

MEMORANDUM

TO: Marin County Planning Commission
FROM: Immanuel Bereket, Principal Planner
DATE: January 31, 2024
RE: Agenda Item No. 1– Sydriel Coastal Permit and Use Permit

The purpose of this memorandum is to provide additional written correspondence to the Deputy Zoning Administrator staff received since the issuance of a second supplemental memorandum on January 30, 2024.

ATTACHMENTS:

1. Publication correspondence
2. Complete Set of plans, received in final form on January 30, 2024

Immanuel Bereket

From: Laura Arndt <laura.l.arndt@att.net>
Sent: Wednesday, January 31, 2024 9:48 AM
To: Immanuel Bereket

[You don't often get email from laura.l.arndt@att.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello Manny

I will be bringing paper copies of community comments regarding the gas station remodel to the meeting tomorrow, to be submitted for the record.

Thank you

Laura Arndt

Immanuel Bereket

From: Harriet Barlow <hsbarlow@outlook.com>
Sent: Wednesday, January 31, 2024 10:27 AM
To: Immanuel Bereket
Subject: Re: the Point Reyes Station gas station proposal

[You don't often get email from hsbarlow@outlook.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

I am writing to add emphasis to the broad and deep community opposition to the current plan for the expansion of the PRS gas station to a housing and restaurant site.

When we first came to Point Reyes, one of the main things that attracted us was that there were no “chain stores.” Since we came here, the local bank was purchased by Wells Fargo, but that new bank maintained the profile (building structure, personal attention of the staff, etc.) of the previous bank. When the locally owned gas station was bought to a regional chain, we were assured by the new owner that it too would maintain it’s character.

So much for that commitment.

Frankly, too many elements of the plan contradict the deep sense of place that residents love. Most have been articulately conveyed to you via letters to your office and in the Point Reyes Light. The heart of the matter is that we fear no one in the county government who could help us is listening. Children cross to and from school daily at that intersection. Parking is already a huge problem. While the food that is available may be less expensive, licensing a good food truck or two could much more appropriately address that need (if, indeed, it is a need - the deli would argue it already meets that need.). More junk food is not a need in this community. More traffic is not a need. More crowding is not a need. What “need” exactly, is this unwanted development filling?

My husband and I live on a tight budget. We are not the “selfish rich” that are associated with nimbies. We are active and grateful community members who see our town shoved in the wrong direction. Most people here agree with us.

Please listen.

Thank you.

Harriet Barlow
3 Los Reyes Drive
PRS

Immanuel Bereket

From: pamela bridges <p.bridges@mac.com>
Sent: Tuesday, January 30, 2024 10:51 AM
To: Immanuel Bereket
Subject: tobacco/alcohol

You don't often get email from p.bridges@mac.com. [Learn why this is important](#)

i just found this email exchange.

so i am assuming the applicant will not be asking for a license to sell tobacco or alcohol.

thank you

pamela

-----Original Message-----

From: pamela bridges <p.bridges@mac.com>
Sent: Tuesday, January 23, 2024 10:33 AM
To: Immanuel Bereket <Immanuel.Bereket@MarinCounty.gov>

does county stop the sales now at cashiers desk?

that would be county enforcement now?

On Jan 23, 2024, at 10:26 AM, Immanuel Bereket <Immanuel.Bereket@marincounty.gov> wrote:

Pamela,

I am confused about the Tobacco issue. The section you cited establishes criteria for any new or future tobacco retailers, and lists (1) where it may be permitted by zoning designation and (2) under what conditions. The project site does not permit tobacco sales, and therefore, the condition number is irrelevant. Further, there is no evidence on file whatsoever that the applicant intends to offer tobacco for sale.

As to the rest of your email, comment noted.

Regards,
Manny

Regards,
Manny

Immanuel Bereket

From: pamelabridges <p.bridges@mac.com>
Sent: Tuesday, January 30, 2024 10:57 AM
To: Immanuel Bereket
Subject: 02/01 10:00 am / dza / gas station hearing @ civic center

[You don't often get email from p.bridges@mac.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

hello manny,

as I am sure you are well aware (!), we have a packet of concerns, questions, and action items for the project owner and county.

we will present it on thursday a.m.

is 1 copy sufficient, or do you need more?

would wednesday be better to receive the information? it would be late afternoon.

you have most of the comments/concerns from previous correspondence with design review and community members, however we wanted to have actionable items more clearly presented.

have you heard from the code enforcement office?

it would be so helpful to know IF the applicant plans on selling alcohol / and or tobacco, and if it is allowable.

several community members plan on coming to witness our county at work. is this an appropriate time for anyone to speak up?

please forward protocol for community comments.

thank you,

pamelabridges

Immanuel Bereket

From: Kris Brown <krisbrown681@gmail.com>
Sent: Wednesday, January 31, 2024 9:01 AM
To: Immanuel Bereket
Subject: Opposition to the gas station proposal in Pt Reyes Station

You don't often get email from krisbrown681@gmail.com. [Learn why this is important](#)

Greeting mr. Bereket,

I'm adding my voice in opposition to the proposal for the gas station changes in PRS.

I support the points outlined in the Mainstreet Moms letter sent to you last week.

Sincerely,

Kris Brown

Inverness

Immanuel Bereket

From: MaryAnn Caswick <mcaswick@att.net>
Sent: Wednesday, January 31, 2024 11:05 AM
To: Immanuel Bereket
Subject: ATT Landline

[You don't often get email from mcaswick@att.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I am a physician living in Inverness. I must take phone calls to provide orders for patient care. There is intermittent cell phone service and NO service when the electricity goes out which happens often. If ATT discontinues landline service, patients will not have this essential care. - M. Caswick MD Sent from my iPad

Immanuel Bereket

From: Eileen Connery <econnerydesign@yahoo.com>
Sent: Wednesday, January 31, 2024 11:49 AM
To: Immanuel Bereket
Cc: Dennis Rodoni
Subject: Point Reyes Station Gas Station - Open during Construction and Safety & Health Concerns

You don't often get email from econnerydesign@yahoo.com. [Learn why this is important](#)

Dear Mr. Bereket,

I am writing to ask your intervention in the approval process for the Point Reyes Station Gas Station regarding health, safety, traffic and Dark Sky features.

But FIRST: Will your review include a *Phase Plan showing how the operator will keep the pumps open during construction?*

This is the only gas station for many miles and serves the HWY 1 Coast. An operating gas station is critical for our area.

1. SAFETY & TRAFFIC

Please complete a detailed **TRAFFIC STUDY** on the intersections of Mesa Road at Hwy 1 and A Street at Hwy1/4th Street. The Proposed design Plans shows Handicap parking in the access driveway on A Street - this cannot be approved as is because it is an access point to the pump area. All access points need to be closely studied to avoid chaos. Increased pedestrian use should be planned. Where are the sidewalks and pedestrian pathways defined?

ENTRY Point to the cashier and convenience store should stay **FACING Highway 1** (Not be moved to Mesa Road as recent discussions suggested) - to keep visibility and quick access to the pumps in an emergency. To Protect from Pedestrians loitering on Mesa Road. To Allow No "Light Spill" onto Mesa Road at Night through plate glass windows.

KEEP IT DARKER ON the MESA ROAD SIDE like it is currently.

HOURS of Operation should stay the *SAME AS THE CURRENT HOURS*: Closing time 8 PM in Winter months and CLOSE at 9 PM in Summer Months - this will *avoid a hang-out for potential crime* after the Palace Market is also closed at those same hours.

LIGHTING: Use all Dark Sky approved fixtures, lower than 2600Kelvin light scale, warm color. After closing, all lights to be on motion detectors is recommended.

2. HEALTH:

No Alcohol should be allowed to be sold at the convenience store to prevent potential increases in MVA's and crime (theft) and hang out drinking area.

The proposed giant **PROPANE TANK** on A Street should *be removed from the plan*. There is an increased danger to residences w/in the property and across the street. There is NO ROOM for RV PARKING to fill up on propane, or to wait, idle, and line up for filling either.

PROVIDE Plantings/landscaping between all back property neighbors. This will provide Visual health and some mitigation of fumes. The Existing vegetation does provide a buffer, please **maintain a TALL/HIGH 6'-0" + landscaped Buffer** after construction.

Thank you for acting on behalf of the residents in Point Reyes Station.

Eileen Connery

Eileen Connery
Mesa Road resident for 15 years within 1 block of PR Gas Station
PO Box 1268
Point Reyes Station CA 94956

Immanuel Bereket

From: j desser <jdesser@gmail.com>
Sent: Wednesday, January 31, 2024 11:40 AM
To: Immanuel Bereket
Subject: PRS Gas Station Expansion

You don't often get email from jdesser@gmail.com. [Learn why this is important](#)

Mr. Immanuel Bereket

Please reconsider the planned renovation of the gas station in Point Reyes Station.

Here are the issues I think need reevaluation:

Traffic Patterns at this, the busiest intersection in our village, near to the school and at the intersection of Hwy 1 providing access to downtown and the Mesa, the Dance Palace, etc. The parking is very limited and the roads are not configured for large vehicles to enter and exit the facility without causing **dangerous** situations and traffic jams.

Bathrooms and Trash both underserved in our village. Currently the gas station only occasionally provides paid access to a single bathroom.

Out of Character with the Historic Buildings of the village and surrounding area.

Business Hours and Flow are likely to create a disturbance to the community. The proposal is simply out of scale with the village.

Please do not destroy our village.

Thank you for your consideration.

James Desser & Margaret Orr

Point Reyes Station, CA

Immanuel Bereket

From: Deborah Jones <debbyjones@aol.com>
Sent: Wednesday, January 31, 2024 10:53 AM
To: Immanuel Bereket
Subject: Point Reyes Station gas station remodel/expansion project

You don't often get email from debbyjones@aol.com. [Learn why this is important](#)

Dear Immanuel,

I would like to submit a comment on the PRS gas station project. I hope this is the correct email address for my comment. (I saw another email address as follows: Immanuel.Bereket@marincounty.org, but I thought that the .gov address is probably the correct address).

Please let me know if I need to submit to you at the .org address. Thanks!

My comment on the project is that I believe that the project as proposed presents a significant safety issue at a complicated intersection that is not addressed by the W-Trans Trip Generation Study provided by the owner, Julie VanAlyea.

The intersection of Route One and Mesa Road is one I use most days when I travel from my home at 70 Overlook Rd in PRS.

On the weekends the traffic traveling into town from Point Reyes Petaluma Road frequently comes to a stop. Visitors see ahead that Route One makes a sharp left turn through town. There is a second intersection at A Street that feeds into Route one just as it turns left. There's a lot of confusion and backed up cars as the cars that have made it into town park, stopping the traffic flow.

Additionally, there is a lot of congestion on Mesa when large semi trucks deliver food to the Food Pantry. And there is also congestion when the Food Pantry customers arrive to pick up food. It can be challenging at those times to navigate through on my home route up Mesa Road.

The W-Trans Trip Generation Study does not reference any of these conditions. It does say that "the project would be expected to generate 450 new trips per day! The report states total trips per day would be 696. From that I did the math and I believe that current trips per day is 246. That's more than two times (almost 3 times, actually) more trips than currently.

School children coming from the Elementary school will not have a crosswalk directly to the store as there is no sidewalk, either on Mesa adjacent to the store or on Route One in front of the gas pumps and the entrance to the store.

This all seems very dangerous to me!. I would expect there to be injuries to pedestrians and auto accidents as well.

I believe that a traffic engineering study of the two intersections should be made by the County to more accurately assess the impact of the proposed project and to identify improvements to the intersections that would enhance pedestrian and vehicular safety.

I do believe that increased housing would be great, but I wonder how safe it would be to live next to the pumps with the fumes that are present.

Please consider turning down this permit or at least modifying it to create safe passage for school children, pedestrians, and automobiles that use the store.

Thank you,

Deborah Jones
70 Overlook Rd
Point Reyes Station

Immanuel Bereket

From: Rhonda Kutter <rlkutter@gmail.com>
Sent: Wednesday, January 31, 2024 8:31 AM
To: Immanuel Bereket
Cc: Adam Jennings; pday; klevin13@gmail.com; wendi@marinbike.org; hope.madeline@gmail.com; Morgan Patton; Daniel@DOT; arid.javandel@marincounty.gov; rajesh.oberoi@dot.ca.gov; george.gin@dot.ca.gov
Subject: Fwd: SR2S DRAFT LETTER
Attachments: Pages from 04-1J9604plans.pdf; SR2S letter.pdf; Walk Audit Notes West Marin School..docx; West Marin Elementary School SR2S April 26.pdf

You don't often get email from rlkutter@gmail.com. [Learn why this is important](#)

Dear Manny,

Please provide this letter to the DZA hearing officer re: the Greenbridge gas station project scheduled for the DZA hearing this Thursday as the **SYDRIEL COASTAL PERMIT AND USE PERMIT** on behalf of members of the Point Reyes Safe Routes to School (SR2S) team.

Kindly include with the attached as well: the most recent PRS SR2S walk through note and the SR2S. Additionally the CAPM map is attached showing plans the area in question (see sheets pages 1 and 2).

Please contact me if you have any questions. Thanks again for your assistance.

Thank you,

Rhonda

☺

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Rhonda Lynn Kutter, CMT
CAMTC #15625
415-250-1699--cell/work

"Strive for excellence, not perfection." ~ H. Jackson Brown Jr.

To: Deputy Zoning Administrator Ms. Megan Alton

From: Members of the Point Reyes Station Safe Route to School (SR2S) Committee

Date: January 30, 2024

Subject: Concerns Regarding Pedestrian and Bicycle Safety at Greenbridge Gas Station Expansion

Dear Deputy Zoning Administrator,

We, the undersigned members of the Point Reyes Station Safe Route to School committee, are writing to express our concerns regarding the planned expansion of the mini-mart into a 1,900+ square foot business at the Greenbridge gas station. Although we support increasing affordable housing for our and the continuation of a local gas station, we strongly object to the lack of safe pedestrian and bicycle access and crossings in the current proposal.

While we acknowledge the parking relocation improvements made to the latest plans, we believe the absence of a safe access and along SR-1 for both pedestrians and cyclists presents a significant risk to the safety of our community. This is a of particular concern for our children who may live at the site and need to use this route on their way to or from West Marin School, or for any youth to access the expanded store (we expect more youth will be attracted to the low-cost foods, candies, and snacks that will be served in the new more visible location).

This project site spans between two unsafe intersections: SR-1 & Mesa, and the more complex intersection: the SR-1 turn from Fourth Street onto 1st Street. These intersections, including the “informal pedestrian walk-way area” in the Caltrans right of way, are areas that were identified in our Safe Routes to Schools walks/audits as needing improvements, and is noted on the most current SR2S maps with a “warning”. (See Safe Routes to School Walk-through notes and path attachments.)

Please take in consideration the SR2S improvements Caltrans will be constructing as part of the SR-1 CAPM that will begin this March (2024). In addition to pathway improvements from West Marin School toward downtown (and the Dance Palace), Caltrans will install ADA curbs and a Rectangular Rapid Flashing Beacon (RRFB) for pedestrians on the north side of Mesa Rd. on SR-1 to allow for safe access from the school to the Point Reyes County library. Therefore, these new SR2S improvements will place children just feet away from the new front door of the new expanded market. Under current plans where there is no crosswalk planned at this location to the project

site so children will have to make their way to, and through, the project site. (See Caltrans CAPM maps attached, pages 1&2).

Therefore, we strongly urge you to make conditions of approval for this project to require that the applicant, in collaboration with the County's Department of Public Works (DPW) and Caltrans traffic teams, develop and implement a viable plan to address the lack of safe pedestrian and bicycle access.

This plan should include, but not be limited to:

- Installation of crosswalks and other safe walkway infrastructure specifically designed for bicycles and pedestrians at suitable locations from the adjacent intersections to, **and through**, the site.
- Implementation of traffic calming measures including infrastructure, striping and signage to increase safety and help direct traffic.
- Installation of a bike rack in an appropriate location; continued access to the free air and water station.
- Ensuring ADA compliance for all pedestrian and bicycle access points.

We believe that these or comparable measures are essential to mitigate the negative impacts of this project on pedestrian and bicycle safety and accessibility. We urge you to prioritize the safety of our community's residents, especially our children and vulnerable individuals, by holding the applicant accountable for addressing this critical issue before granting final approval for the project.

Thank you for your time and consideration. We offer our local expertise to work with planning staff, DPW, Caltrans, and the applicant, to find a solution that ensures the safety and well-being of all members of our community.

Sincerely,

Members of the Point Reyes Station Safe Routes to School Committee

Peggy Day, Point Reyes Station Village Association; Safe Routes to School, West Marin Rep.

Ken Levin – Point Reyes Station Village Association (PRSVA)

Adam Jennings - Superintendent, Shoreline Unified School District

Rhonda Kutter – West Marin Lion Lions Club member, former District 4 aide

Madeline Hope - Tomales Bay Youth Center co-founder, West Marin Lions Club member

DRAFT

Walk Audit Notes West Marin School 9-18-18

(ADDITIONAL NOTE: added from previous observations)

Intersection of Pt. Reyes-Petaluma Road and Hwy 1-East side of Hwy 1:

This intersection has some visual blockages when turning onto Hwy 1 due to the Caltrans destination sign on the east side of the road which seems to be blocking oncoming cars more than usual. Consider moving sign further from intersections.

Pathway on west side of Highway 1

Caltrans mows twice a year. Ask if community could get notice when Caltrans plans to mow. Would like to know 2 weeks ahead of time. Was originally an asphalt path. Suggested an adopt-a-highway program for robust local maintenance. Needs substantial improvements (*can this be part of grant or Caltrans work?*) to remove deferred vegetation maintenance issues.

Cross walk at school

To change to a high visibility ladder crosswalk, needs a landing to make ADA compliant on school side with as many improvements as practical on the (north)east side. Change out light to a pedestrian activated Rapid Flashing Beacon. Lost crossing guard. Caltrans could make changes through its SHOPP program (State Highway Operations and Protections Program).

School Pathway High priority.

Uneven pavement – especially in front of the school Tree/ tree-root removal may need to be done. This gets the most pedestrians and bikes as opposed to the west side and is more accessible. There is also a casual path through the field to the EAH housing that is used by students.

Ditch work and cleaning may need to be done as part of or prior to path improvement to prevent further erosion; not typically included as part of the SHOPP program and homeowners may share some of the responsibility for clean out of culverts to driveways, etc.

Mesa Road intersection High priority.

Needs signage at crosswalk. Convert to a high visibility ladder crosswalk and possible rapid flashing beacon (safety needs to be evaluated against community concerns: nearby neighbor might not like it if it's flashing into their house. Can it be directed away from house? Concern about sign pollution. Needs to be vetted by PRVA.)

Noted that new signs have metal posts as opposed to wooden posts. Could also be implemented with SHOP.

DRAFT

May also need to move streetlight from Wells Fargo Bank side to crosswalk side to illuminate crosswalk better.

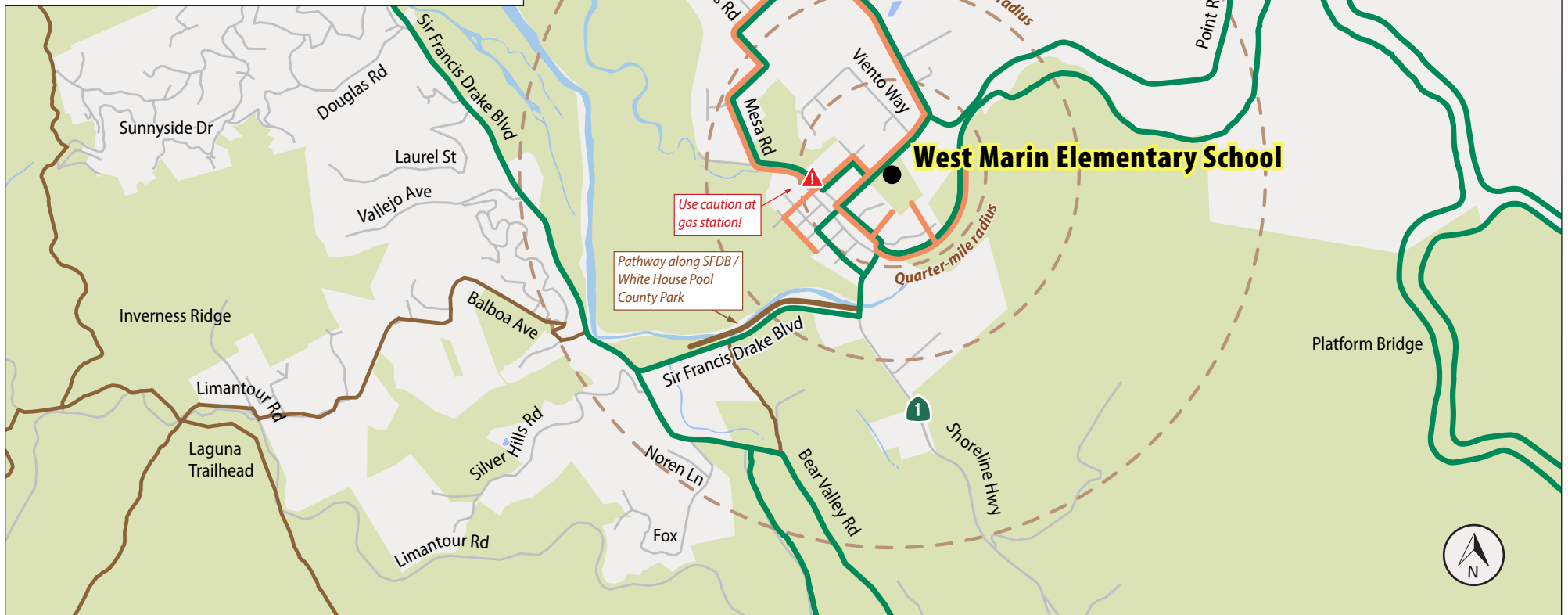
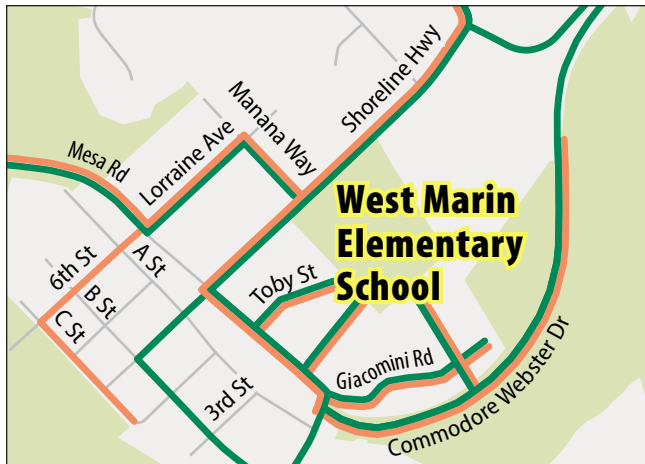
Area in front of gas station Medium priority.

Discussion of options. Could be a red line rather than a red curb. Have some kind of delineation to prevent random entry and exist—possible re-create historically stripped white painted area to designate walking area. Will suggested raised thermoplastic.

Bike route Low (or medium?) priority

Create signage and pavement marking to delineate school bike route. Lots of parking with cars backing out in the segment from highway 1 to B street. Also would like bike route around Mesa road. Needs a detailed plan before implementation. Could create route map and start education to use it before infrastructure is installed. Also include walkway to Toby's bus stop and Dance Palace.

