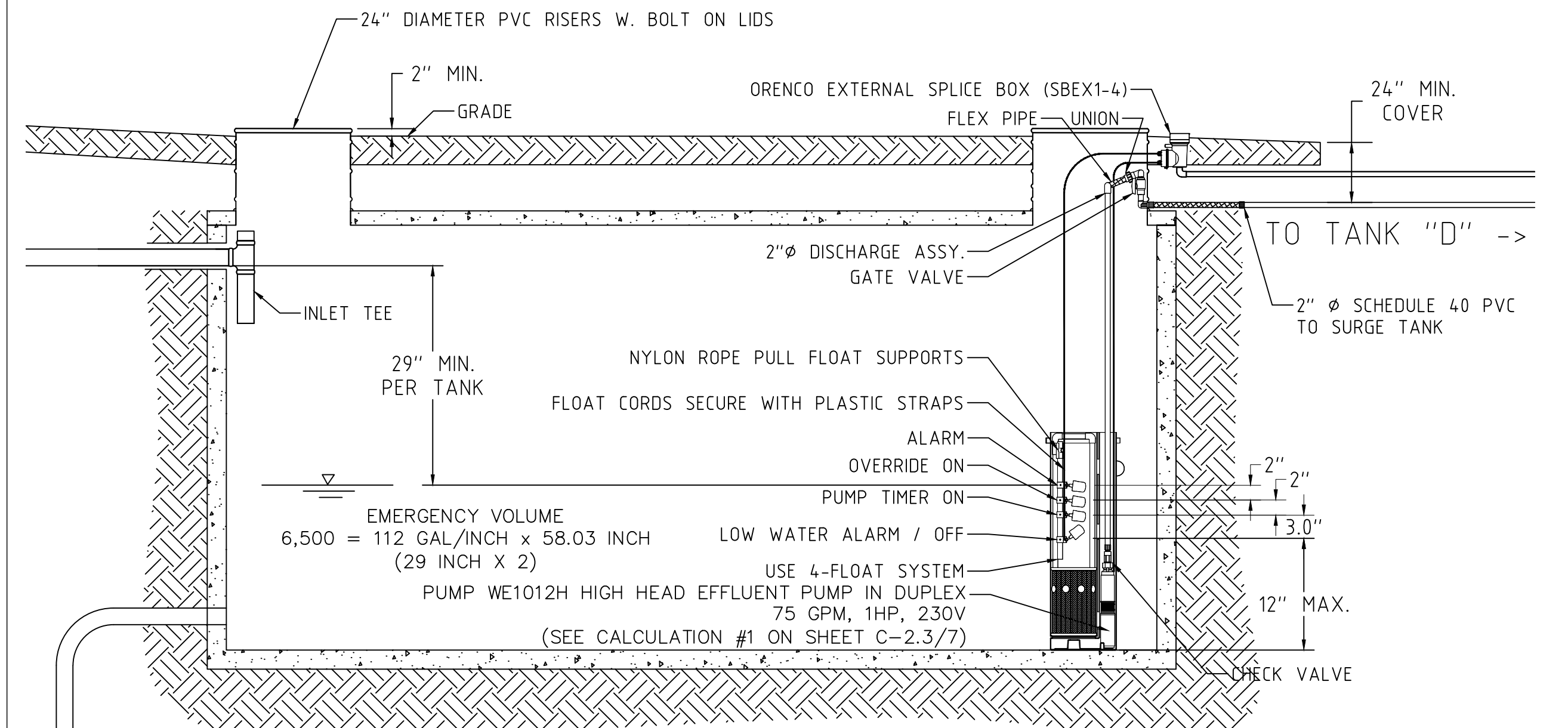
5 3,000 GAL GREASE TRAP
 1"=2'



3 2,000 GAL SUMP TANK
 1"=2'



2 8000 GAL SEPTIC TANK
 1"=2'



1 5,000 GAL PRIMARY SUMP TANK (INSTALLED PARALLEL)
 1"=2'