Other notes:



LEGEND

- Recommended Walking Routes
- Recommended Bike Route
- Multi-Use Pathway / Trail

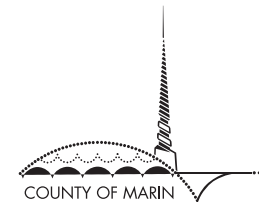
Suggested Routes to School

WEST MARIN ELEMENTARY SCHOOL

Shoreline Unified School District

DRAFT

DRAFT APRIL 26, 2022



Safe Routes Safety Tips

WALK SAFELY



- Be alert. Look left, right and left again before crossing the street. At a four-way intersection, also look over your shoulder for cars that may be turning.
- Cross at corners or at a marked crosswalk. This is where drivers expect you.
- Don't assume drivers see you! Use eye contact and hand signals to communicate before crossing.
- Walk with a parent, other students or a buddy.

BIKE SAFELY



- Always wear your helmet and buckle it every time; it's the law!
- To best protect your head, your helmet must fit properly: snug and level on your head, just above your eyebrows.
- Be predictable. Follow the same rules of the road as drivers when riding your bike. This includes obeying ALL stop signs and traffic signals, as well as yielding to pedestrians.
- When riding on the street, ride on the right hand side of the road, in the same direction as traffic. Watch out for turning cars and cars coming out of driveways.
- Make eye contact and use hand signals to communicate with drivers and pedestrians.

DRIVE AND CARPOOL SAFELY



- Slow down in school zones or when students are nearby. The safest speed may be below 25 mph; students may struggle to accurately judge speed or distance.
- Do not use your cell phone while driving, even hands-free.
- Yield to pedestrians and bicyclists crossing the street and always follow the directions of crossing guards.
- Make sure students enter and exit the vehicle on the side next to the sidewalk.
- Avoid making U-turns, double-parking, blocking crosswalks and other unsafe movements.
- Consider parking a few blocks away and walking your student the rest of the way.
- Stop for school buses with red flashing lights on both sides of the street.

SAFE ROUTES TO SCHOOL PROGRAMS promote walking and biking to school to decrease traffic and pollution and increase the health of students and the community.

WHETHER YOU WALK, BIKE, DRIVE OR RIDE THE BUS REMEMBER TO ALWAYS:

- **BE PREDICTABLE** – follow the rules of the road.
- **BE ALERT** – Expect the unexpected.
- **BE VISIBLE** – The more other road users can see you, the safer you will be.

PARENTS:

- Teach your student how to share the road safely.
- Help your student choose the best walking or cycling route – it may not be the same way you would drive in a car!
- Students who regularly practice safe walking and biking skills when young are more likely to make safer choices as teenagers.
- **Obey adult crossing guards. They are there to help you cross congested intersections safely.**

RESOURCES:

Safe Routes to Schools: saferoutestoschools.org

Street Smarts Marin: streetmartsmarin.org

TRANSIT LINKS:

Public Transit: marintransit.org



**SAFE ROUTES
TO SCHOOLS**
MARIN COUNTY

Consejos de Seguridad para Rutas Seguras

CAMINA CON SEGURIDAD



- Esten alerta. Mire a la izquierda, a la derecha y otra vez a la izquierda antes de cruzar la calle. En una intersección de cuatro vías, mire también por encima del hombro para ver si hay vehículos que estén girando.
- Cruzan en las esquinas o en un cruce de peatones marcado. Aquí es donde los conductores lo esperan.
- ¡No asumen que los conductores lo pueden ver! Use el contacto visual y las señales de manos para comunicarse antes de cruzar.
- Camine con un padre, otros estudiantes o un amigo.

MONTA EN BICICLETA DE FORMA SEGURA



- Siempre use un casco bien abrochado ¡Es la ley!
- Para proteger mejor su cabeza, su casco debe ajustarse correctamente: cómodamente ajustado y nivelado en su cabeza, justo por encima de sus cejas.
- Sea predecible. Siga las mismas reglas de tránsito que los conductores de autos al andar en bicicleta. Esto incluye obedecer TODAS las señales de «pare» y semáforos, incluyendo ceder el paso a los peatones.
- Cuando montando la bicicleta por la calle, hágalo por el lado derecho de la carretera, en la misma dirección que el tráfico. Tenga cuidado con los vehículos que giran y los vehículos que salen de los caminos de entrada.
- Haga contacto visual y use señales de manos para comunicarse con los conductores y peatones.

MANEJA Y CARPOOL CON SEGURIDAD



- Reduzca la velocidad en las zonas escolares o cuando haya estudiantes cerca. La velocidad más segura puede ser debajo de 25 mph; los estudiantes pueden tener dificultades para juzgar con precisión la velocidad o la distancia.
- No use su teléfono celular mientras maneja, ni siquiera con las manos libres.
- Ceda el paso a los peatones y ciclistas que cruzan la calle y siempre siga las instrucciones de los guardias de cruce.
- Asegúrese de que los estudiantes entren y salgan del vehículo por el lado de la banqueta.
- Evite hacer vueltas en U, estacionarse en doble fila, bloquear cruces peatonales y otros movimientos inseguros.
- Considere estacionarse a unas cuadras de distancia y caminar con su estudiante el resto del camino.
- Pare para los autobuses escolares con luces rojas intermitentes a ambos lados de la calle.

LOS PROGRAMAS DE RUTAS SEGURAS A LA ESCUELA promueve caminar y andar en bicicleta yendo a la escuela para disminuir el tráfico y la contaminación y aumentar la salud de los estudiantes y la comunidad.

Ya sea que camine, ande en bicicleta, maneje o viaje en autobús, recuerde siempre:

- **SEA PREVISIBLE** - siga las reglas de la carretera.
- **ESTÉ ALERTA** - Espere lo inesperado.
- **SEA VISIBLE** - cuanto más otros usuarios de la carretera puedan verlo, más seguro estará.

PADRES:

- Enséñele a su estudiante cómo compartir el camino de manera segura.
- Ayude a su estudiante a elegir la mejor ruta para caminar o andar en bicicleta - ¡puede que no sea de la misma manera que manejaría en un automóvil!
- Los estudiantes que practican con regularidad habilidades seguras para caminar y andar en bicicleta cuando son jóvenes tienen más probabilidades de tomar decisiones más seguras en la adolescencia.
- **Obedezca a los guardias de cruce.** Están ahí para ayudar en cruzar intersecciones congestionadas de manera segura.

RECURSOS:

Rutas seguras a las escuelas: saferoutestoschools.org

Street Smarts Marin: streetmartsmarin.org

ENLACES DE TRÁNSITO:

Transporte público: marintransit.org



SAFE ROUTES TO SCHOOLS
MARIN COUNTY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	22.8/33.0, 45.0/50.5	16	307

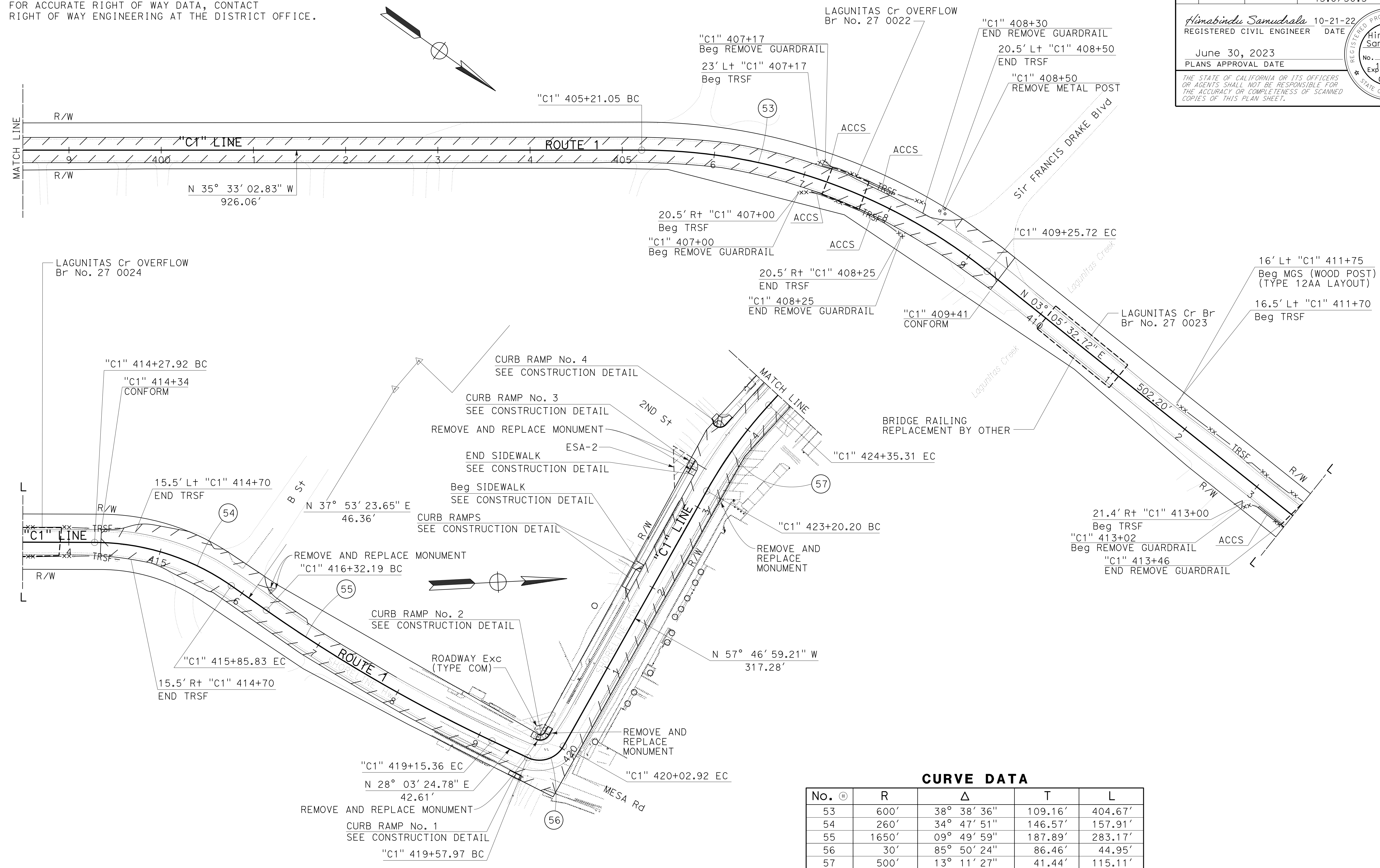
Himabindu Samudrala 10-21-22
REGISTERED CIVIL ENGINEER DATE

June 30, 2023
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
Himabindu Samudrala
No. 91756
Exp. 2-31-24
CIVIL
STATE OF CALIFORNIA

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

No. ⊕	R	Δ	T	L
53	600'	38° 38' 36"	109.16'	404.67'
54	260'	34° 47' 51"	146.57'	157.91'
55	1650'	09° 49' 59"	187.89'	283.17'
56	30'	85° 50' 24"	86.46'	44.95'
57	500'	13° 11' 27"	41.44'	115.11'

LAYOUT
SCALE: 1" = 50'

FOR NOTES, ABBREVIATIONS
AND LEGEND, SEE SHEET L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR: NAGA ADIBHATLA
CALCULATED/DESIGNED BY: CLINTON SUEN
CHECKED BY: HIMABINDU SAMUDRALA
REVISED BY: CS
DATE REVISED: 10-21-22
BORDER LAST REVISED 7/2/2010
USERNAME => s127688
DGN FILE => 0414000403ea012.dgn

RELATIVE BORDER SCALE
15" IN INCHES

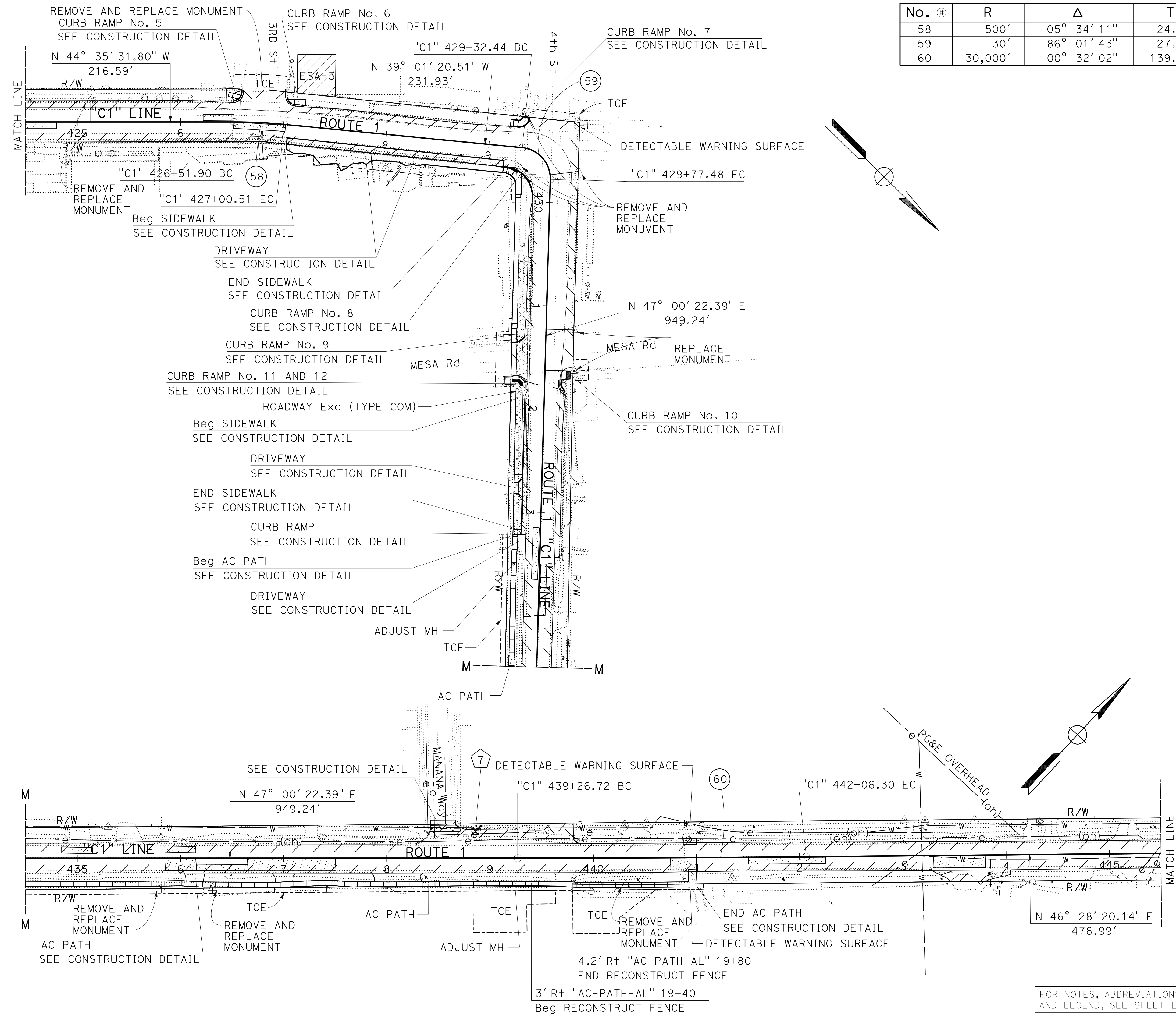
UNIT 0704 PROJECT NUMBER & PHASE 04140004031

L-12

LAST REVISION: DATE PLOTTED => 5-OCT-2023
TIME PLOTTED => 12:31

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN

NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

No. (±)	R	Δ	T	L
58	500'	05° 34' 11"	24.32'	48.61'
59	30'	86° 01' 43"	27.99'	45.04'
60	30,000'	00° 32' 02"	139.79'	279.58'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	22.8/33.0, 45.0/50.5	17	307

Himabindu Samudrala 10-21-22
 REGISTERED CIVIL ENGINEER DATE
 June 30, 2023
 PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
 Himabindu Samudrala
 No. 91756
 Exp. 2-31-24
 CIVIL
 STATE OF CALIFORNIA

LAYOUT
 SCALE: 1" = 50'

L-13

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN

FUNCTIONAL SUPERVISOR: NAGA ADIBHATLA
 CLINTON SUEN
 HIMABINDU SAMUDRALA
 REVISOR: CS
 DATE: 10-21-22

DESIGNED BY: CLINTON SUEN
 CHECKED BY: HIMABINDU SAMUDRALA
 REVISIONS: 10-21-22

USERNAME => s127688
 DGN FILE => 0414000403ea014.dgn

RELATIVE BORDER SCALE
 IS IN INCHES

UNIT 0704

PROJECT NUMBER & PHASE
 04140004031

NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Mrn	1	22.8/33.0, 45.0/50.5	18	307

Himabindu Samudrala 10-21-22
 REGISTERED CIVIL ENGINEER DATE

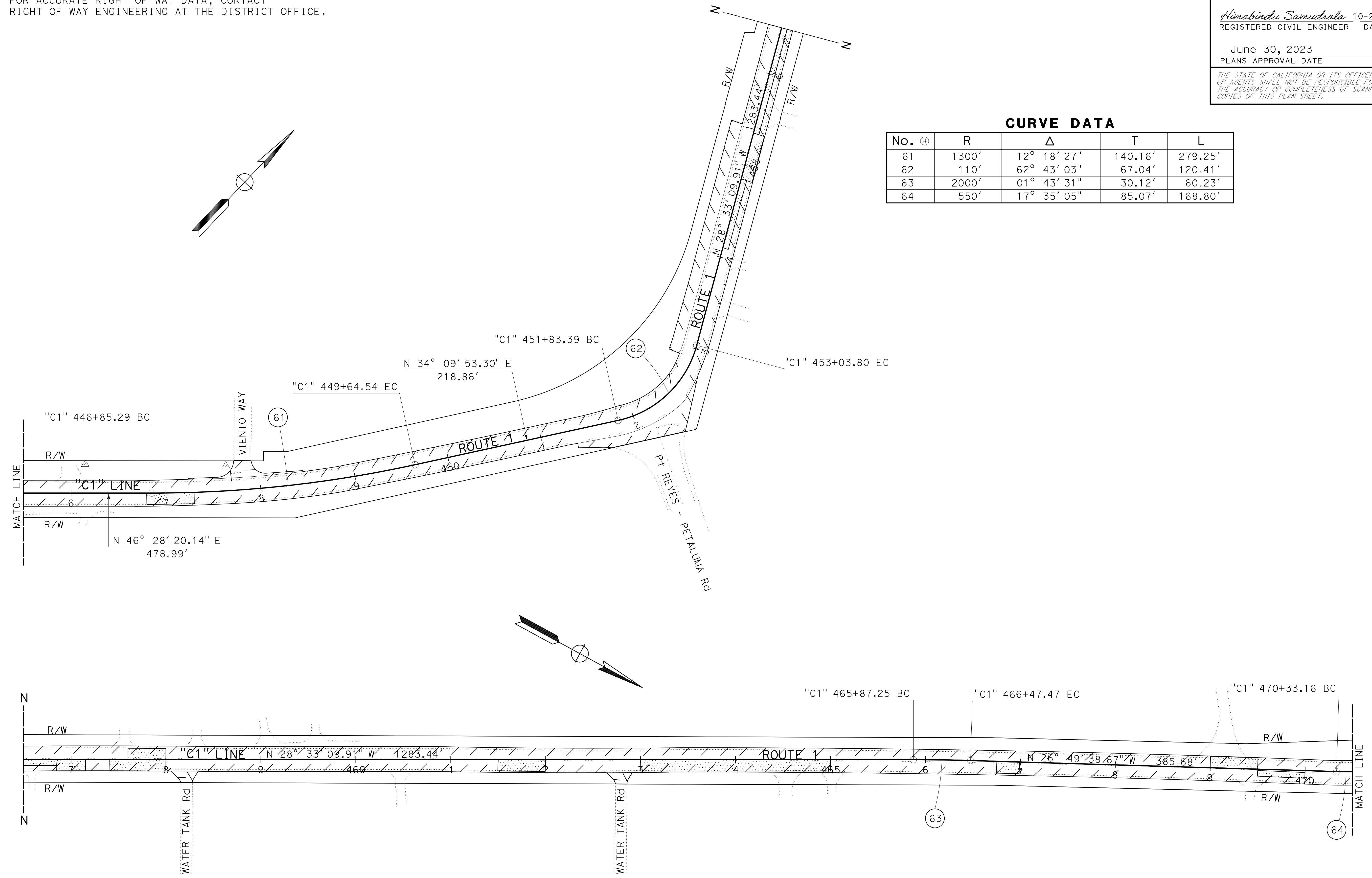
June 30, 2023
 PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS
 OR AGENTS SHALL NOT BE RESPONSIBLE FOR
 THE ACCURACY OR COMPLETENESS OF SCANNED
 COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
 Himabindu Samudrala
 No. 91756
 Exp. 2-31-24
 CIVIL
 STATE OF CALIFORNIA

CURVE DATA

No. Ⓢ	R	Δ	T	L
61	1300'	12° 18' 27"	140.16'	279.25'
62	110'	62° 43' 03"	67.04'	120.41'
63	2000'	01° 43' 31"	30.12'	60.23'
64	550'	17° 35' 05"	85.07'	168.80'



FOR NOTES, ABBREVIATIONS
 AND LEGEND, SEE SHEET L-1

LAYOUT
 SCALE: 1" = 50'

L-14

LAST REVISION DATE PLOTTED => 5-OCT-2023
 03-02-22 TIME PLOTTED => 12:31

Immanuel Bereket

From: Trinka Marris <trinkamarris@gmail.com>
Sent: Wednesday, January 31, 2024 9:10 AM
To: Immanuel Bereket
Subject: Point Reyes Station Gas Station

You don't often get email from trinkamarris@gmail.com. [Learn why this is important](#)

Dear Mr. Bereket,

Point Reyes Station is currently a representation of a world gone by. A place thousands of people from around the world flock to each weekend throughout the year to experience its old world charms without the glaring neon signs, corporate influence and traffic lights of modern cities. Preserving the character of our town has been the focus of many hard working individuals who appreciate the value we serve in nourishing the souls of residents and visitors alike. The creation of a mini-mart and conversion of the gas station at the entrance of our village will destroy the historic charm that has for so long been BY DESIGN.

Our existing gas station perfectly accommodates the large working trucks & recreational vehicles it currently serves, in fact it's the only facility around for miles. Reconfiguring the station with housing in close proximity to the pumps seems an unhealthy solution to the towns housing needs and a disservice to the businesses which would be displaced. Lastly a mini-mart will generate more trash on our streets, when already our recycling & trash cans are regularly heaping over from excessive waste.

I urge you to deny these changes to the gas station property which will so irreversibly change the historic nature of our town.

Sincerely,

Trinka Marris

Point Reyes Station resident of 31 years

Immanuel Bereket

From: Kay McMahon <kay.mcmahon6@gmail.com>
Sent: Wednesday, January 31, 2024 10:08 AM
To: Immanuel Bereket
Subject: PRS Redwood Oil Proposal to County

You don't often get email from kay.mcmahon6@gmail.com. [Learn why this is important](#)

Immanuel Bereket:

The changes proposed by the Redwood Oil Corporation to the entire north end of our small town will severely deteriorate the quality of life of locals and visitors unless crucial controls and limitations are required by County Planning. This isn't just another proposed renovation and expansion; the preservation and safety of our town, residents and visitors, depends upon the rigorous review and control of the County, now.

Anyone closely familiar with the town, on a day-to-day, weather and seasonal basis, experiences the reality of traffic congestion and the related safety risks to drivers and pedestrians.

Serving the needs of visitors is necessary, within limits. Putting business and profit over the safety and sustainability of community is shortsighted and one-sided.

The Redwood Oil proposal, fast-tracked due to its inclusion of housing units, may seemingly help with one urgent issue. However, it creates in tandem other serious and potentially irreversible impacts.

The impact on traffic patterns at the intersection of Highway 1 and the main street through town requires a comprehensive study, one that is not part of a rushed county permitting process and one that takes into urgent consideration parking requirements, fueling access, real time congestion and traffic flow of vehicles, people, cyclists. This point is the vehicular artery for all Mesa residents. Children walking to town or after school activities held at the Dance Palace will be vulnerable to increased numbers of drivers unfamiliar with the pattern of traffic and pedestrians.

A point in case is attempting to get gas on a busy summer day, holiday, weekend or good weather weekday, or whale watching weekday, when traffic on Highway 1 is constant, a large group of motorcyclists pulls in adjacent to the gas station to gather before the next stage of their journey, folks wander around cars to use the bathroom, ask for directions and the line-up of cars wanting gas exceeds beyond the Redwood oil property onto adjacent streets in both directions. I am perplexed about even a quick study by an expert missing such visible congestion and safety hazards.

Another serious concern is the increase in trash. The town is already overwhelmed by its visitors' garbage. The County's admirable program for recycling and curbing the generation of trash does not address the single use trash generated by a large convenience store: i.e., the packaging of snack items such as chips, candy, cookies, drinks, ice cream bars, etc. Who will be responsible for picking up this garbage discarded by the annual two million strolling visitors? And what does it say about the town and county commitment, including the commitment of our county planners and supervisors, to a sustainable environment and future.

Point Reyes, as with other gateway and rural towns is both unique and vulnerable. This along with the national seashore and parks is what draws millions of visitors a year.

Millions.

Please do not approve the Redwood Oils creation of a minimart that fits into the owner's model and profit plan, yet deteriorates a town's character and creates avoidable safety and congestion hazards.

Kay McMahon
Inverness, California

415-663-0330

Kay.mcmahon6@gmail.com

40 plus year resident of West Marin

Immanuel Bereket

From: no-reply@marincounty.org
Sent: Wednesday, January 31, 2024 11:03 AM
To: Immanuel Bereket
Subject: Point Reyes Gas Station Expansion Plan

You don't often get email from no-reply@marincounty.org. [Learn why this is important](#)

Dan Morse with email address dbrockmorse@mac.com would like information about:

The expansion and development plan for the gas station in Point Reyes Station has some major problem areas. The addition of a 1900 sq ft convenience store is completely inappropriate for character of the town. There needs to be a parking and access study completed as well. Placing a housing unit so close to the gas pumps seems a potential health hazard. Please look closely at this proposed project to assess the compatability with the character of the town of Point Reyes Station.

Immanuel Bereket

From: no-reply@marincounty.org
Sent: Wednesday, January 31, 2024 10:00 AM
To: Immanuel Bereket
Subject: Aztec Grill Point Reyes Station

You don't often get email from no-reply@marincounty.org. [Learn why this is important](#)

Connie Morse with email address cmorse08@gmail.com would like information about:

Please take a drive out here - stand in front of the Redwood Gas Station...for an hour...on a Saturday...and see if truly in your heart you think the proposed Aztec Grill proposal is appropriate for the permanent residents of our community. the need for housing, yes...so get on the path of the "Coast Guard" project that the county has been sitting on for about 10 years! I appreciate your time. Connie Morse

Point Reyes Station Village Association
February 1, 2024
Sydriel Coastal Permit
DZA Hearing

The Point Reyes Station Village Association supports the present gas station and recognizes it as an important service in West Marin. We also encourage safe, affordable, and equitable housing in our village.

We do not see a demonstrated need for a minimart in town, while we do recognize the negative impacts on an already congested and confusing corner, traffic logjams, pedestrian safety issues, the first franchise in our town, and the partial demolition of an historic building. We support our local businesses on Main Street, and we work diligently to maintain the historic and authentic character of Point Reyes Station.

The following objections to the proposed project, along with previous correspondence you have received from the community, are respectfully presented to the DZA, which would serve as the bases of any future appeal.

1. We are requesting to decouple the project into 3 separate permits: housing, minimart, and commercial propane refill station
2. We are requesting Marin County apply relevant codes, regulations and health standards to the front apartment, presently on the plans 12' from the gas pumps and directly on the gas station car line up pad.
3. We are requesting the county to determine a need for a thorough assessment of the environmental conditions of the property (soil and groundwater) prior to a change to residential use.
4. We are requesting the historical building checklist pertaining to the demolition of the front porch be re-evaluated and resubmitted for the record.
5. We are requesting a DPW circulation/traffic study to demonstrate the safety and access to the gas pumps for horse trailers, landscaping trucks, trailers, boats and larger vehicles, which will be affected by increased traffic. Because Highway 1 will be severely impacted we request CalTrans to be aware and consulted on the traffic study,
6. We object to the 1000gallon commercial refill propane tank (10' from the corner apartment) which will require the commercial activity on a residential street since there is no onsite area for RV's or vans.
7. We are requesting owner demonstrate how residents of the apartments, and patrons of the minimart, safely access the building. There are no proper crosswalks either side A Street or Mesa Road.
8. We are asking the county to review regulations of the sale of tobacco and alcohol in the C-VCR zone. The gas station is less than 1000 ft from West Marin School, the Youth Center, 2 playgrounds, and a library. Parents and community members are concerned that whatever regulations control the sales of tobacco and alcohol are strictly applied to this project.
9. We are asking for a workable trash/garbage plan for the increased single use plastic food containers, adequate trash bins on site and compliance with the new Marin County food container ordinance.

10. We are requesting no action on the minimart permit until the lighting (dark sky compliance for interior scatter and exterior lighting) , signage, and hours of operation are presented to the county.

Draft Historic Structure Report
10401 State Route 1
Point Reyes Station, California

circa 1948



2024



D. S. "Dewey" Livingston

Cultural Resources Consultant
P.O.Box 296
Inverness, CA 94937
415-669-7706
dewey@deweylivingston.com
January 22, 2024

Note: this information was requested by a community member and was not produced in coordination with the owners of the building and property. The author was not paid, and makes no judgements beyond those evaluating the historical integrity and significance of the building.

A Brief History and Evaluation of 11401 State Route 1, Point Reyes Station

The subject building, located at Fourth and A Streets in Point Reyes Station, has served as a gas dispensing station and auto repair shop, with non-associated businesses in the majority floor space of the building, for at least the past 82 years (auto repair ended approximately ten years ago). The core of the building is older, constructed in 1932 and moved to the current site before June 1942. This is the only gas station in the Point Reyes Station vicinity, and the only one on coastal Highway 1 (Shoreline Highway) between Tamalpais Valley in Marin County and Valley Ford in Sonoma County, a distance of 52 miles.

Description: The 5,650-square-foot building is a former barn/vegetable shed with a short office/repair bay extension on the west part of the façade facing Highway 1. It is clad in corrugated steel, with the exception of the gas station office extension, which is a combination of newer stucco and wood siding. The west façade is roughly half original corrugated steel siding and half stucco. Windows and doors are original wood frame double hung sash on the older section, while the gas station section, representing about 20% of the façade, has been updated with wood cove siding, modern doors and windows, and garage bay doors. A series of simple wood brackets support the eaves on the east and west sides.

Narrative History: Point Reyes Station was founded in 1874-75 with construction of the narrow gauge North Pacific Coast Railroad, which connected San Francisco with the redwood timber country of Sonoma County to the north. The railroad company established a depot called Olema Station, which originally served the residents of Olema (two miles distant to the south) and the Point Reyes Peninsula and Tomales Bay shore, all of which was a major California dairying region. The town grew in the 1880s to feature a mercantile, hotel, post office, school, blacksmith shop, and a small number of residences. In 1892 the name was changed to Point Reyes Station. The town continued to grow in the twentieth century, to include a large cooperative creamery, expanded mercantiles and hotels, saloons, a public hall, railroad infrastructure, livery stable, and more residences in new neighborhoods.

In the 1920s, hundreds of acres on the Point Reyes Peninsula were converted from dairy grazing to truck farms operated by newly arrived Italian and Japanese immigrants. The Italians tended to grow artichokes, and the Japanese grew peas. Prominent Point Reyes landowner Leland S. Murphy, who oversaw the farming operations on his

land, constructed a barn in 1932 next to the Northwestern Pacific Railroad tracks in Point Reyes Station as a storage and loading point for produce from his 10,000-acre ranch and farm. Murphy's ranch was formerly the historic Home Ranch owned by James McMillan Shafter. Rail service ended in 1933, so the barn was used for storage and also as a dance hall known as the "Pea Shed." The tracks were removed from the rail yards, opening up five blocks of town to commercial development.



At far right, Leland S. Murphy's "pea shed" in situ in the former railyards of Point Reyes Station, 1930s. Jack Mason Museum of West Marin History.

In December 1941 the United States declared war on Japan and Italy. The Issei and Nisei farmers were removed and interned, never to return. The Italian farmers were banned from traveling west of Highway 1, thus ending the artichoke and pea farming on Point Reyes.

Before June of 1942, the entire trackside barn was moved to its current location, across Mesa Road from the 1914 Point Reyes Cooperative Creamery, and, after interior walls were installed, began operating as M. Vonsen Company, a feed and hardware store, supplying Point Reyes ranchers and farmers. A gas station component was added at that time, originally an Associated “Flying A” station. It was the first modern gas station in the area; prior to that, local stores had gas pumps in front of their buildings on the main street. When the Flying A station opened, most of those pumps were removed.

The feed store closed in the 1960s and the building had a variety of tenants since then, with few physical changes. The gas station section was remodeled over the years, although the footprint remained the same.



Two views, taken on the same day circa 1948. The service station section has been remodeled, but most of the remaining building possesses a high level of integrity. Seth Wood photos, Jack Mason Museum of West Marin History.

Historical Integrity: Approximately 80% of the building's exterior possesses excellent integrity. It retains the original corrugated steel siding, windows, porch structure, roofline, and footprint. The west end of the building has been remodeled a number of times, but the footprint and general layout has not changed; only the surface fabric, and windows and doors of that section have been altered. It is this evaluator's opinion that the building possesses integrity despite the alterations of 20% of the building's exterior on the west side.



Property viewed to north, January 21, 2024.



Property viewed to northwest, January 21, 2024.



Historic window fabric and placement, January 21, 2024.

West end of building, showing stuccoed portion of exterior wall, January 21, 2024.



Statement of Historical Significance: The building is a rare intact example of an agricultural building that reflects the unique crop farming (not dairy) history of Point Reyes: the artichoke and pea farms out on the Point, operated by immigrant Issei and Nisei Japanese and Italians. At the start of World War II, the Japanese were interned and the Italians classified as enemy aliens and prohibited from traveling west of Highway 1. The cultural importance of these immigrant farmers has not been acknowledged to date, and this is the last extant building in the area associated with that theme.

The building is also locally significant as the first and only modern gas station in Point Reyes Station, established circa 1941.

In the context of its setting, the building is a fine example of vernacular architecture in a rural agriculture-based coastal town, with its corrugated steel siding and barn-based form and footprint. The building's design mirrors that of the Point Reyes Cooperative Creamery across Mesa Road, lending cohesiveness to the north end of town. While its architectural significance might not stand on its own, it is an important part of the cultural landscape of Point Reyes Station. The gas station falls within the boundaries of the historic district designated by the Board of Supervisors in 2001.

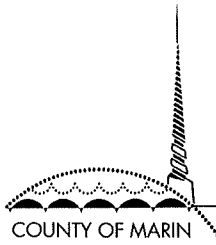
Discussion: From a district point of view, the Point Reyes Station gas station barn is certainly part of the historic fabric of the town, as much as the nearby Point Reyes Cooperative Creamery, Point Reyes Emporium, or the Grandi building. It retains its historic integrity, especially the open porch and corrugated metal exterior. Its core barn structure is 93 years old and the gas station version is about 82 years old, placing it among the older buildings in town.

In this evaluator's opinion, the building could qualify with local historical significance on the National Register of Historic Places as a component of a Point Reyes Station Historic District. Such a district would include all of the buildings on the west side of A Street, the gas station, and those facing Mesa Road north of Highway 1 including the former Point Reyes Cooperative Creamery. It is already part of the county-designated Point Reyes Station Historic District.

Character Defining Features: The building's historical integrity depends upon the following extant features:

1. Open porch on south façade;
2. Corrugated metal cladding;
3. Window placement and style (double hung wood sash);
4. Footprint;
5. Roof angle and eave brackets;
6. Loading dock and floor elevation;
7. Open garage bay.

Evaluator Qualifications: Dewey Livingston has been a professional cultural resources consultant for the past 25 years, specializing in rural buildings, agricultural structures, landscape features, and historic districts in the West. Before that, for ten years he was a National Park Service (NPS) historical technician, evaluating historic buildings and structures all over the Western Region of NPS. He has successfully listed more than 40 buildings and sites in California to the National Register of Historic Places. Dewey is the co-founder, archivist and chairman of the Jack Mason Museum of West Marin History in Inverness, and a map archivist with the Anne T. California Room at Marin County Free Library.



LOCAL COASTAL PROGRAM HISTORIC REVIEW CHECKLIST

This checklist must be completed for all new construction, alterations, and additions in historic areas designated in the Local Coastal Program and for individual pre-1930 structures located in the coastal zone but outside of the boundaries of the historic areas. The checklist applies to all structures, including signs. For more information, please consult the Marin County Local Coastal Program Historic Study.

Please check the appropriate box in applicable categories.

YES NO N/A

A. NEW CONSTRUCTION, ALTERATIONS AND ADDITIONS

- Does the Project:
- 1. Preserve distinguishing original qualities or character of the structure or site and its environment? YES NO N/A
 - 2. Retain or preserve any previous modifications that evidence the history and development of the structure or site? YES NO N/A
 - 3. Retain or preserve distinctive stylistic features or examples of skilled craftsmanship which characterize the building's structure or site? YES NO N/A
 - 4. Has every reasonable effort been made to provide a compatible use for the property in this community? YES NO N/A
 - 5. Give consideration to harmonizing street furniture and signs? YES NO N/A

B. NEW CONSTRUCTION

- 1. Is the roof shape similar to adjacent structures? YES NO N/A
- 2. Is the building height consistent with surrounding structures? YES NO N/A
- 3. Do the front facades give similar directional expressions (vertical or horizontal)? YES NO N/A
- 4. Are building setbacks similar to adjacent structures? YES NO N/A
- 5. Will new landscape features (including parks, gardens, fencing, benches, walkways and signs), be compatible with the character of the neighborhood? YES NO N/A
- 6. Is the design compatible in scale, design, materials and texture with surrounding structures? YES NO N/A

YES NO N/A

- | | | | |
|--------------------------|--------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 7. Will a contemporary design that is compatible with the mood and character of the surrounding neighborhood be used? |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 8. Will mechanical equipment such as air conditioners and television antennae be placed in conspicuous locations? |

C. ALTERATIONS, RESTORATIONS

- | | | | |
|-------------------------------------|-------------------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1. Has the applicant applied for designation of a historic structure? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 2. Does the State Historic Building Code apply? |
| Will the proposed project: | | | |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3. Retain the front of the building to preserve the architectural and historic character of the building? |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 4. Retain distinctive features such as the size, scale, mass and building materials, including roofs, porches and stairways that give the community its character? |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 5. Retain landscape features (including parks, gardens, fencing, benches, signs, walkways), that reflect the structure's development and history? |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 6. Place new additions without destroying local view points? |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 7. Preserve or duplicate original details (such as cornices, brackets, windows, doors, shutters, siding, railing) of architectural significance)? |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 8. Repair or stabilize weakened structural members and systems? |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 9. Retain original materials where possible? |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 10. Preserve the original roof shape and material? |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 11. Retain or replace, where necessary, architectural features in the roof such as dormer windows, chimneys, cornices and brackets? |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 12. Improve the thermal performance of the building through weather-stripping without damaging window and door frames? |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 13. Improve or repair drainage to prevent damage to the structure or foundation where necessary? |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 14. Retain any previous modifications that evidence the history and development of the structure? |

YES NO N/A

15. Make alterations and new additions in such manner that they can be removed in the future without impairing the essential form and integrity of the structure?

D. RESTORATION

1. Are any deteriorated architectural features being repaired rather than replaced, where possible?

2. Where replacement of deteriorated architectural features is necessary, do new materials match the material being replaced in color, texture, composition and design?

3. Will cleaning methods undertaken damage the historic building materials?

E. DEMOLITION

1. Is the building or structure of such architectural or historic interest that its removal would be to the detriment of public interests?

2. Is the building or structure of such interest or significance that it could be designated as a National, State or local historic landmark?

3. Is the building of such old and unusual or uncommon design, texture and/or material that it could not be reproduced or be reproduced only with great difficulty and/or expense?

4. Would retention of the building or structure help preserve and protect an historic place or area of historic interest in the County?

5. Would retention of the building or structure promote the general welfare of the community by encouraging study of local history, architecture and design or by developing an understanding of the importance and value of the local culture and heritage?

6. Can the structure be converted to another use?

7. Is the structure in a state of major disrepair?

8. Has the local historical group or society been contacted?

9. Has the State Historic Preservation Office been contacted?

10. Has an attempt been made to locate a purchaser for the property?

11. Has an alternative site for the structure been researched?

Immanuel Bereket

From: Susan Rangitsch <susan.rangitsch@gmail.com>
Sent: Wednesday, January 31, 2024 11:32 AM
To: Immanuel Bereket
Subject: Point Reyes Station Gas Station

You don't often get email from susan.rangitsch@gmail.com. [Learn why this is important](#)

Dear Mr. Bereket,

The proposed changes to this historic property threaten both the safety and the character of a small town. This must not go forward as currently scheduled. Your hands are not tied on this...stand up for something important. Come and visit the site, meet the people who live here. For you this may be just a project on paper that meets certain requirements. But this project is the "gateway" to our village...a village that is rich in history. A village that doesn't deserve to have a convenience store, all for the sake of ONE affordable unit of housing. Please find a way to reject this plan.

Best Regards,
Susan Rangitsch
Local Resident

Immanuel Bereket

From: Shirley Salzman <shirley_salzman@yahoo.com>
Sent: Wednesday, January 31, 2024 11:50 AM
To: Immanuel Bereket
Subject: mini mart in Point Reyes?

[You don't often get email from shirley_salzman@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Mr Bereket,

Please come and take a look at the proposed site of five apartments and a mini mart. The site is already a traffic jam with limited parking. The description on the proposal does not do the situation justice. This is so far a village with a history that has not been obliterated by thoughtless development. I have lived here since 1989 and each year I see more tourists. I welcome them, after all this is next to a National Park...their National Park. I have noticed that they are glorying in the town as a a reminder of California as it might have been.

As a long time resident I know it is impossible to buy (or rent) a place to live. I applaud the gas station owner's move to add housing but a mini mart seems totally a profit motive with no concern for the input of the people who live here.

Thanks for your attention. I'll be at the 10 AM meeting February first, Shirley Salzman

Immanuel Bereket

From: Katharina Sandizell-Smith <katharinasandizellsmith@hotmail.com>
Sent: Tuesday, January 30, 2024 10:48 AM
To: Immanuel Bereket
Subject: Opposition to Gas Station Point Reyes Station

Hi Manny,

We oppose the gas station plans in point reyes station. They do not fit the size or traditional beauty of our town. Visitors flock here because of this beauty and charm, not for huge 2000 sq foot mini-marts.

The configuration of this project would be a passionately unwanted blight to our community.

The large propane tank is an obvious fire hazard as well as contribute to the gridlock that this project in general already will create.

I realize there are four (unsafe) housing units attached to this project, but this should not be a reason to approve it.

Please deny this application.

Thank you,
Katharina Sandizell, Point Reyes Station

Immanuel Bereket

From: Barry Smith <barryandrew1071@gmail.com>
Sent: Tuesday, January 30, 2024 12:34 PM
To: Immanuel Bereket
Subject: Gas Station expansion

You don't often get email from barryandrew1071@gmail.com. [Learn why this is important](#)

I oppose the gas station plans in Point Reyes Station.
It does not fit the size, scale, and character of our town in any way.

One affordable unit in 4 should not be a reason to expedite this project.

The project will create gridlock, unsafe living conditions, and a potential fire hazard with the huge propane tank.

The huge almost 2000sq. foot convenience mart will be an unwanted blight in our community.

Please deny this application.

Thank you,

Bary Smith, Point Reyes Station

Immanuel Bereket

From: Timothy Stanton <tkeelst@aol.com>
Sent: Wednesday, January 31, 2024 11:30 AM
To: Immanuel Bereket
Subject: Point Reyes gas station

[You don't often get email from tkeelst@aol.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Mr. Bereket,

Thank you for accepting and reviewing comments from citizens of the Point Reyes area regarding the proposed remodel of the Redwood fuel gas station. I am working overseas this month, so cannot attend the meeting tomorrow at the Civic Center. But if I was home, I would attend as I am very concerned about this proposal and what it may inflict on our village. As you must know Point Reyes Station is a very small commercial area that already contains a pharmacy selling food and other items in addition to pharmaceutical products. The Palace Market is a full service grocery store which well serves the snack needs of tourists and day trip visitors to our area not to mention local people. The deli at the south end of town also provides fast food and snack items. We have four restaurants. This little village does not need, nor does it desire yet one more vendor of these food products. To my knowledge no one has requested it.

I understand the desire of the current gas station property owner to leverage more earnings from the site in addition to fuel sales. But at what cost does this come to his neighbors? What precedent will approval of his proposal set for the next property owner who wishes to turn more commercial and tourism focused? A fast food franchise?

Might there be a way to grant the gas station owner a permit to remodel and offer low income housing thereby earning income from building space that currently earns little or none without the expansion of the grocery offerings? Might something be done to mitigate traffic jams his proposal will create, reduction of space for truck refueling, etc.? Marin County should be proactive and creative in addressing this situation. As a tax payer I expect nothing less. Please do not let this proposal pass through without rigorous analysis and review of alternative more sustainable ways to proceed that fit our community's values and principles.

Thank you very much for listening,

Timothy K. Stanton, PhD
P.O. Box 344
Point Reyes Station, CA 94956

Immanuel Bereket

From: victoria vswift.net <victoria@vswift.net>
Sent: Wednesday, January 31, 2024 12:23 PM
To: Immanuel Bereket
Subject: Proposed Gas Staion Development

You don't often get email from victoria@vswift.net. [Learn why this is important](#)

Please take note of my opposition to the proposed Gas Station Store and Apartment Complex Development as presented

I feel that the development of these buildings to the scale specified is out of character for the town which is mandatory to maintain in view of its historic value and the proximity to the parklands.

. The creation of a mini-mart and conversion of the gas station, at the sharp turn in the highway is already confusing and somewhat dangerous, especially on weekends, holidays and summer season. the proposed development would back up traffic on the highway in the midst of town as well as cause accidents. It is difficult to believe that an onsite review of the traffic flow in town and specifically at the corner of the gas station would not make this issue very clear.

The propane tank use would be dangerous to neighbors as well as a further traffic issue.

I fully endorse the statements made below and I am hopeful that the proper steps will be taken to truly evaluate the benefits and problems of this project.