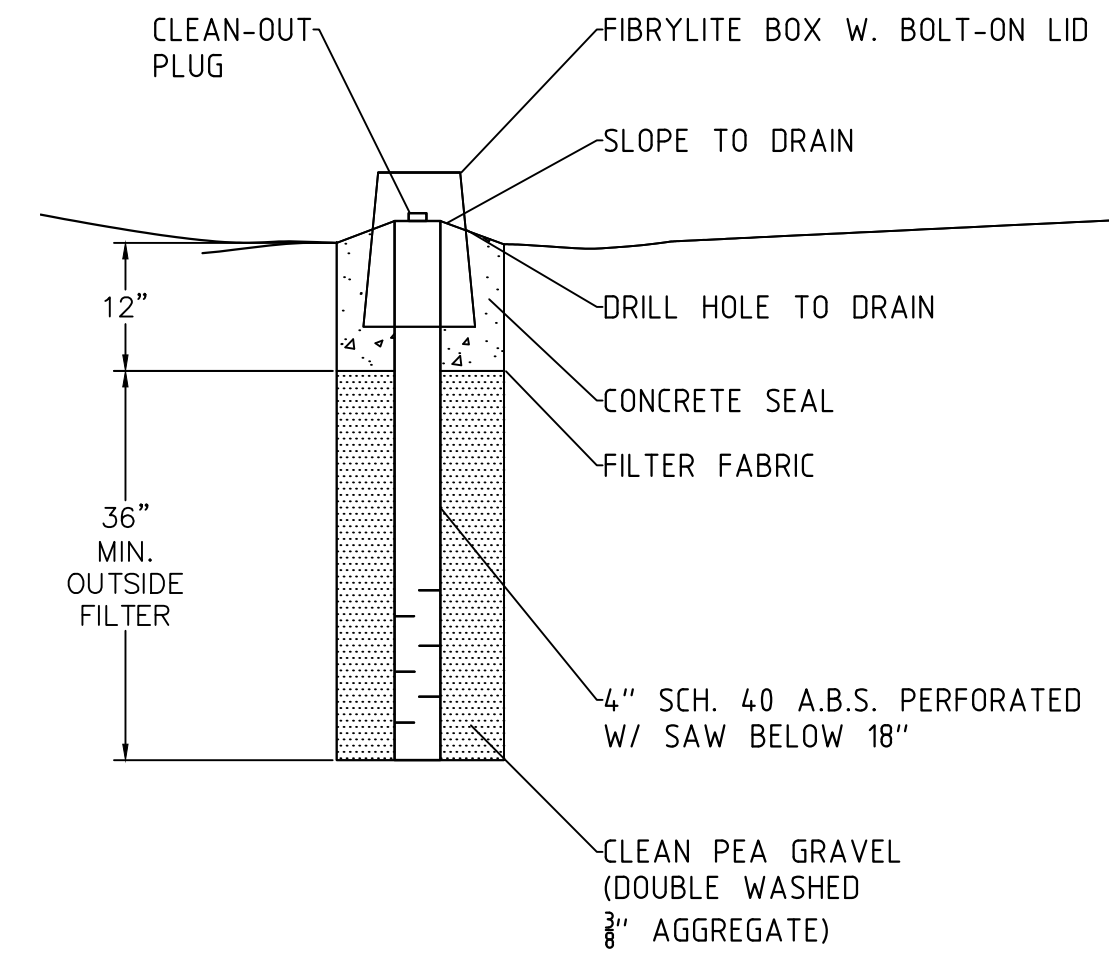
REV.	DATE	BY

REVISIONS		