Best regards

Victoria Swift
Resident and business owner
P O Box 397
Point Reyes, CA 94956

Design Review

Presentation 01/18/2024

Gas station project

1. We fully support our existing gas station as an important and valued service for West Marin
2. We support adding rental units in our downtown village. We would hope more than 1 of the 5 units could be affordable, but are aware the project only requires 1 affordable unit, and 4 market rate
3. We are relying on Marin County and California codes, regulations and health standards to approve the front apartment which is 6' from the pumping station, and directly on the gas station car line up pad. Many have questioned the health issues, but we defer to the guidance from the County.

4. We are requesting a circulation/traffic study to demonstrate the safety and access to the gas pumps for horse trailers, landscaping trucks, trailers, boats and larger vehicles.
5. We are asking for removal of the 1000g commercial propane tank which project owner is expecting to fill removable 5 g propane tanks as well as RV propane tanks. There is not adequate parking for class A motorhomes (25-45 ft) to park while being filled. The tank is directly across from one of the historic homes, and A street is one of the historic neighborhoods w/o any commercial heavy use. Double parking on A street is not acceptable. Olema campground has offered this service for over 30 years, is open 7 days a week with more than adequate access and w/o encroaching on traffic or our neighborhoods.
6. We are asking the project owner to demonstrate how residents of the apartments (as well as pedestrians) will access the pathways to their home while on foot, there are no pedestrian crosswalks to either side of the apartments or market.
7. The perpendicular parking on Mesa Road will create some traffic hazards as the food pantry (a valuable resource in our community) is directly across the street. The cars getting in and out with pedestrians attempting to access the market has not been studied.
8. The 2 parallel parking spots in front of the market and gas pumps do not have any logical entry to actually park and /or leave. There is only 24' from the pump to the wall.
9. The expansion of the cashier room of 215 sqft to a convenience store of 1,930 sqft will constitute much higher use and traffic. We disagree with the county assessment that there will be less usage, therefore the county is not requiring a traffic/circulation study.
10. We believe CalTrans should be involved due to the anticipated logjam/ backup on highway 1 since the turning radius is greatly decreased.
11. We are asking the county to review any regulations of selling tobacco products, cigarettes, oral products, zyn, chew and vape products, within 1000 ft from West Marin School and in the zoning C-VCR-B2.
12. We are asking for a workable trash/garbage plan for the increased single use plastic food containers, adequate trash bins on site and compliance with the new Marin County food container ordinance if possible.

Immanuel Bereket

From: Julie VanAlyea <julie@redwoodoil.net>
Sent: Tuesday, January 30, 2024 9:13 AM
To: Immanuel Bereket; Matt Donohue
Subject: RE: Request for final plans

Manny

Thank you for all your help getting us to this point. I am looking forward to Thursday.

Julie

From: Immanuel Bereket <Immanuel.Bereket@MarinCounty.gov>
Sent: Tuesday, January 30, 2024 7:51 AM
To: Julie VanAlyea <julie@redwoodoil.net>; Matt Donohue <mtonohue@transtechconsultants.com>
Subject: Request for final plans

Matt and Julie,

To make the record clean, I'd like to have one final set of plans that reflect the revised site plan and floor plans that are internally consistent. You can submit it via email.

Also, please note that the hearing will begin at 10:00 am on Thursday. I will shortly send a supplemental memorandum for the hearing.

Manny

Email Disclaimer: <https://www.marincounty.org/main/disclaimers>

Important Notice: This message was sent from outside Redwood Oil Company. Do not click any links or open any attachments unless you trust the sender and know the content is safe. If you're unsure, please forward the email as an attachment to IT.

Immanuel Bereket

From: Claudia Vieira <cvgardendesign@gmail.com>
Sent: Wednesday, January 31, 2024 8:25 AM
To: Immanuel Bereket
Subject: Point Reyes Station gas station

You don't often get email from cvgardendesign@gmail.com. [Learn why this is important](#)

Hello,

I am a homeowner in Inverness Park outside of Point Reyes Station. I am writing to express my concern about the proposed changes to the gas station in town.

There is certainly in need for more housing on our area. I don't know whether housing at a gas station could be safe for those living in it. In any case, I believe it is critical that this project preserve the historical integrity of the building. I don't think the addition of a mini mart, if it requires rebuilding the facade, is a plus for our community. There are other places nearby where people passing through can buy snacks.

The quaintness of this town is what attracts people to it. Why take a step towards making this town look just like every other town across America?

Thank you for your consideration,
Claudia Vieira
12255 Sir Francis Drake Blvd.
Inverness, Ca
94937

Immanuel Bereket

From: ilene wolff <i.wolf@comcast.net>
Sent: Wednesday, January 31, 2024 11:39 AM
To: Immanuel Bereket
Subject: PT Reyes Gas Station

You don't often get email from i.wolf@comcast.net. [Learn why this is important](#)

RE: Preserving the feel of downtown PT Reyes;

Addressing possibility of urban Sprawl and Blight in an historically for the most part intact slow community

Dear Immanuel:

I am glad you are assigned to this project.

We are a family of 4 who has lived in West Marin for 25 years.

Thank you for considering the communities concerns about the viability of this proposed expansion by a corporation who has little investment in this historical community.

There is no place for a huge convenience store, in a tiny town like this.

Thank you for all you do and respecting why this is a tourist destination for so many in the Bay Area and internationally,

Dave Eifler

Ilene Wolf, MFT, RDT

415.420.3619

ilene@ileneewolf.com

Immanuel Bereket

From: Mamie Yee <mbyee@sbcglobal.net>
Sent: Wednesday, January 31, 2024 10:14 AM
To: Immanuel Bereket
Subject: Proposed Remodel of Point Reyes Gas Station

You don't often get email from mbyee@sbcglobal.net. [Learn why this is important](#)

Dear Mr. Bereket,

I oppose the proposed remodel of the Point Reyes Gas Station without first doing a traffic/circulation study. This site does not have sidewalks and is on a corner with lots of traffic. I worry about the safety of school children who may shop at the proposed snack station.

Best,
Mamie Yee
Point Reyes Station

Immanuel Bereket

From: Scoby Zook <scoby@scobyzook.com>
Sent: Wednesday, January 31, 2024 12:01 PM
To: Immanuel Bereket
Subject: Point Reyes Station Gas Station remodel

[You don't often get email from scoby@scobyzook.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

I am a longtime resident of Inverness and visit Point Reyes station often.

I am writing to protest the proposed convenience store for this remodel. We don't need a convenience store; there are several other options in the close vicinity. Another issue is the complicated corner where Route One curves into town. The gas station is at that corner and already produces quite a bit of confused traffic. We don't need another "attraction" at that already difficult intersection, and we also don't need the additional trash that a convenience store will produce.

So, long story short, keep the housing, get rid of the convenience store.

Sincerely,

Scoby Zook

SZ @ iPhone 📱
(c) 415-261-7792
(h) 415-669-7313

CLIMATE ZONE: 3



COASTAL PERMIT AND USE PERMIT

11401 ST. RT. 1, POINT REYES STATION, CA
POINT REYES STATION, CA 94956
APN: 119-198-03

OWNER: JULIE VAN ALYEA
50 PROFESSIONAL CENTER DR., STE. 100
ROHNERT PARK, CA 94928
(415) 999-0650
julie@redwoodoil.net



COASTAL PERMIT AND USE PERMIT

11401 ST. RT. 1, POINT REYES STATION, CA
POINT REYES STATION, CA 94956
APN: 119-198-03

OWNER: JULIE VAN ALYEA
50 PROFESSIONAL CENTER DR., STE. 100
ROHNERT PARK, CA 94928
(415) 999-0650
julie@redwoodoil.net

SHEET INDEX

CVR	COVER SHEET
1	SITE PLAN - EXISTING
2	SITE PLAN - PROPOSED
3	FLOOR PLAN - EXISTING
4	FLOOR PLAN - MARKET
5	FLOOR PLAN - DWELLING UNITS
6	ELEVATIONS - EXISTING
7	ELEVATIONS - PROPOSED
8	COLORS AND MATERIALS
9	BUILDING CROSS SECTION (LATERAL)
10	BUILDING CROSS SECTION (LONGITUDINAL)
11	FOUNDATION DEMOLITION PLAN
12	FOUNDATION PLAN
13	FOUNDATION DETAILS
14	RENDERINGS - BEFORE AND AFTER
15	ROOF PLAN - EXISTING
16	ROOF PLAN - PROPOSED
L-1	LANDSCAPE PLAN
C-1	GRADING PLAN
C-2	DRAINAGE PLAN
C-3	UTILITY PLAN
C-4	STORMWATER CONTROL PLAN
C-5	STORMWATER CONTROL DETAILS

TOPOGRAPHIC SURVEY

BELOW (SEPTIC SYSTEM) ALSO HAS SEPARATE SUBMITTAL TO ENV. HEALTH:

- 1 OF 4 DRIP SYSTEM NOTES
- 2 OF 4 DRIP SYSTEM NOTE AND CALCS
- 3 OF 4 DRIP SYSTEM DETAILS
- 4 OF 4 DRIP SYSTEM PLAN

NO.	DATE	DESCRIPTION

APPROVED BY:

MATTHEW E. DONOHUE
R.C.E. C57219
mdonohue@transtechconsultants.com

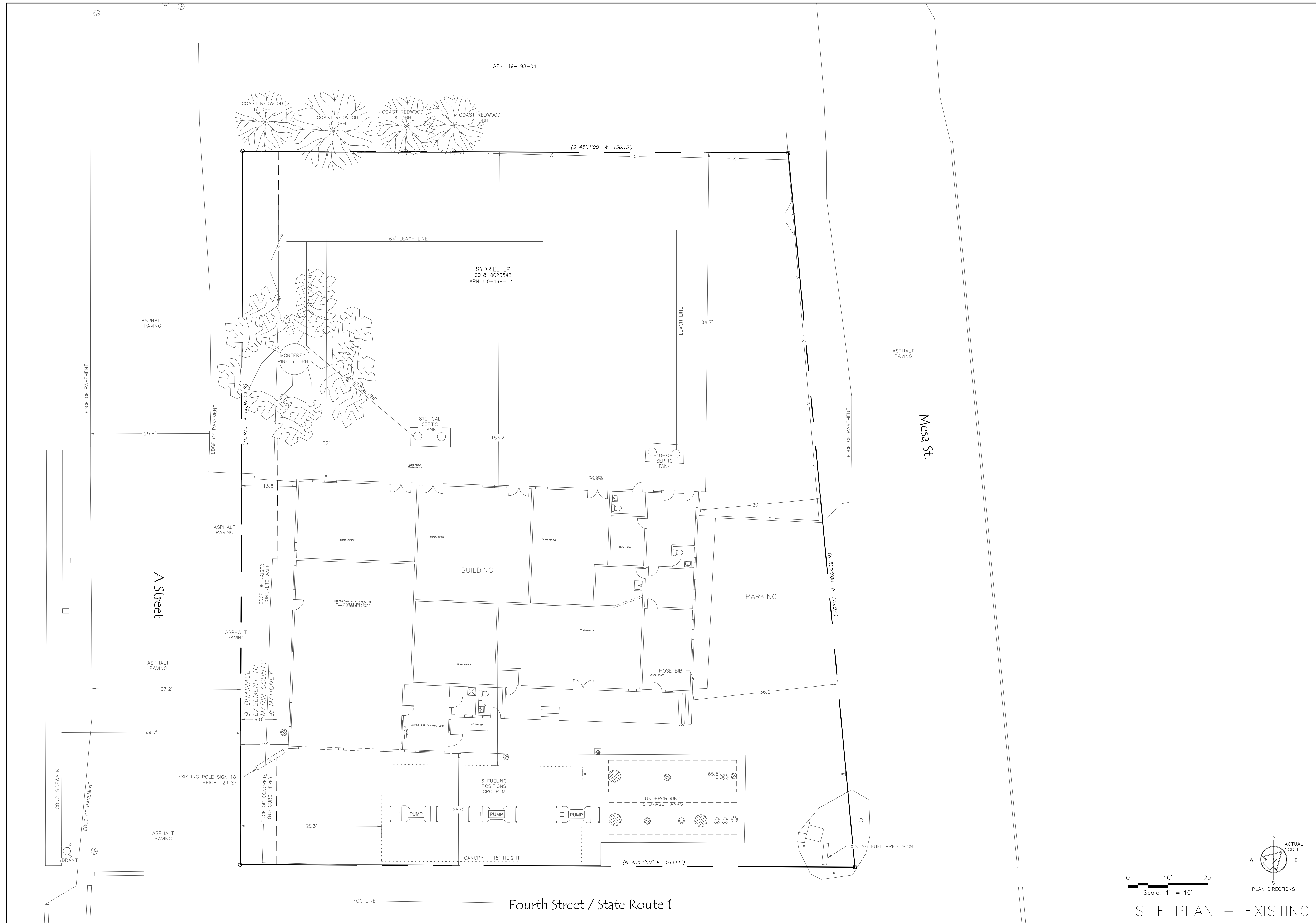
TRANS TECH CONSULTANTS
930 SHILOH RD., BLDG 44, SUITE J
WINDSOR, CA 95492
PHONE: 707-837-8408 FAX: 707-837-7334

COASTAL PERMIT AND USE PERMIT
POINT REYES STATION
11401 STATE ROUTE 1, POINT REYES STATION, CA 94956
APN: 119-198-03

DATE: 1/29/2024
DRAWN: MED
JOB#: 2823.01
SHEET
CVR

COVER SHEET

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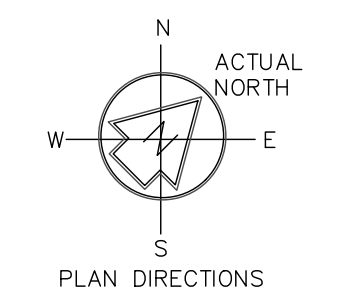
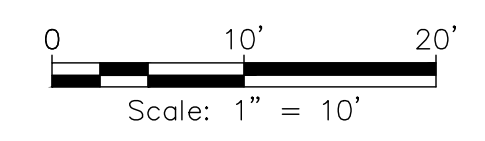
APN 119-198-04

SYDRIEL LP
2018-0023543
APN 119-198-03

Mesa St.

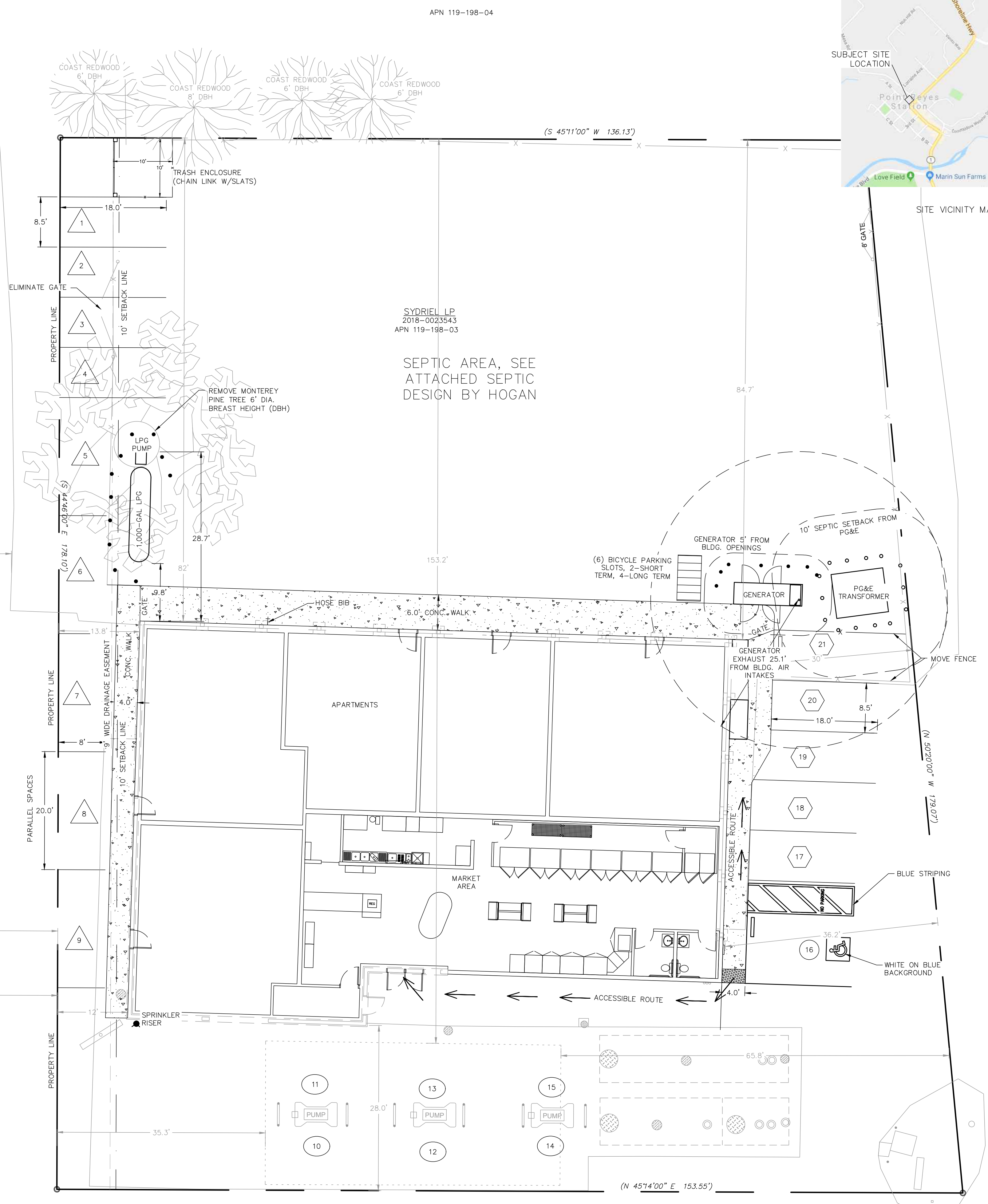
A Street

Fourth Street / State Route 1



SITE PLAN - EXISTING

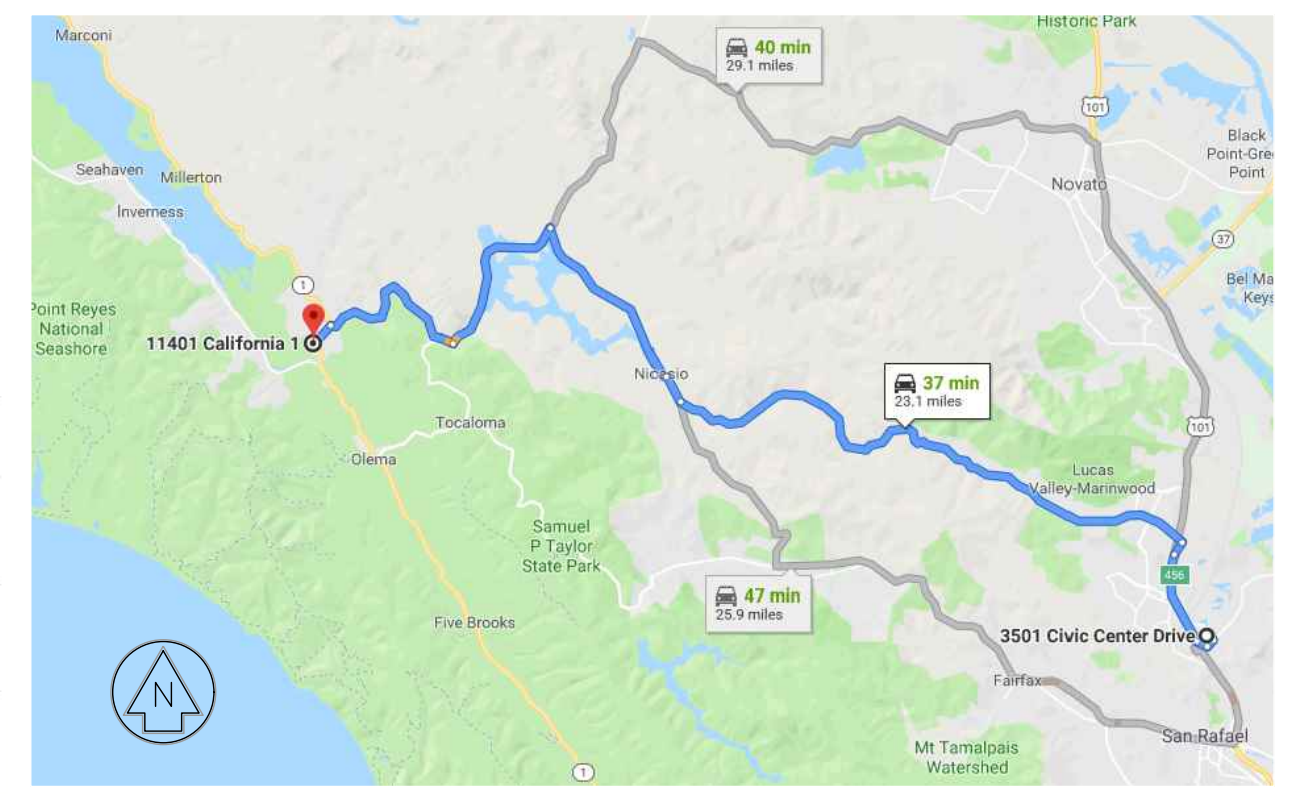
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POINT REYES STATION		DRAWN: MED	
11401 STATE ROUTE 1, POINT REYES STATION, CA 94956		JOB#: 2823.01	
APN: 119-198-03		SHEET	
		1	
<p>APPROVED BY:</p> <p>  MATTHEW E. DONOHUE R.C.E. C57219 mdonohue@transtechconsultants.com </p>			
<p>TRANSTECH CONSULTANTS</p> <p>930 SHILOH RD., BLDG 44, SUITE J WINDSOR, CA 95492 PHONE: 707-837-8408 FAX: 707-837-7334</p>			
REVISIONS	NO.	DATE	DESCRIPTION



3501 Civic Center Dr
San Rafael, CA 94903

- > Get on US-101 N
1 min (0.3 mi)
- > Take exit 456 from US-101 N
2 min (1.8 mi)
- > Continue on Lucas Valley Rd. Take Pt. Reyes - Petaluma Rd to CA-1 S in Point Reyes Station
32 min (20.4 mi)
- > Turn left onto CA-1 S
1 min (0.4 mi)

11401 CA-1
Point Reyes Station, CA 94955



DIRECTIONS TO SITE

DATA TABLE

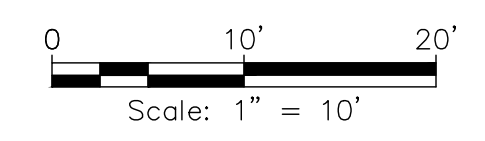
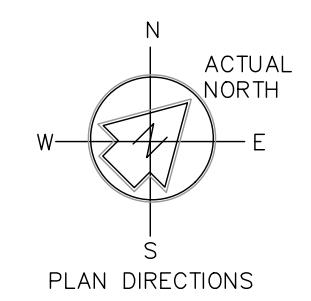
ENGINEER OF RECORD:	MATTHEW E. DONOHUE 707 837-8408
ZONING:	C-VCR-B2
PARCEL NUMBER:	119-198-03
LOT AREA:	0.60 AC.
BLDG. GROSS FLOOR AREA (SF):	5,650 (EXISTING), 5,800 (PROP.)
CONSTRUCTION TYPE:	VB
FUELING CANOPY AREA:	1,250 SF (EXISTING)
CONSTRUCTION TYPE:	IIB
BUILDING WILL BE SPRINKLED:	
FLOOR AREA RATIO (FAR):	0.26
OCCUPANCY GROUP: FUEL&STORE: M	
RESIDENCES: R-2	
FEMA ZONE:	X, 0.2% ANNUAL CHANCE FIRM06041C0233D
LAT. LONG.	38°04'08" NORTH LAT., 122°48'24" WEST LONG.

PARKING TABLE

USE	Occ.	QTY	AREA (SQUARE FEET)	PARKING FACTOR	Automobile Parking Factor	SPACE(S)	Bicycle Parking Factors						
							Rounded Up	Short Term	Long Term	Total Bicycle Spaces			
PARKING REQUIRED:													
STUDIO OR SINGLE	R-2	0		1/UNIT + 1 GUEST PER 5 DWELLINGS	1	0.0							
ONE BED APT.	R-2	2		1.25/UNIT + 1 GUEST PER 5 DWELLINGS	1.25	2.5		0.5	0.33	1.0	0.66		
TWO BED APT.	R-2	3		1.5/UNIT + 1 GUEST PER 5 DWELLINGS	1.5	4.5		0.33	1	1.0	3.0		
GUEST PARKING	SUM	5		GUEST 1/5 UNITS	0.2	1.0							
						SUBTOTAL RESIDENTIAL:	8.0	8					
MARKET	M		1,901	1/200 SQUARE FEET	200	9.5	10						
						TOTAL PARKING REQUIRED:	17.5	18					
PARKING PROVIDED:													
HEAD-IN						9							
PARALLEL						5							
VAN ACCESSIBLE						1							
FUELING POSITIONS						6							
						TOTAL PARKING PROVIDED:	21			2	4		

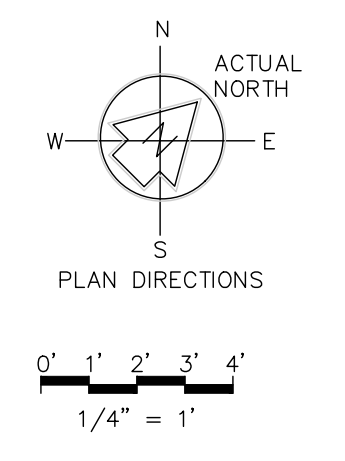
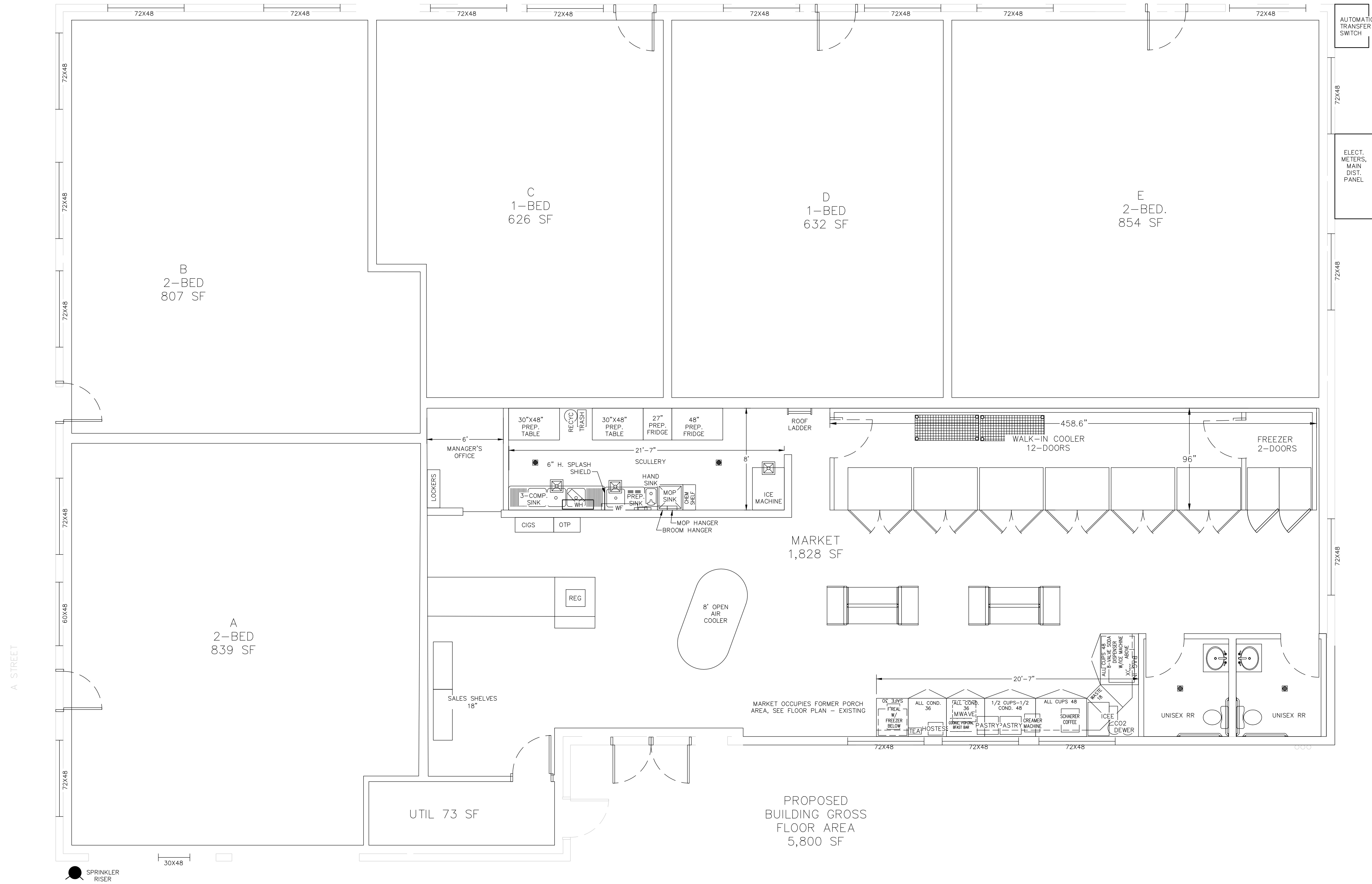
- LEGEND:**
- STANDARD PARKING SPACES
 - PARKING SPACES PARALLEL
 - VAN ACCESSIBLE SPACES
 - FUELING SPACES

HEAD-IN PARKING SPACES SHALL BE A MINIMUM EIGHT AND ONE-HALF FEET BY EIGHTEEN FEET. PARALLEL SPACES SHALL BE A MINIMUM EIGHT FEET BY TWENTY FEET.



SITE PLAN - PROPOSED

<p>APPROVED BY:</p> <p style="text-align: center;">TRANS TECH CONSULTANTS</p> <p style="text-align: center;">930 SHILOH RD., BLDG 44, SUITE J WINDSOR, CA 95492 PHONE: 707-837-8408 FAX: 707-837-7334</p>	<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table> <p>REGISTERED PROFESSIONAL ENGINEER MATTHEW E. DONOHUE NO. C57219 CIVIL STATE OF CALIFORNIA</p> <p>MATTHEW E. DONOHUE R.C.E. C57219 mdonohue@transtechconsultants.com</p>	NO.	DATE	DESCRIPTION						
NO.	DATE	DESCRIPTION								
<p>COASTAL PERMIT AND USE PERMIT POINT REYES STATION 11401 STATE ROUTE 1, POINT REYES STATION, CA 94956 APN: 119-198-03</p>										
<p>DATE: 1/29/2024 DRAWN: MED JOB#: 2823.01</p>										
<p>SHEET 2</p>										



PROPOSED
BUILDING GROSS
FLOOR AREA
5,800 SF

FLOOR PLAN - MARKET

NO.	DATE	DESCRIPTION

APPROVED BY:

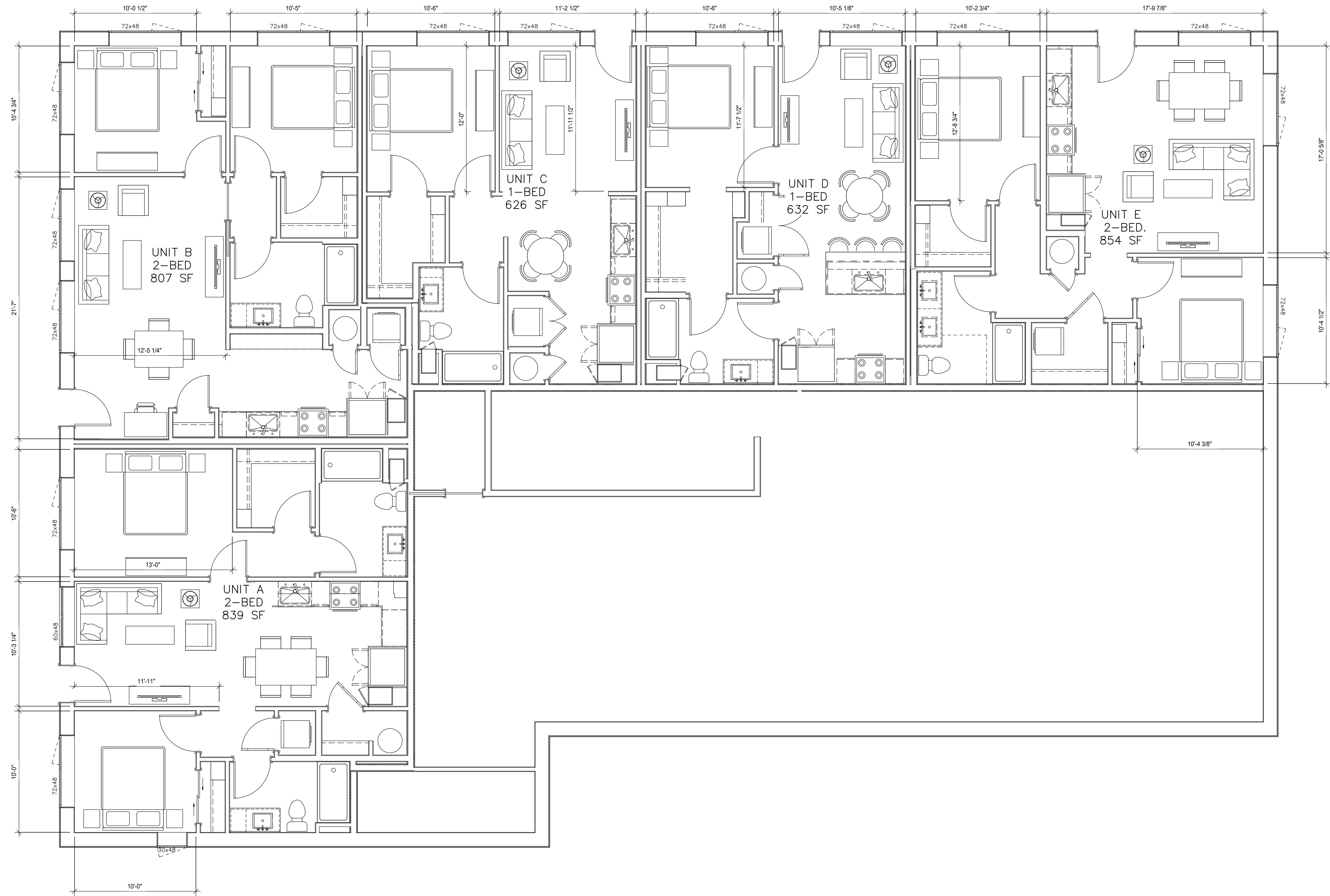
 MATTHEW E. DONOHUE
 R.C.E. C57219
 mdonohue@transtechconsultants.com

TRANS TECH CONSULTANTS
 930 SHILOH RD., BLDG 44, SUITE J
 WINDSOR, CA 95492
 PHONE: 707-837-8408 FAX: 707-837-7334

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 11401 STATE ROUTE 1, POINT REYES STATION, CA 94956
 APN: 119-198-03

DATE: 1/29/2024
 DRAWN: MED
 JOB#: 2823.01
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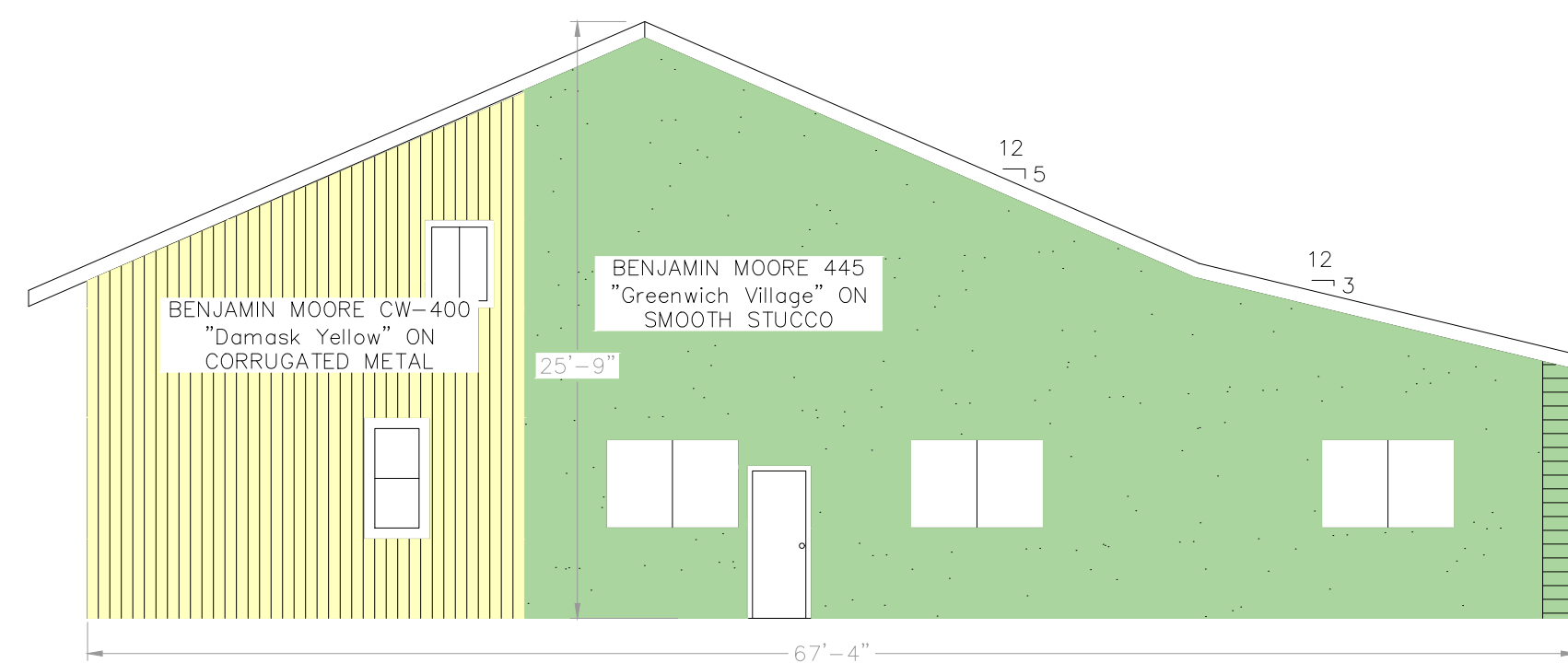
POINT REYES STATION

REV	ISSUE	DATE

STAMP
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.

FLOOR PLAN - DWELLING UNITS

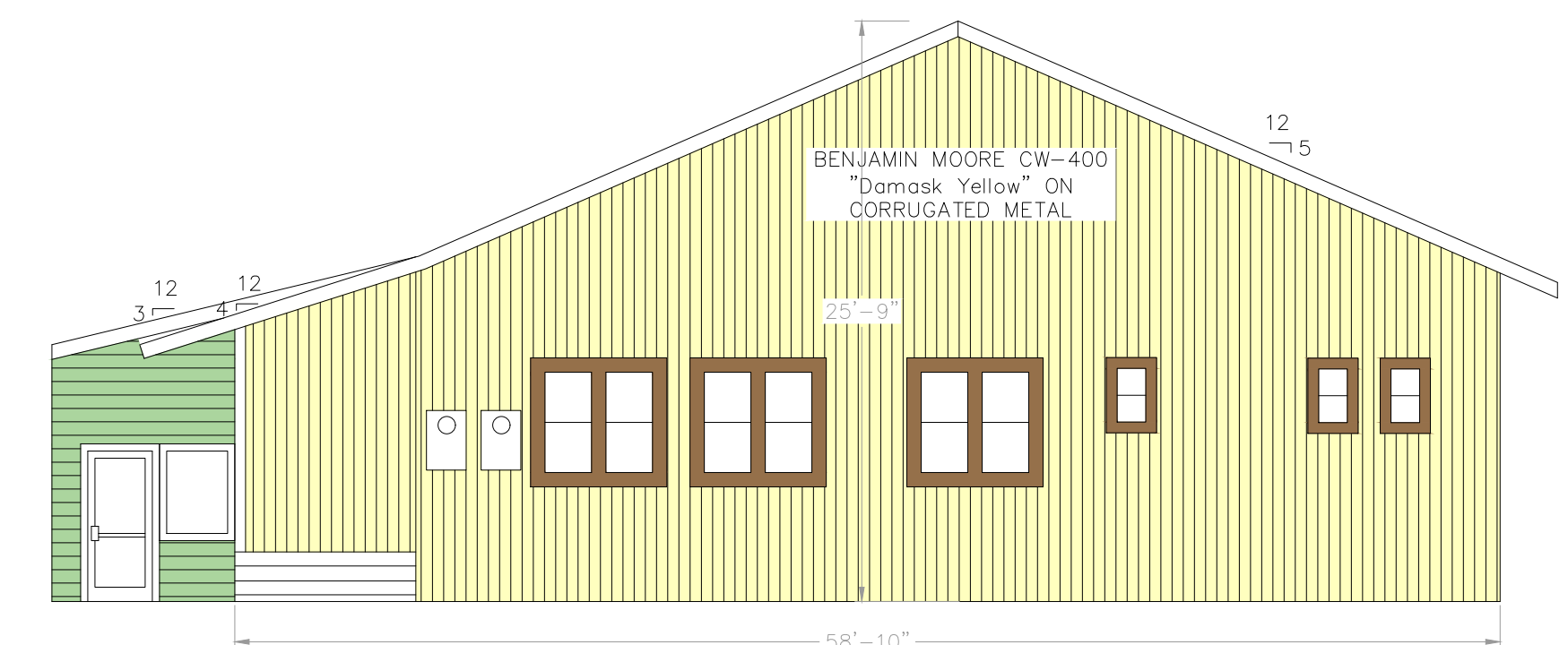
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DRAWN BY	XX
SHEET SIZE	36 X 24



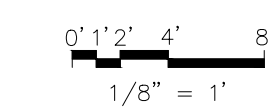
WEST ELEVATION



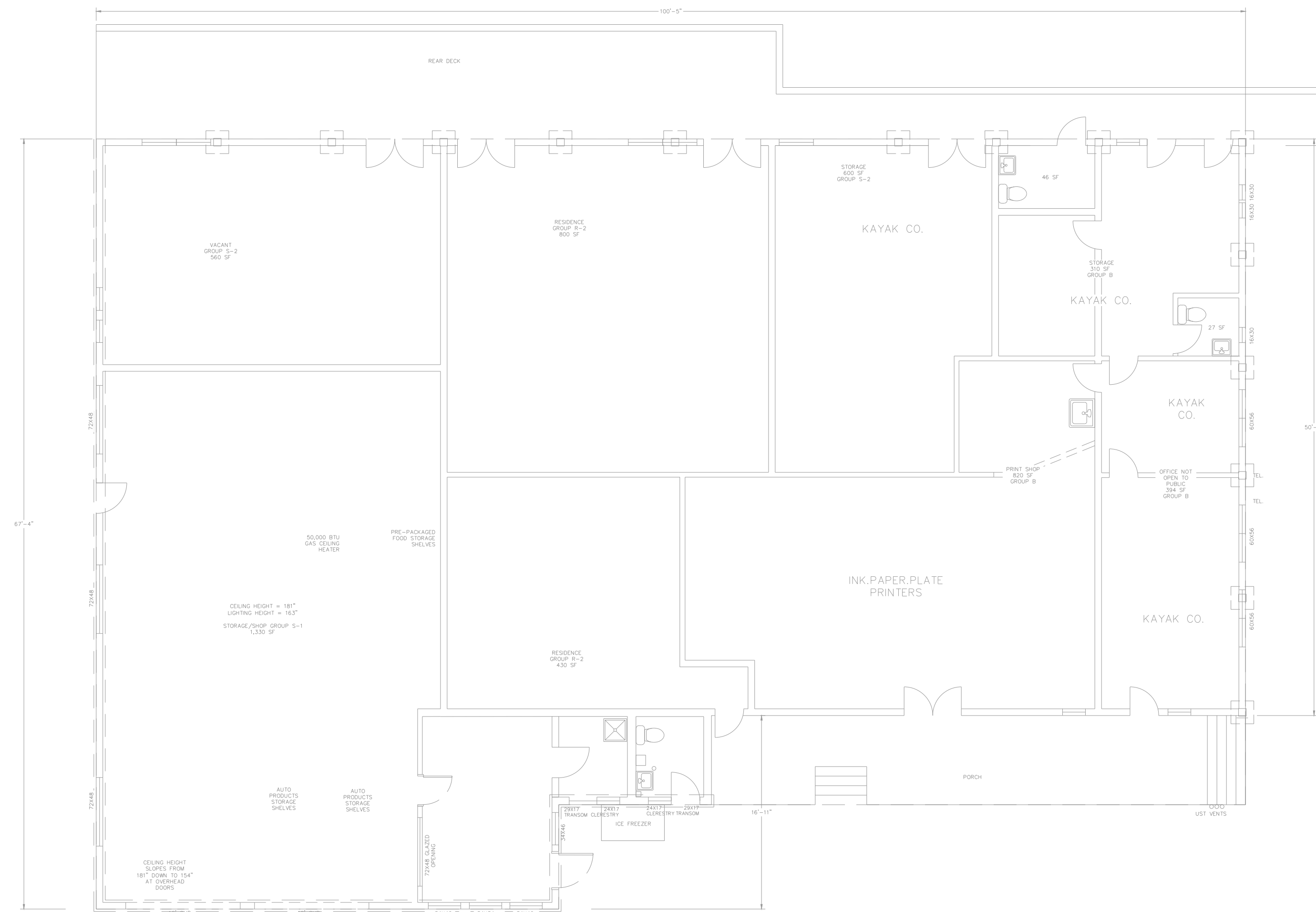
SOUTH ELEVATION



EAST ELEVATION



ELEVATIONS-EXISTING



5,650 SQUARE FEET
GROSS FLOOR AREA

NO.	DATE	DESCRIPTION

APPROVED BY:

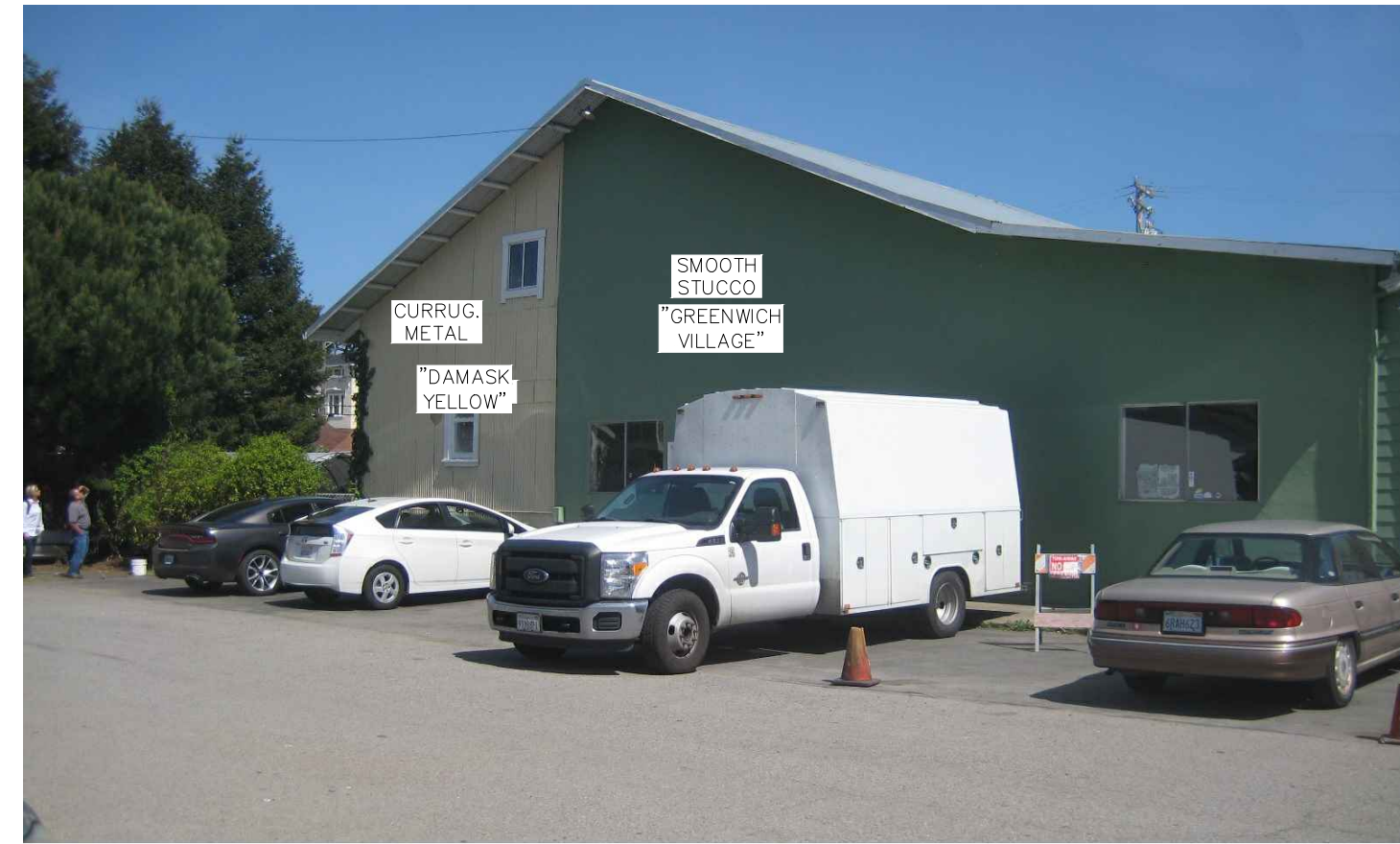
MATTHEW E. DONOHUE
R.C.E. C57219
matdonhue@transtechconsultants.com

TRANS TECH CONSULTANTS

930 SHILOH RD., BLDG 44, SUITE J
WINDSOR, CA 95492
PHONE: 707-837-8408 FAX: 707-837-7334

COASTAL PERMIT AND USE PERMIT
POINT REYES STATION
11401 STATE ROUTE 1, POINT REYES STATION, CA 94956
APN: 119-198-03

DATE: 1/29/2024
DRAWN: MED
JOB#: 2823.01
SHEET
6



WEST ELEVATION



SOUTH (FRONT) ELEVATION



EAST ELEVATION



ELEVATIONS TO MATCH EXISTING COLORS AND MATERIALS.