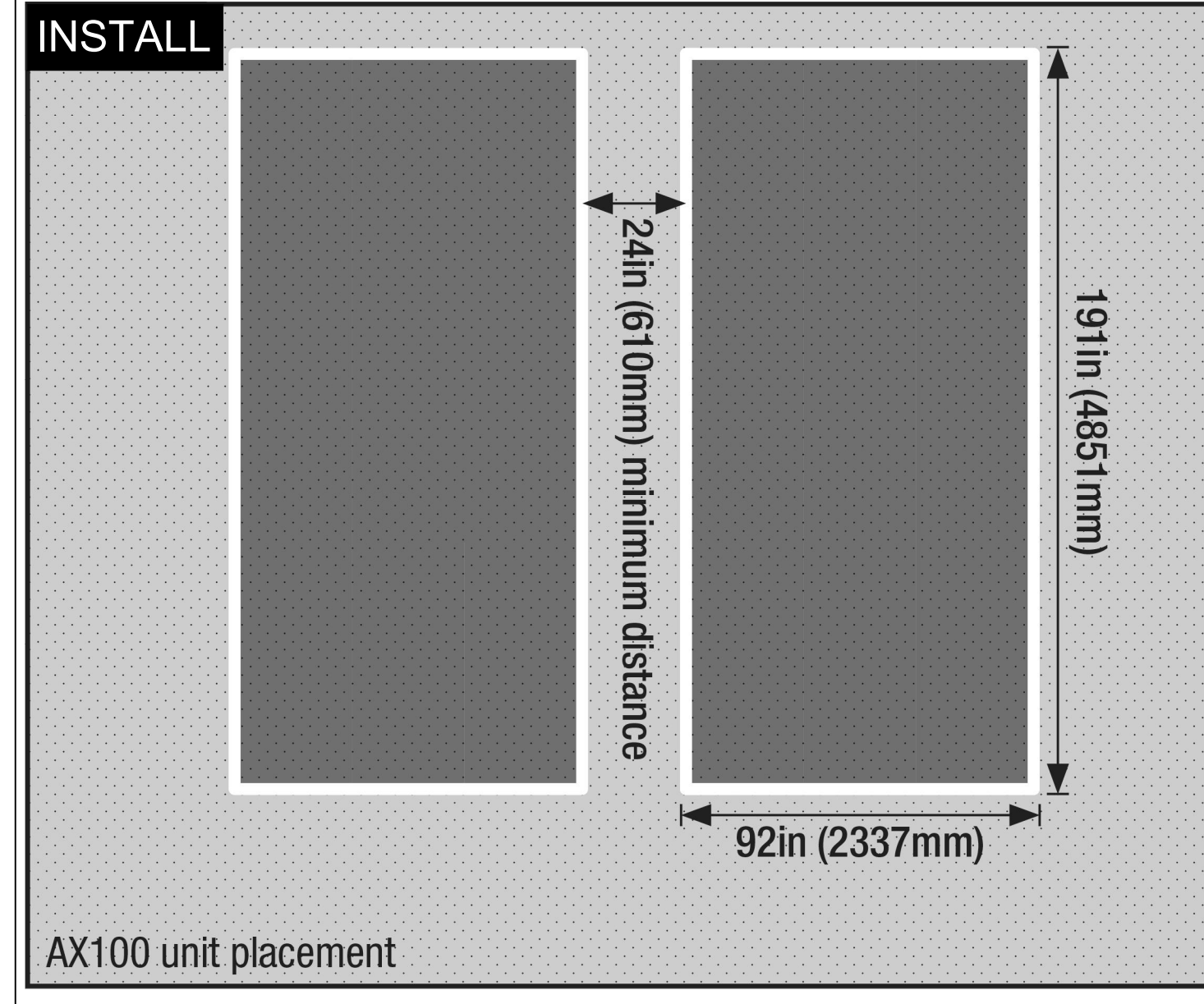
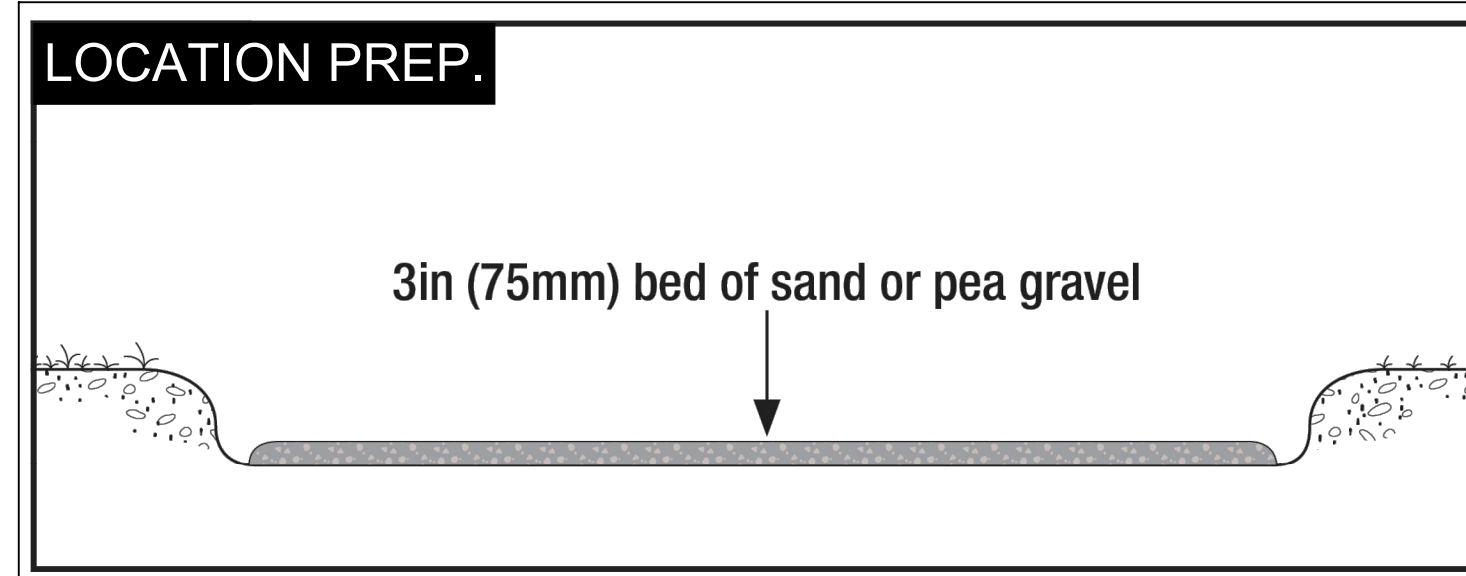
ISSUES		
1	3/5/24	PERMIT