COLORS AND MATERIALS

NO.	DATE	DESCRIPTION

APPROVED BY:

MATTHEW E. DONOHUE
R.C.E. C57219
matdonhue@transtechconsultants.com

REGISTERED PROFESSIONAL ENGINEER
MATTHEW E. DONOHUE
NO. C57219
CIVIL
STATE OF CALIFORNIA

TRANS TECH CONSULTANTS

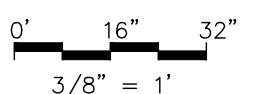
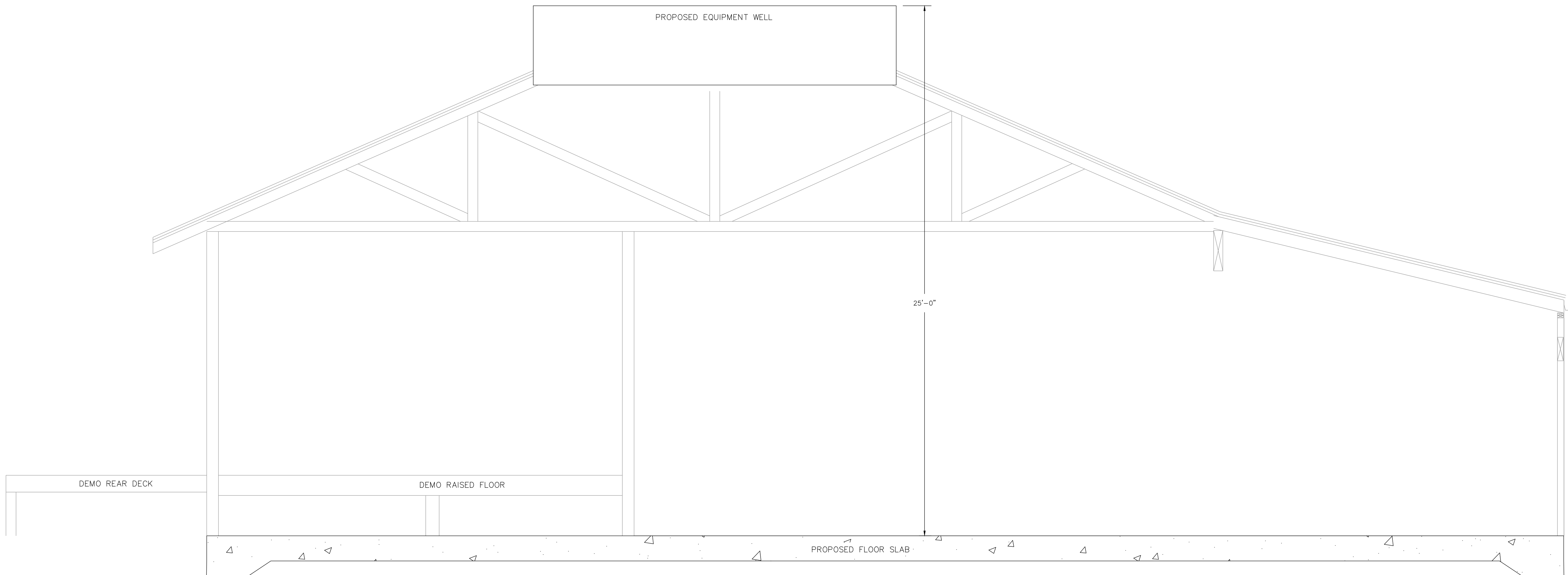
930 SHILOH RD., BLDG 44, SUITE J
WINDSOR, CA 95492
PHONE: 707-837-8408 FAX: 707-837-7334

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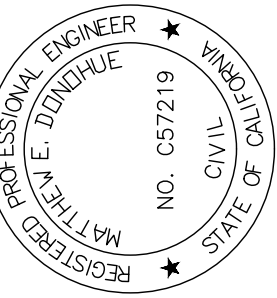
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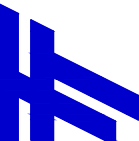
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1/29/2024 8:11:54 AM



BUILDING CROSS SECTION (LATERAL)

NO.	DATE	DESCRIPTION	BY

APPROVED BY,

 MATTHEW E. DONOHUE
 R.C.E. C57219
 mrdonohue@transtechconsultants.com

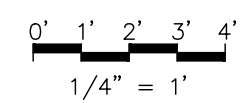
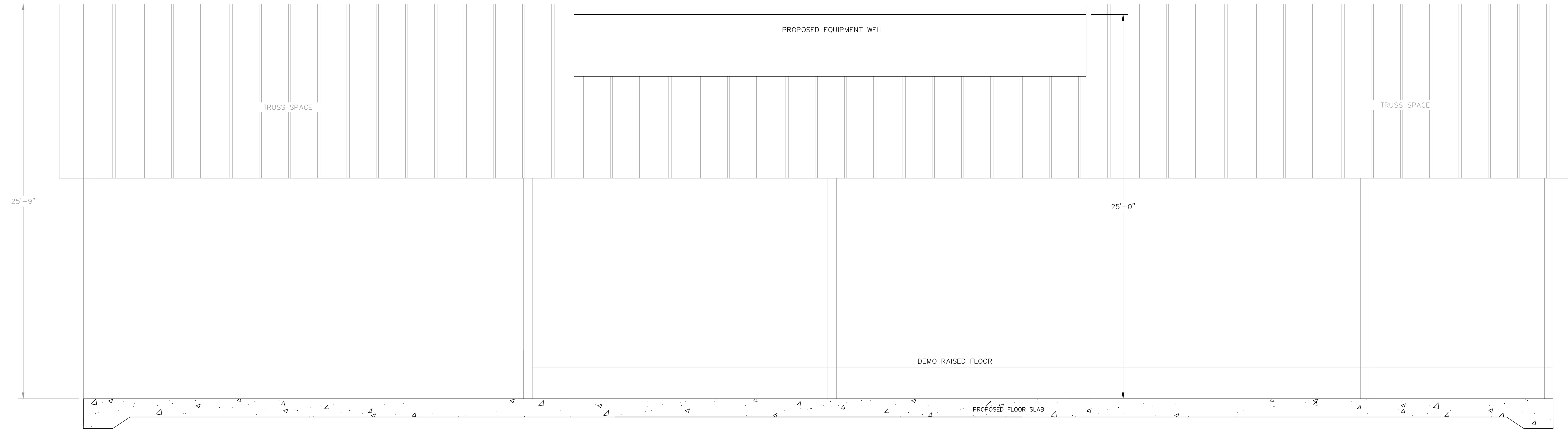
TRANS TECH CONSULTANTS

 930 SHILOH RD., BLDG 44, SUITE J
 WINDSOR, CA 95492
 PHONE: 707-837-8408 FAX: 707-837-7334

COASTAL PERMIT AND USE PERMIT
 POINT REYES STATION
 11401 STATE ROUTE 1, POINT REYES STATION, CA 94956
 APN: 119-198-03

DATE: 1/29/2024
 DRAWN: MED
 JOB#: 2823.01

SHEET
 9

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BUILDING CROSS SECTION (LONGITUDINAL)

NO.	DATE	DESCRIPTION	BY

APPROVED BY,

MATTHEW E. DONOHUE
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 mdonohue@transtechconsultants.com

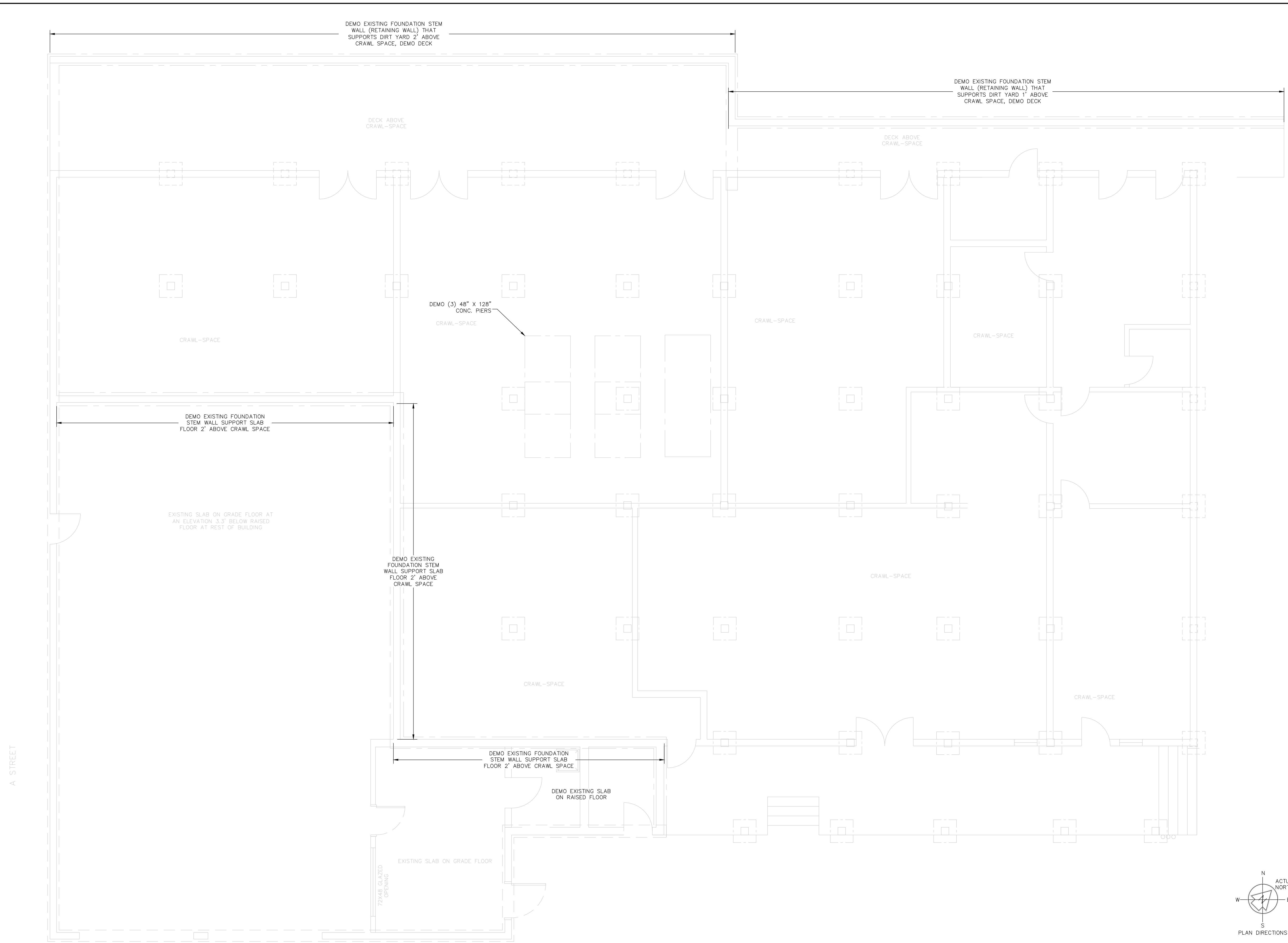
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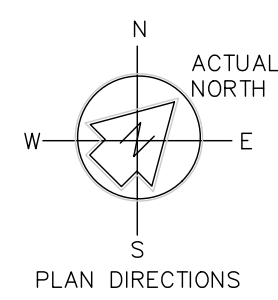
LEGEND

--- DEMO FOUNDATION

--- PRESERVE FOUNDATION

0' 1' 2' 3' 4'

1/4" = 1'



NO.	DATE	DESCRIPTION	BY

APPROVED BY:

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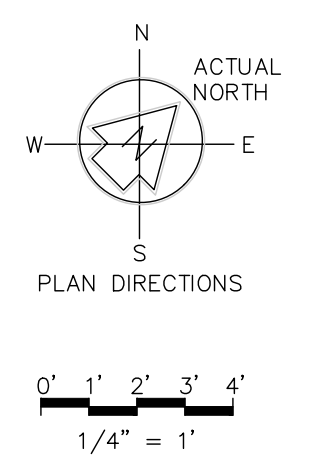
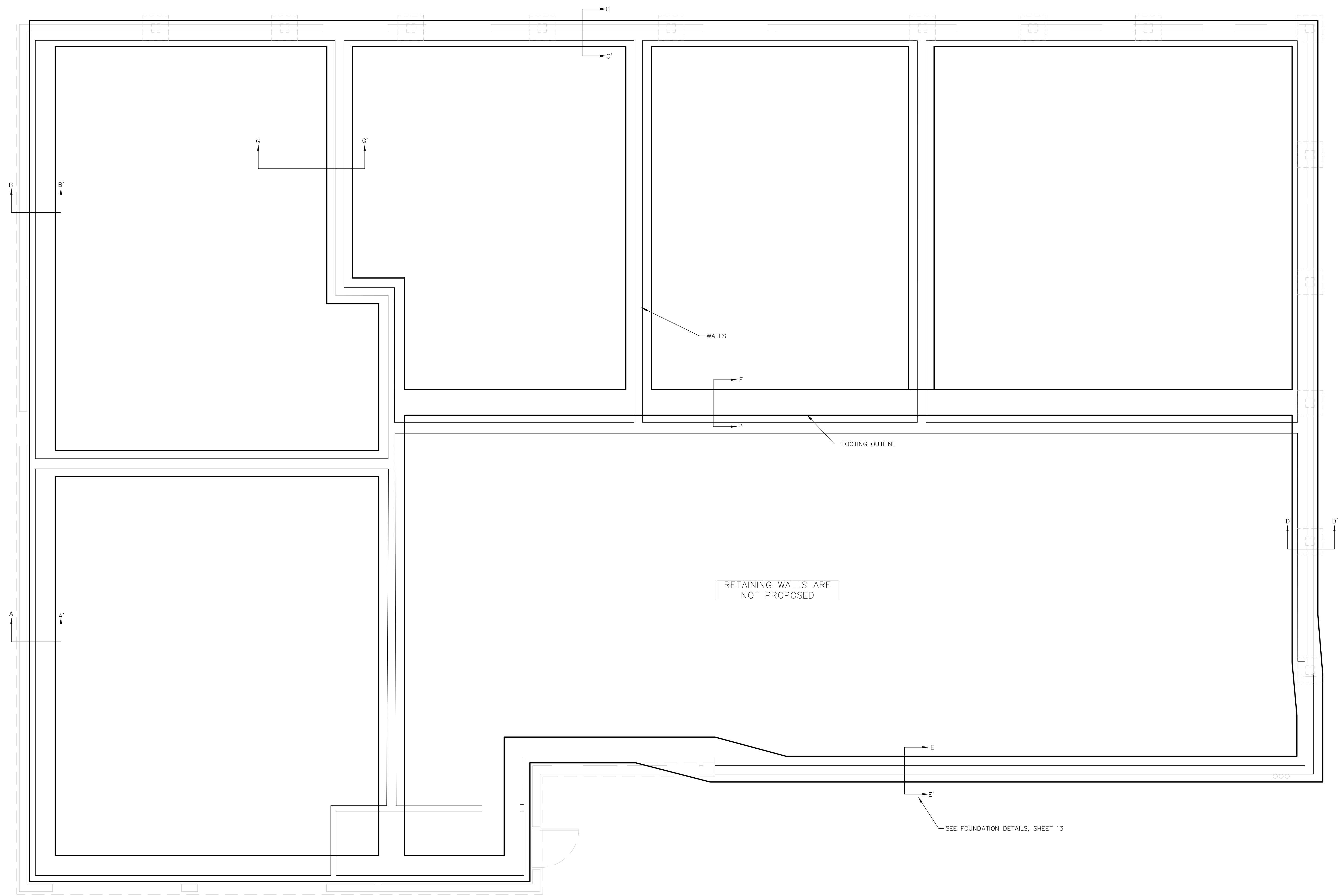
TRANS TECH CONSULTANTS

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WINDSOR, CA 95492
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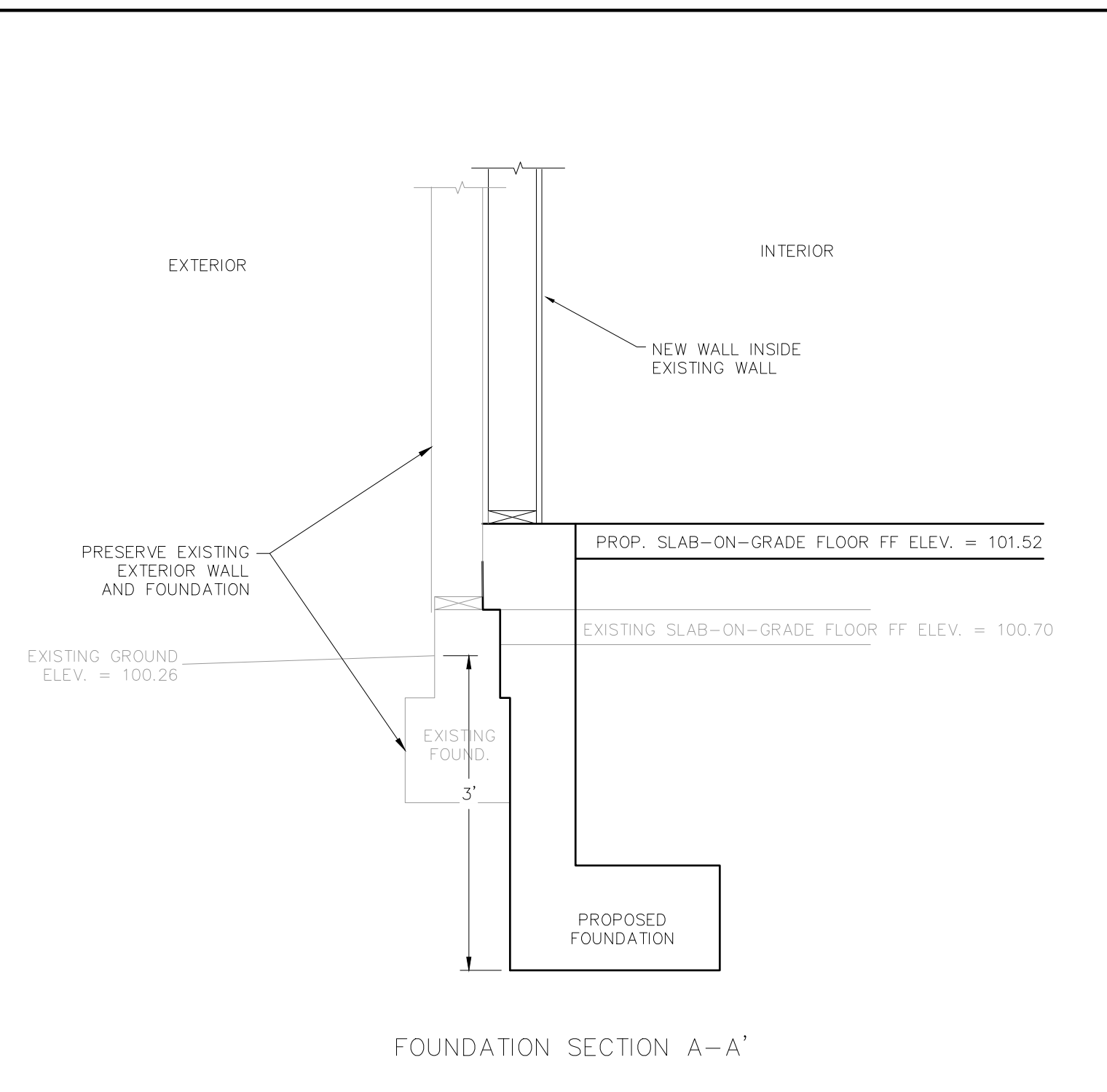
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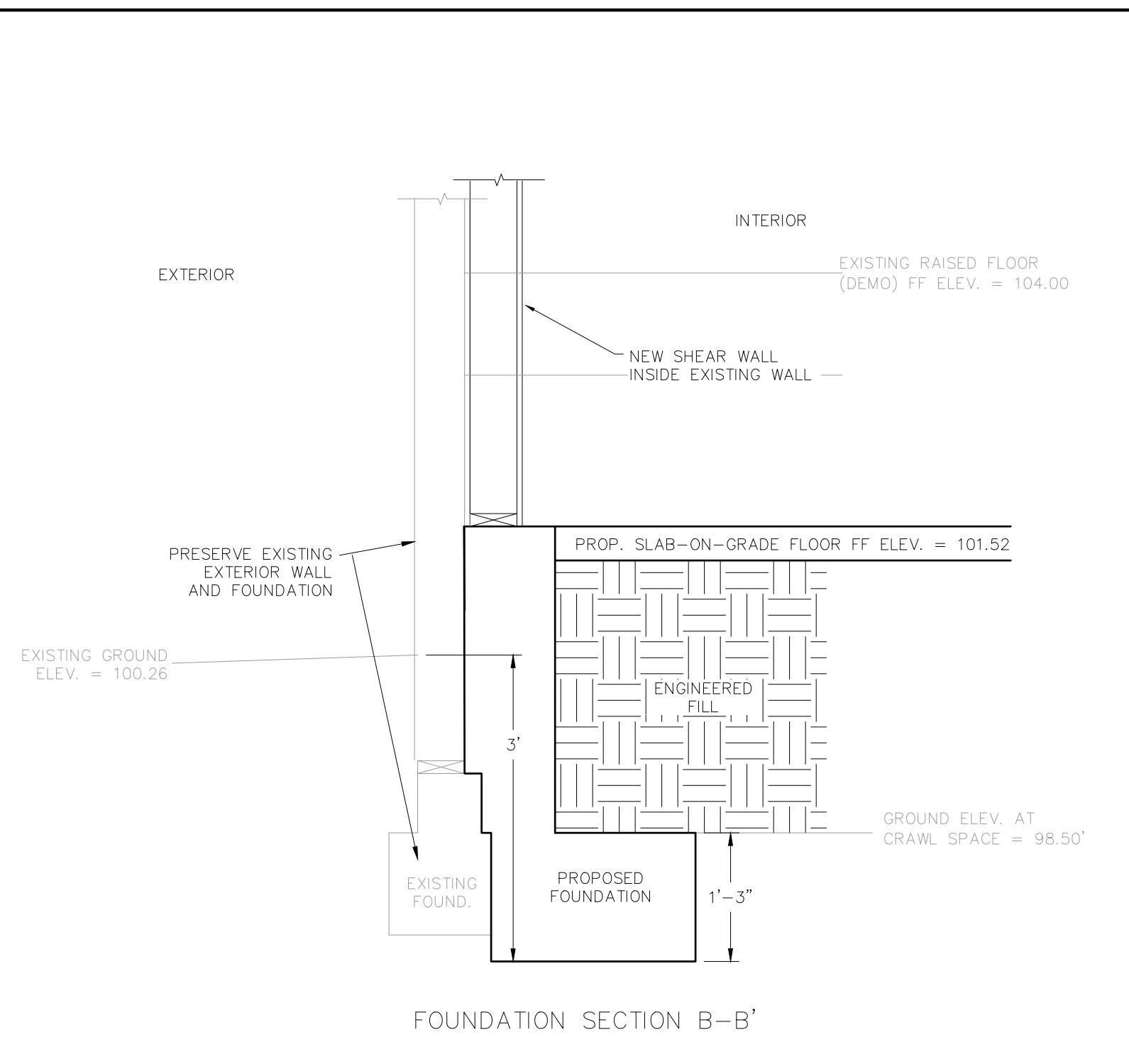
FOUNDATION PLAN