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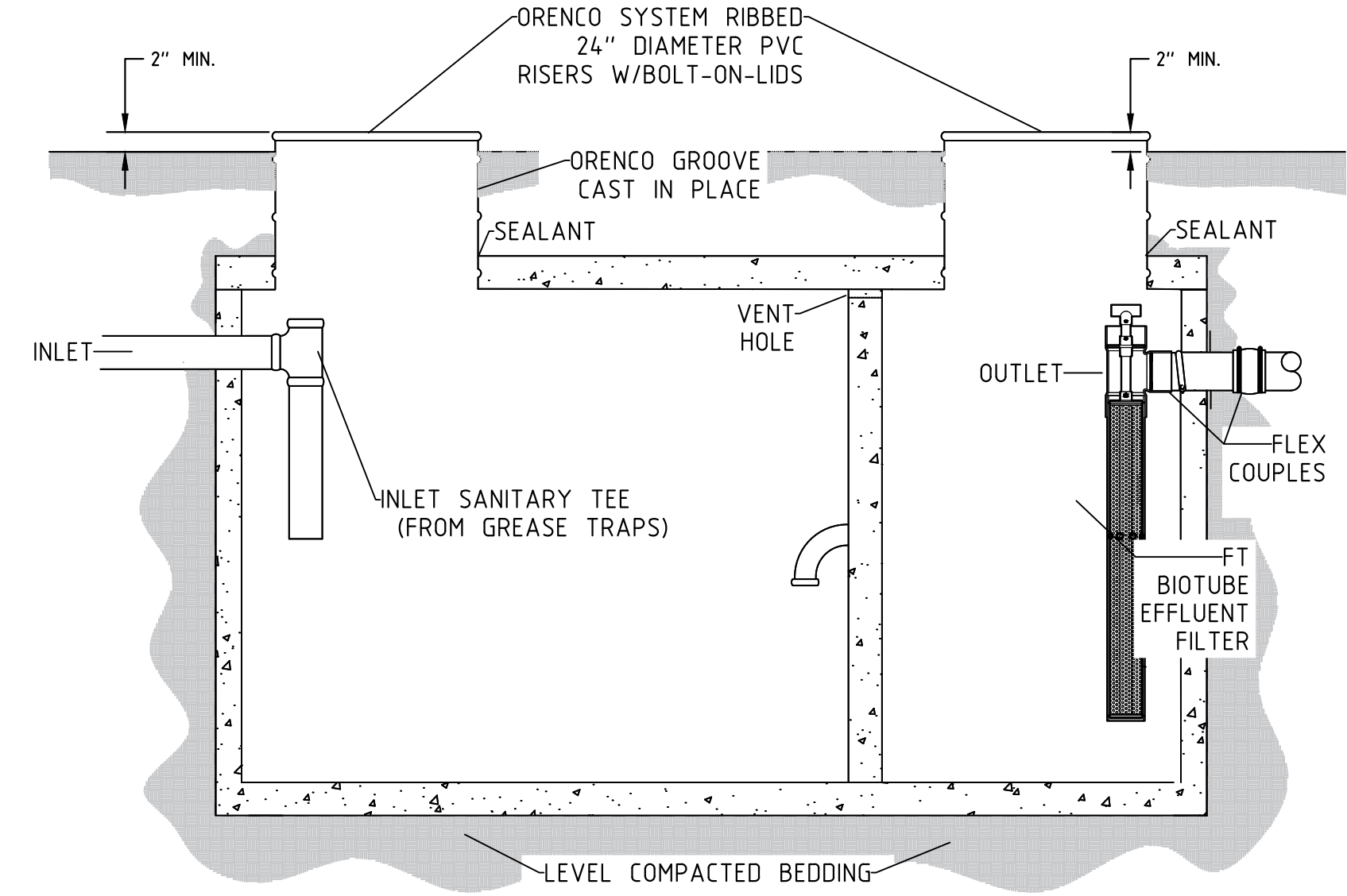
OWTS DETAILS
 THE GRANDI BUILDING
 11101 STATE ROUTE 1, POINT REYES STATION, CA 94956
 APN: 119-234-01



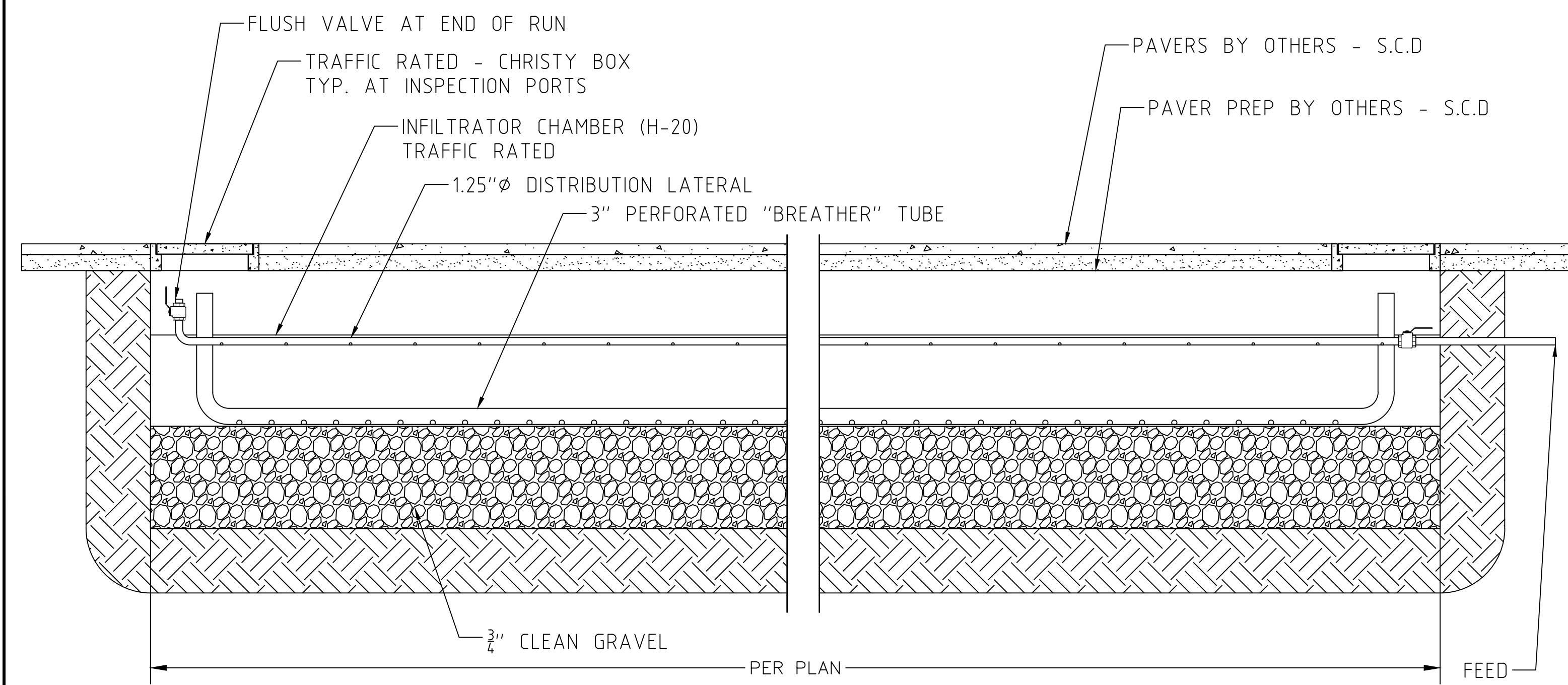
4 MONITORING WELL
N.T.S.