COASTAL PERMIT AND USE PERMIT POINT REYES STATION 11401 STATE ROUTE 1, POINT REYES STATION, CA 94956 APN: 119-198-03		APPROVED BY: MATTHEW E. DONOHUE R.C.E. C57219 mdonohue@transtechconsultants.com	
DATE: 1/29/2024	DRAWN: MED		
JOB#: 2823.01	SHEET 12	NO.	DATE
			DESCRIPTION
			BY
			MED

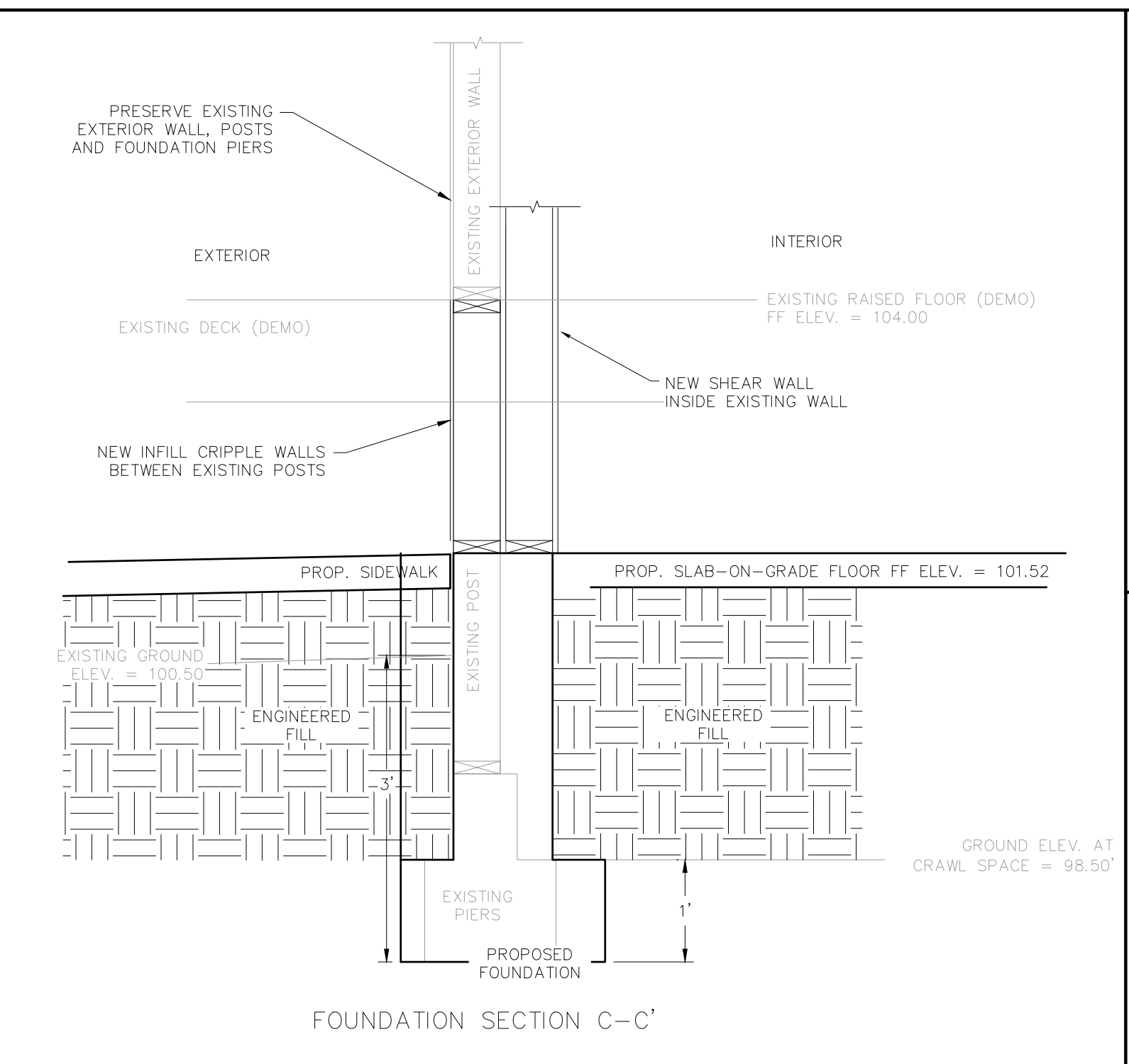
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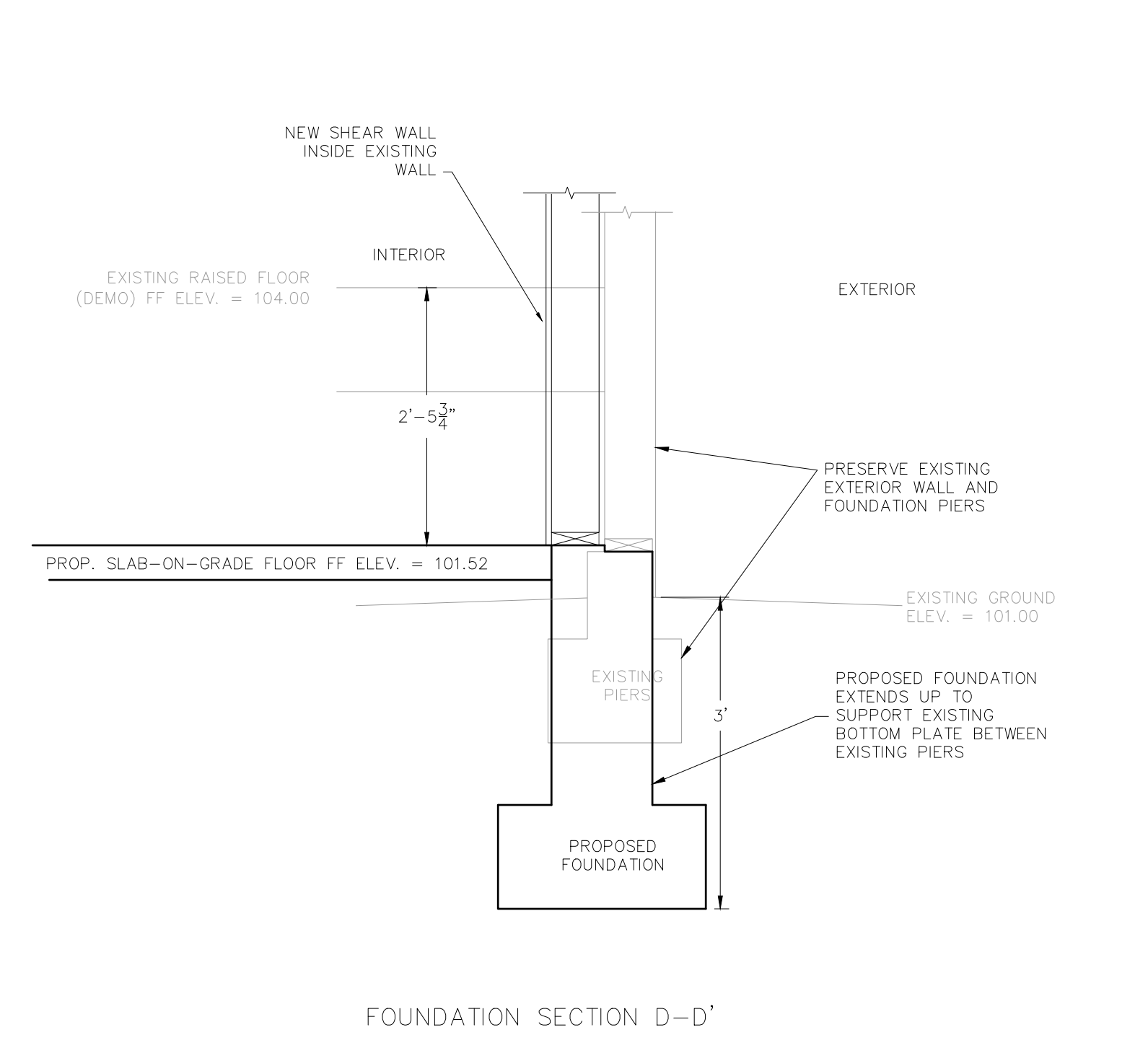
FOUNDATION SECTION A-A'



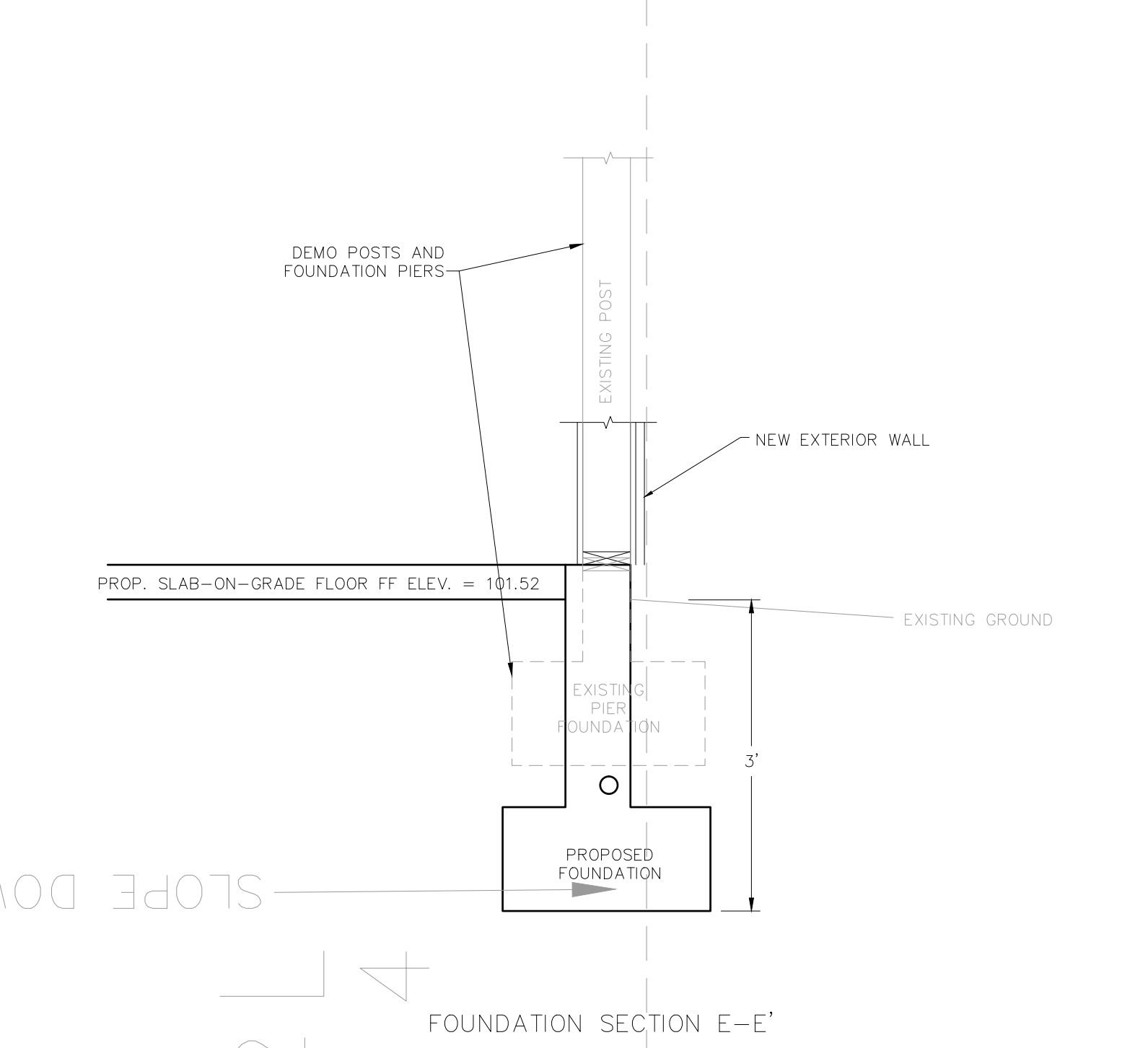
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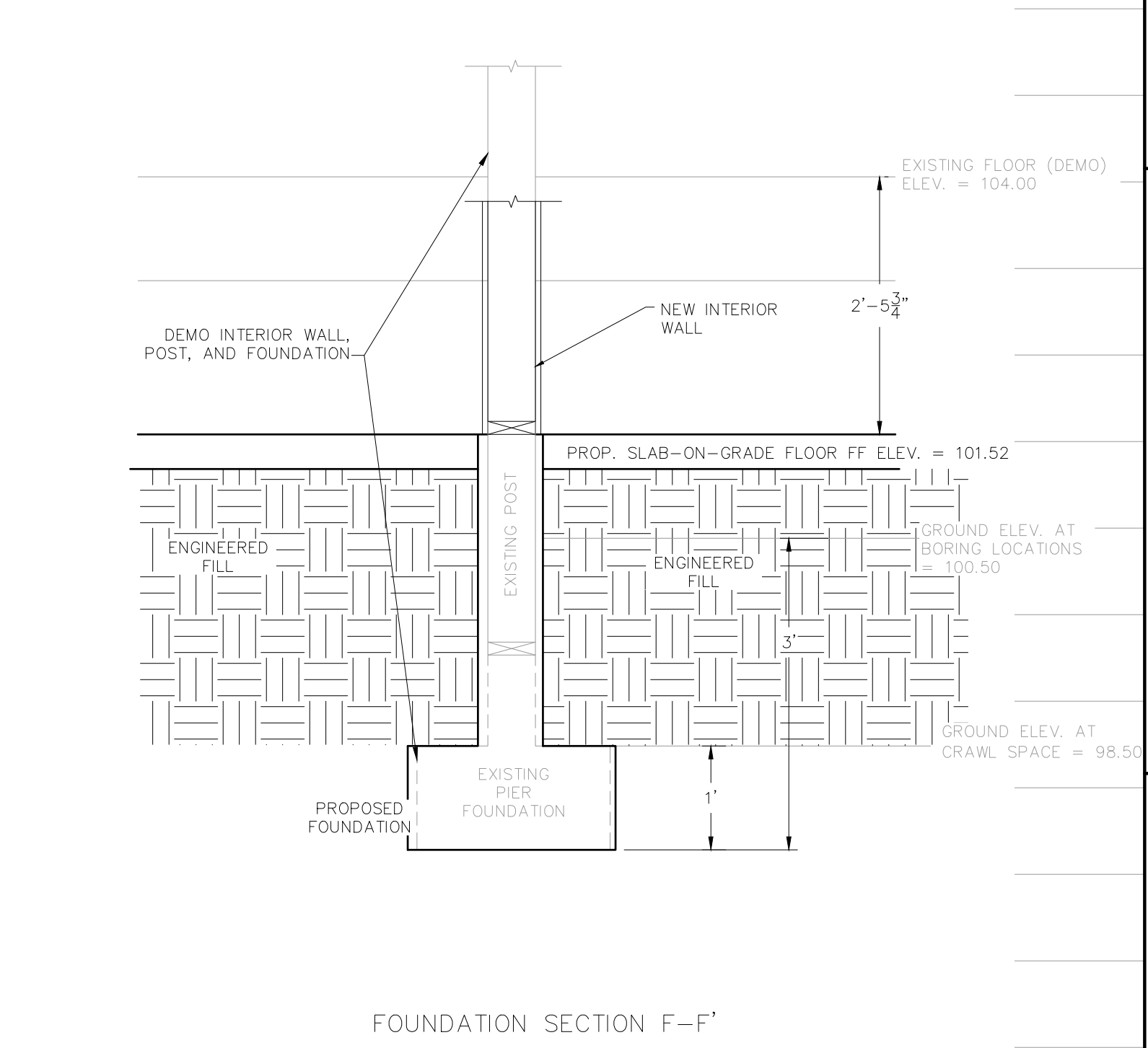
FOUNDATION SECTION C-C'



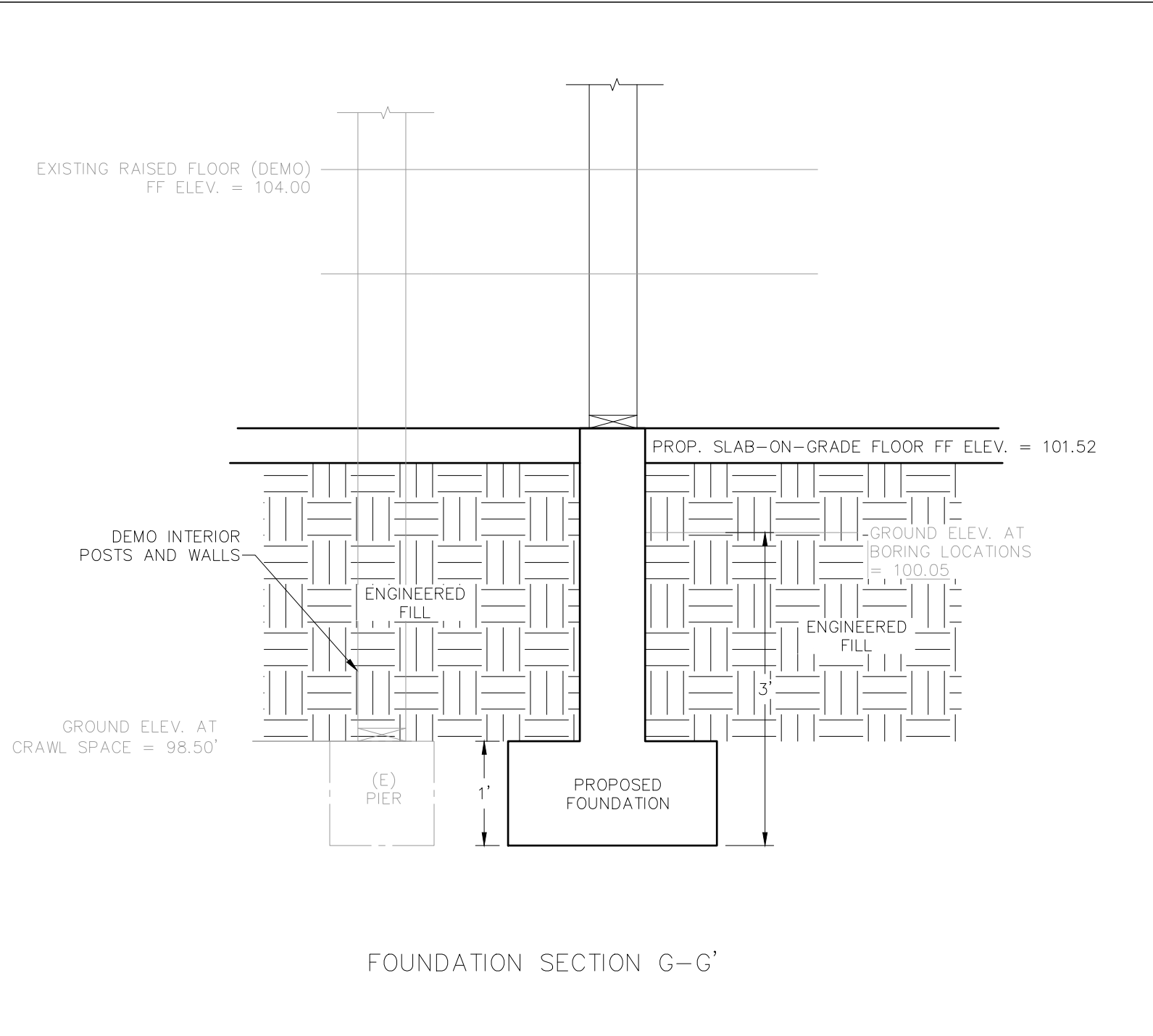
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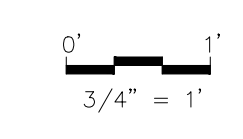
FOUNDATION SECTION E-E'



FOUNDATION SECTION F-F'



FOUNDATION SECTION G-G'