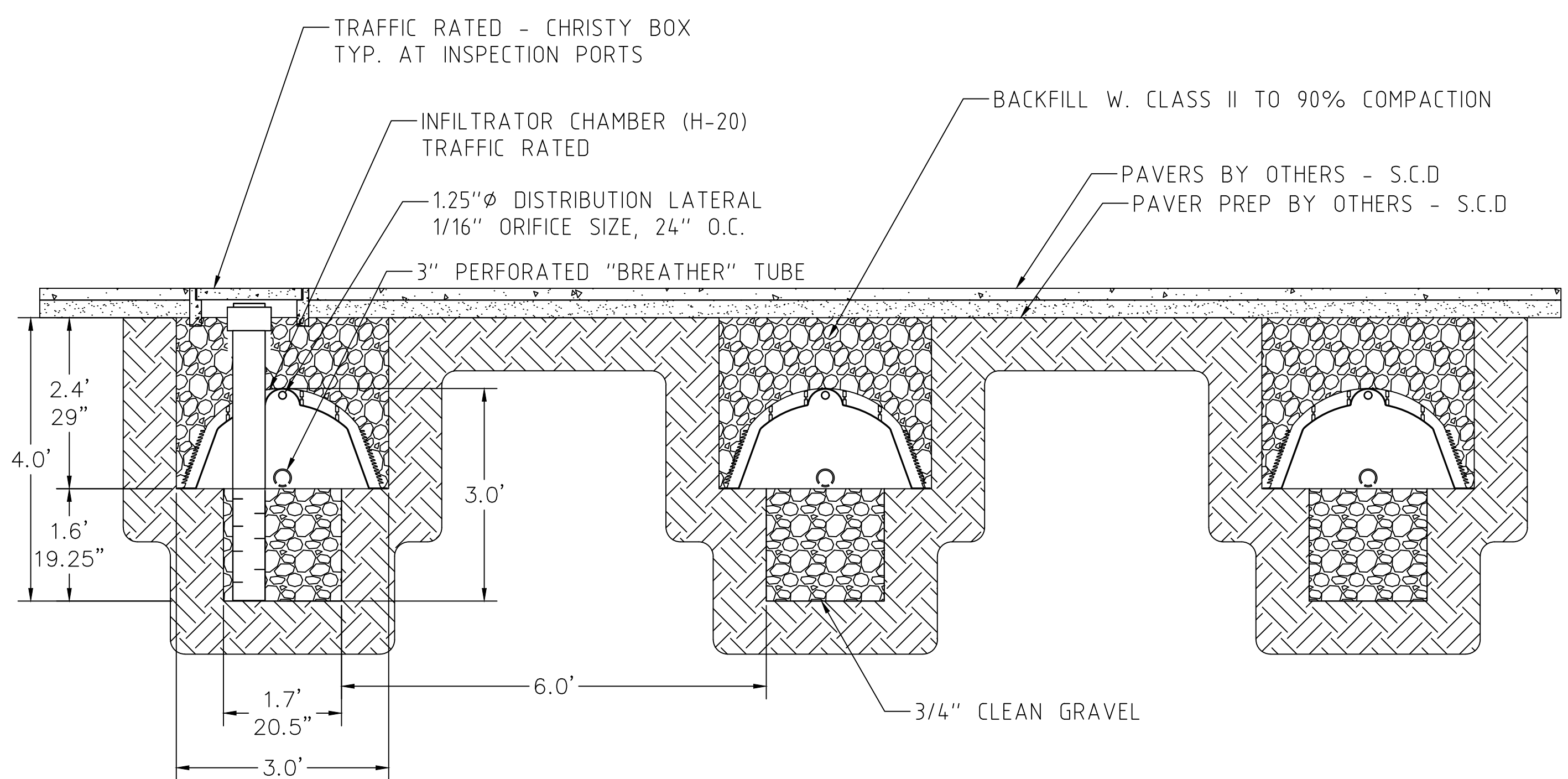
3 ORENCO AX-100 TREATMENT SYSTEM (INSTALLATION DIAGRAM)
N.T.S.



2 2,000 GALLON CONCRETE SEPTIC TANK
1"=1.5'



1B PRESSURE DOSED LATERAL (TRANSVERSE SECTION VIEW)
1"=1.5'



1A PRESSURE DOSED LATERAL (SECTION VIEW)
1"=1.5'

REV.	DATE	BY
1	3/5/24	PERMIT

ISSUES



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OWTS DETAILS
THE GRANDI BUILDING
11101 STATE ROUTE 1, POINT REYES STATION, CA 94956
APN: 119-234-01

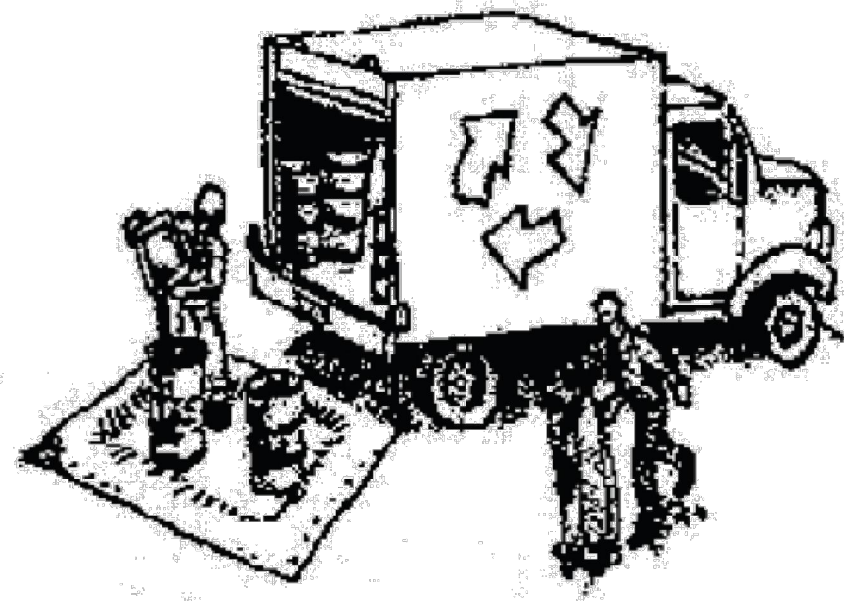
270-1

C-2.4

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



Non-Hazardous Materials

- Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control



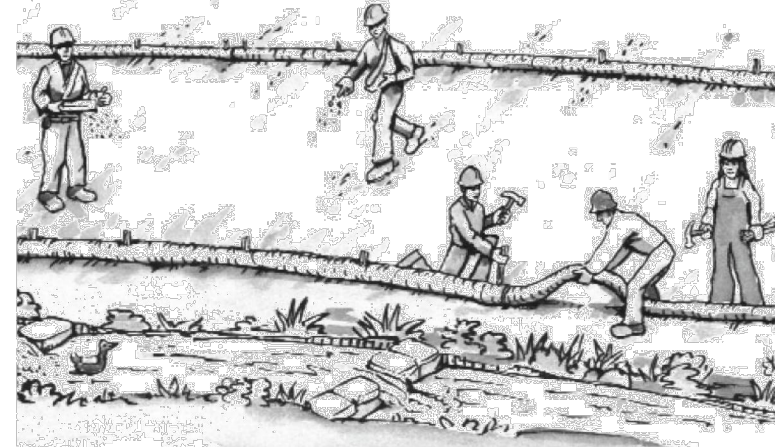
Maintenance and Parking

- Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- Clean up spills or leaks immediately and dispose of cleanup materials properly.
- Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number. 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving

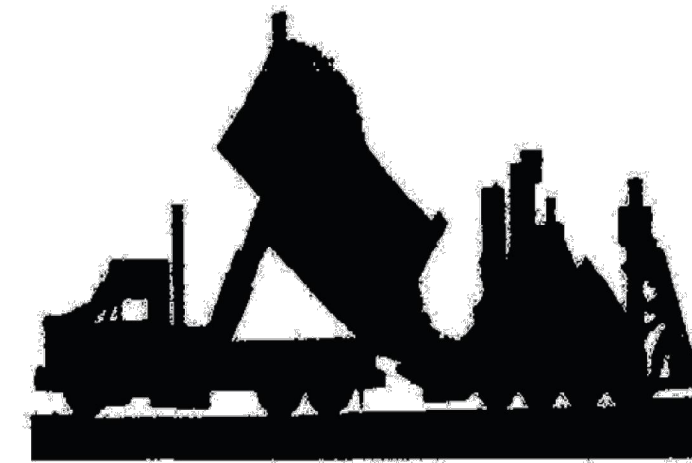


- Schedule grading and excavation work during dry weather.
- Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
 - Unusual soil conditions, discoloration, or odor.
 - Abandoned underground tanks.
 - Abandoned wells
 - Buried barrels, debris, or trash.

Paving/Asphalt Work

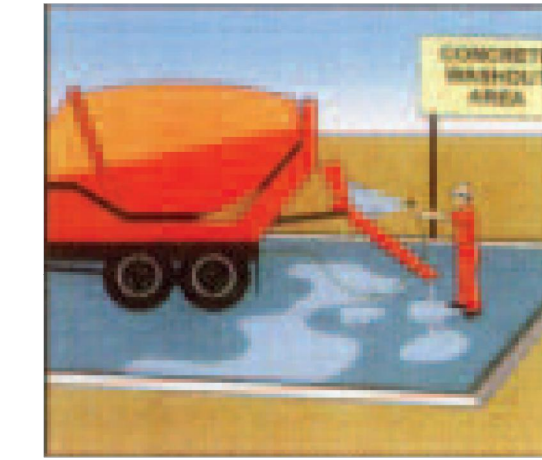


- Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



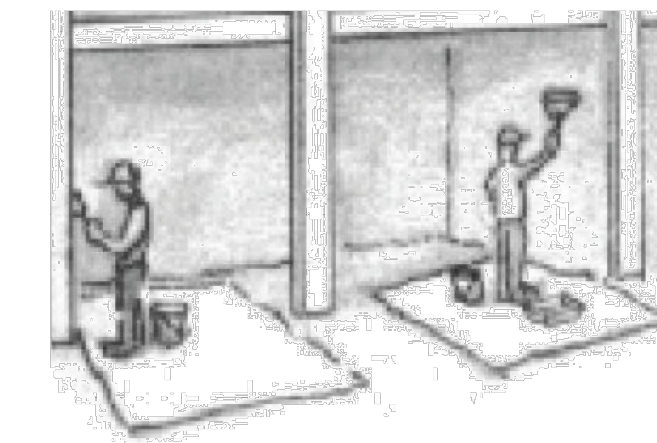
- Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping



- Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- Stack bagged material on pallets and under cover.
- Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

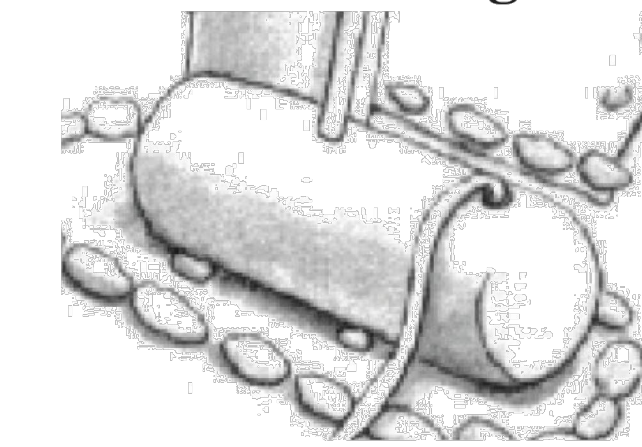
Painting & Paint Removal



Painting Cleanup and Removal

- Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering



- Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- Divert run-on water from offsite away from all disturbed areas.
- When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

REV.	DATE	BY
1	3/5/24	PERMIT

ISSUES



AC ENGINEERING, INC.
 CIVIL & GEOTECHNICAL CONSULTANTS
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 SAN RAFAEL, CA 94903
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CONSTRUCTION BEST MANAGEMENT PRACTICES
THE GRANDI BUILDING
 11101 STATE ROUTE 1, POINT REYES STATION, CA 94956
 APN: 119-234-01

Storm drain polluters may be liable for fines of up to \$10,000 per day!