NO.	DATE	DESCRIPTION

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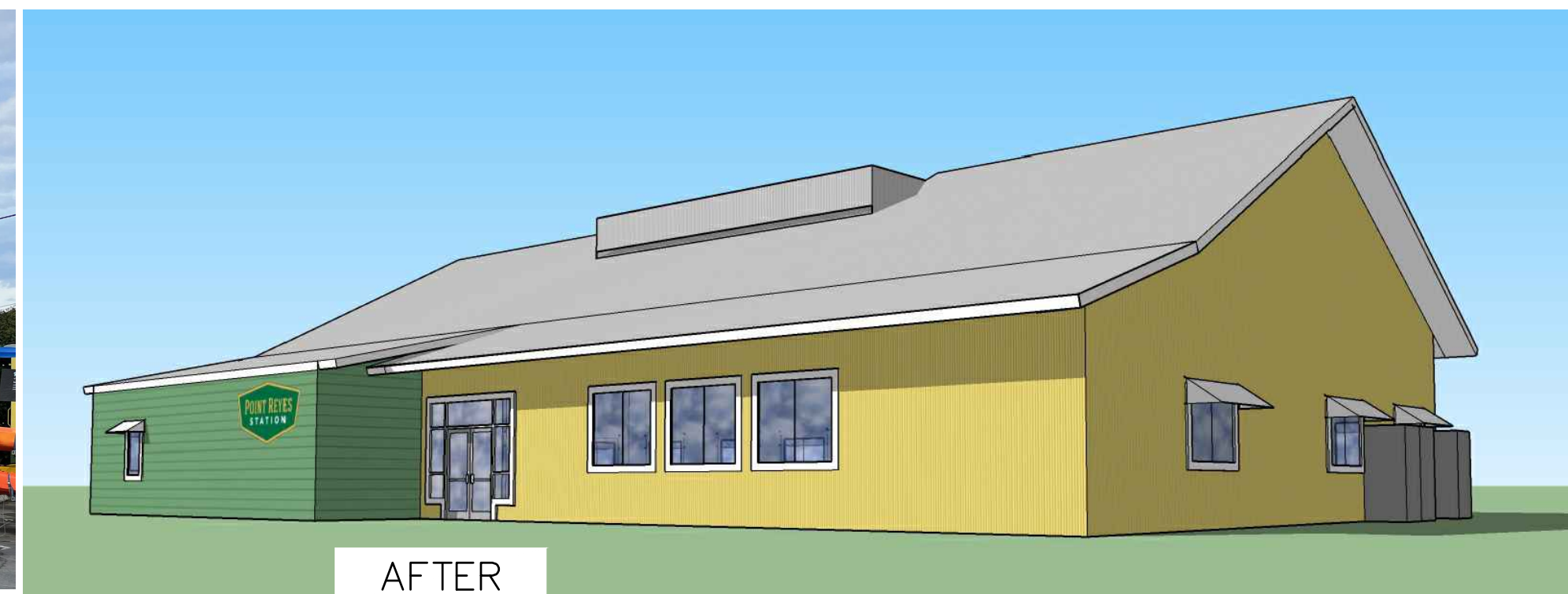
COASTAL PERMIT AND USE PERMIT
POINT REYES STATION
11401 STATE ROUTE 1, POINT REYES STATION, CA 94956
APN: 119-198-03

DATE: 1/29/2024
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BEFORE

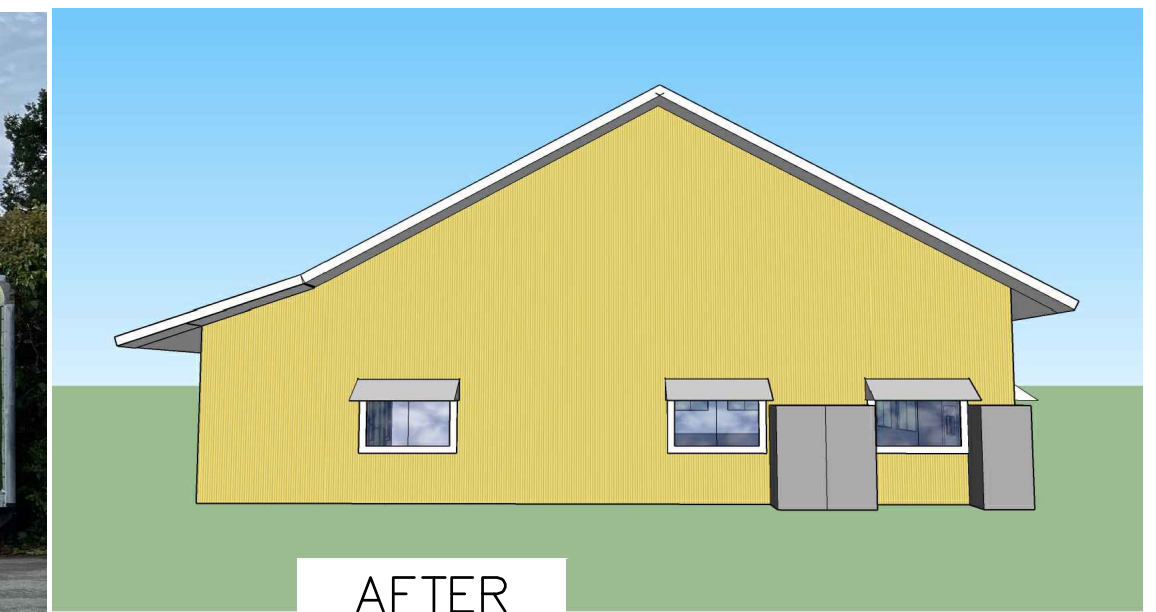


AFTER

VIEW OF PORCH FROM HWY. 1, (SOUTHEAST ELEV.)



BEFORE



AFTER

VIEW OF PORCH FROM MESA ST. (EAST ELEV.)



BEFORE

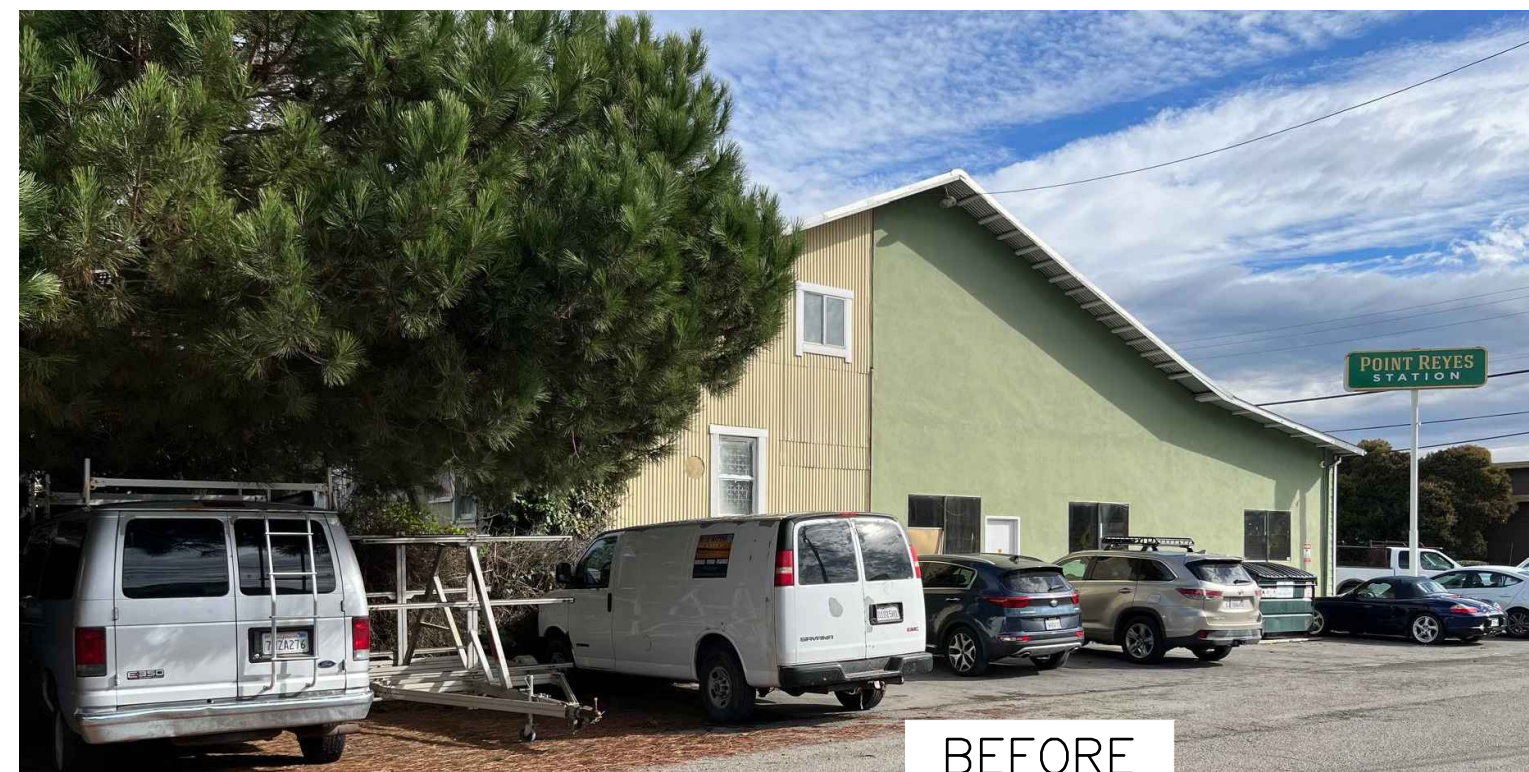


AFTER

VIEW OF REAR FROM MESA ST. (NORTHEAST ELEV.)



VIEW OF PROPOSED REAR (NORTH ELEV.)



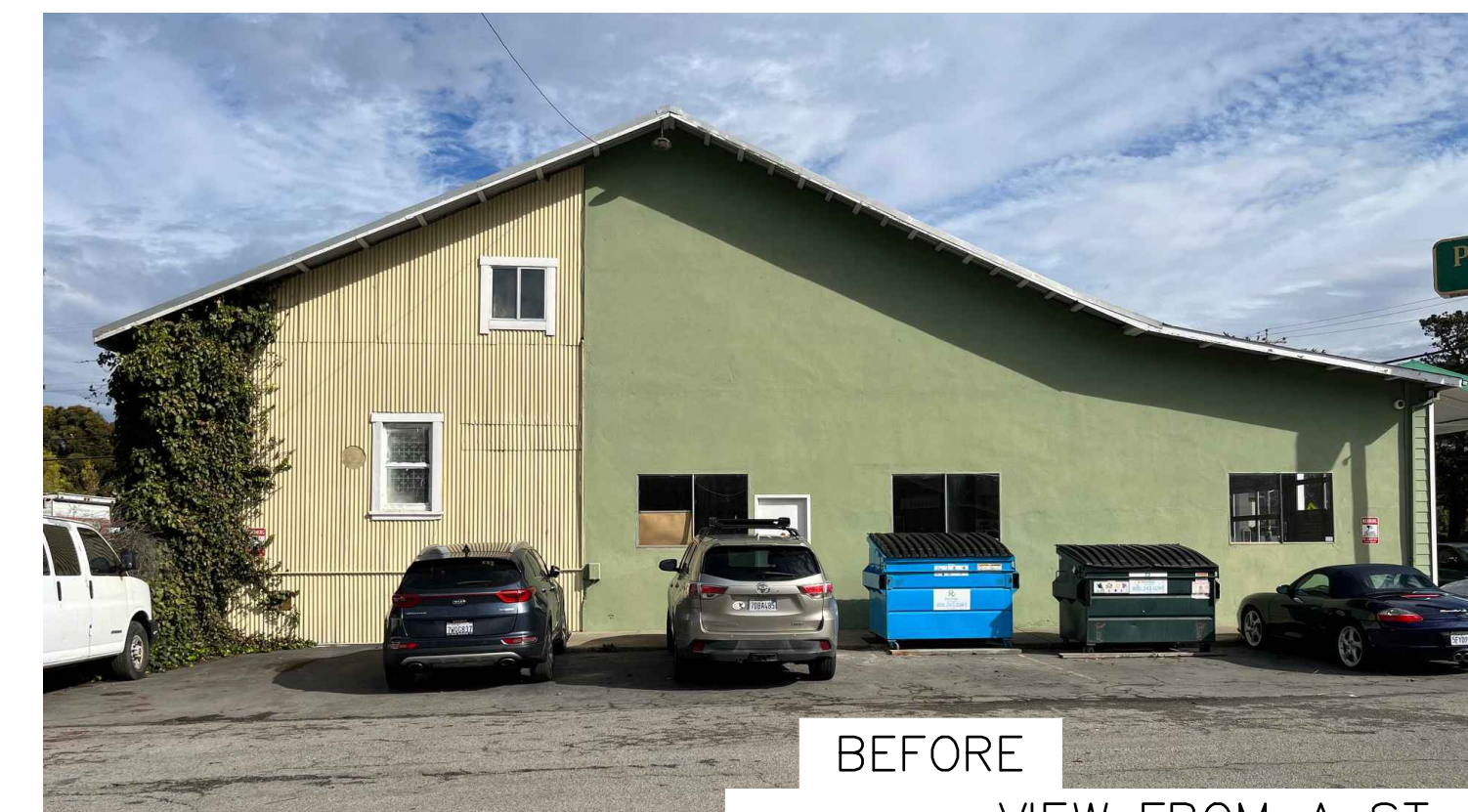
BEFORE



AFTER

POLE SIGN TO REMAIN

VIEW FROM A ST. (NORTHWEST ELEV.)



BEFORE



AFTER

VIEW FROM A ST. (WEST ELEV.)



BEFORE



AFTER

VIEW FROM A ST. (SOUTHWEST ELEV.)



BEFORE



AFTER

PUMPS TO REMAIN, NOT SHOWN FOR CLARITY

VIEW FROM HWY.1 (SOUTH ELEV.)

RENDERINGS-BEFORE AND AFTER

REVISED	NO.	DATE	DESCRIPTION

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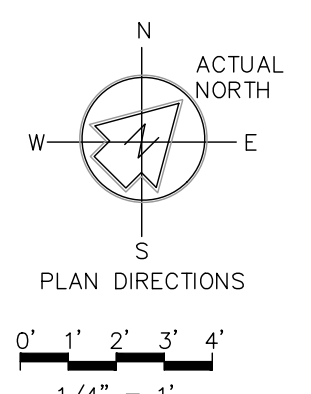
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STATE ROUTE 1

ROOF PLAN-EXISTING

NO.	DATE	DESCRIPTION	BY

APPROVED BY:

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TRANS TECH CONSULTANTS

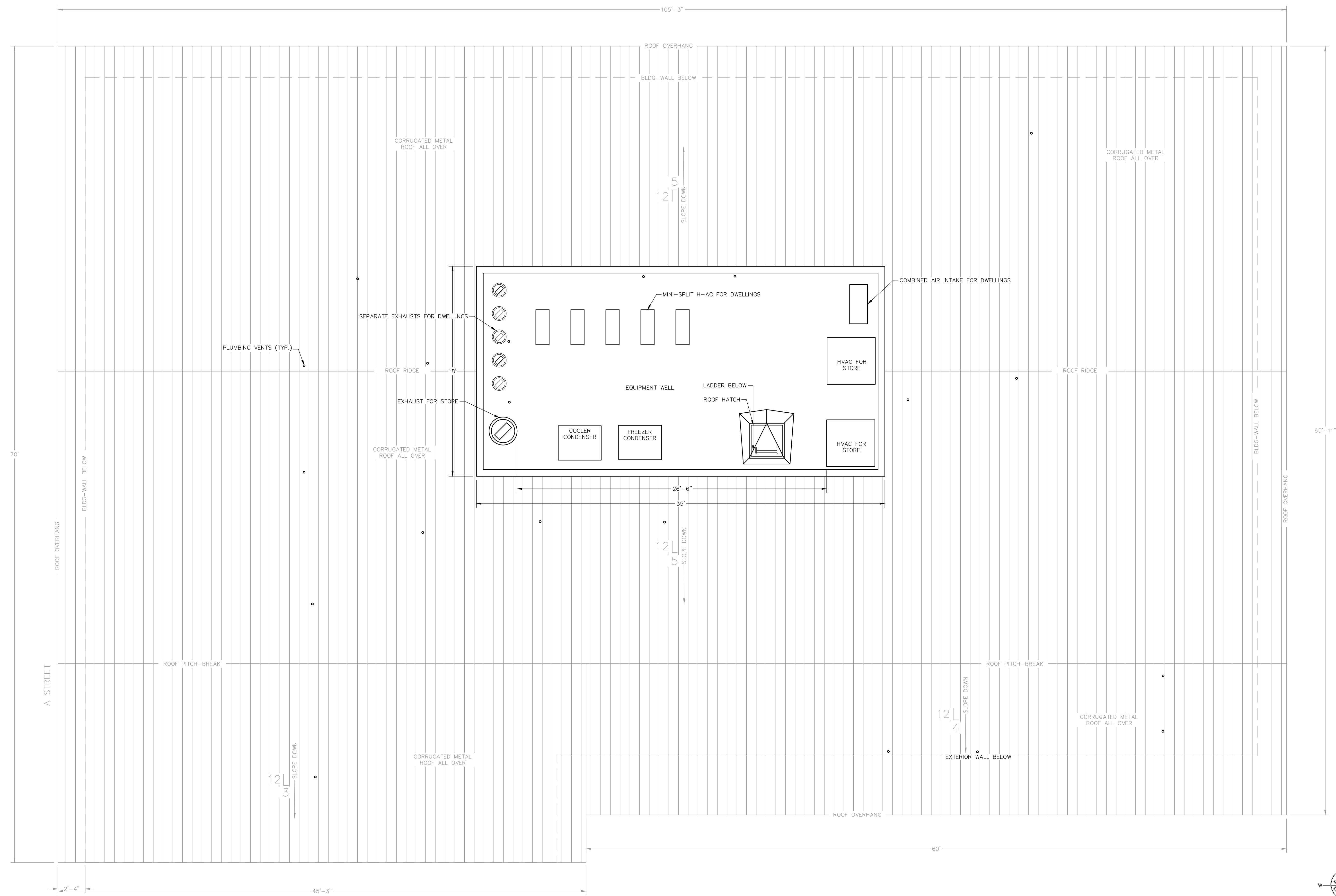
930 SHILOH RD., BLDG 44, SUITE J
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 PHONE: 707-637-8408 FAX: 707-837-7334

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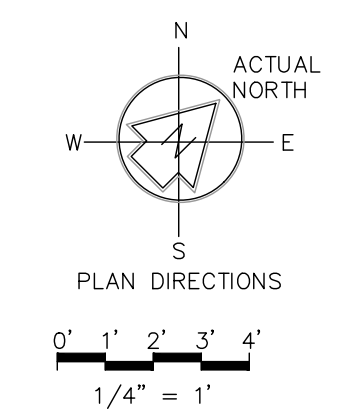
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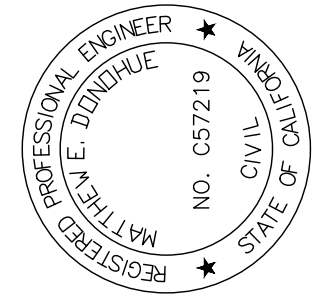
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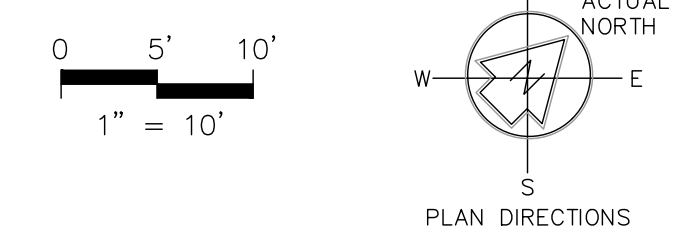
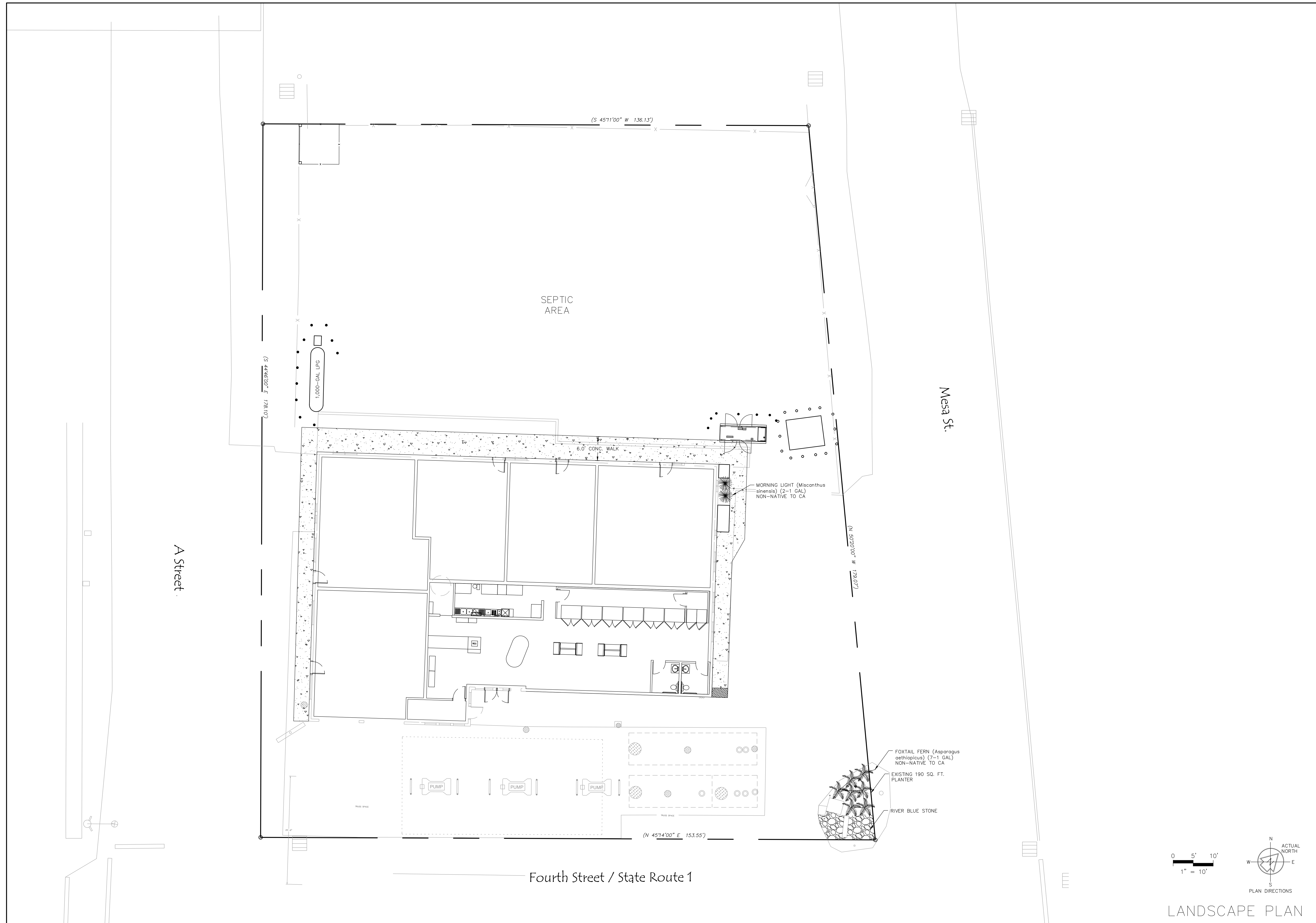
APPROVED BY:

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DATE: 1/29/2024
 DRAWN: MED
 JOB#: 2823.01
 SHEET 16

ROOF PLAN - PROPOSED



LANDSCAPE PLAN

NO.	DATE	DESCRIPTION	BY

APPROVED BY:

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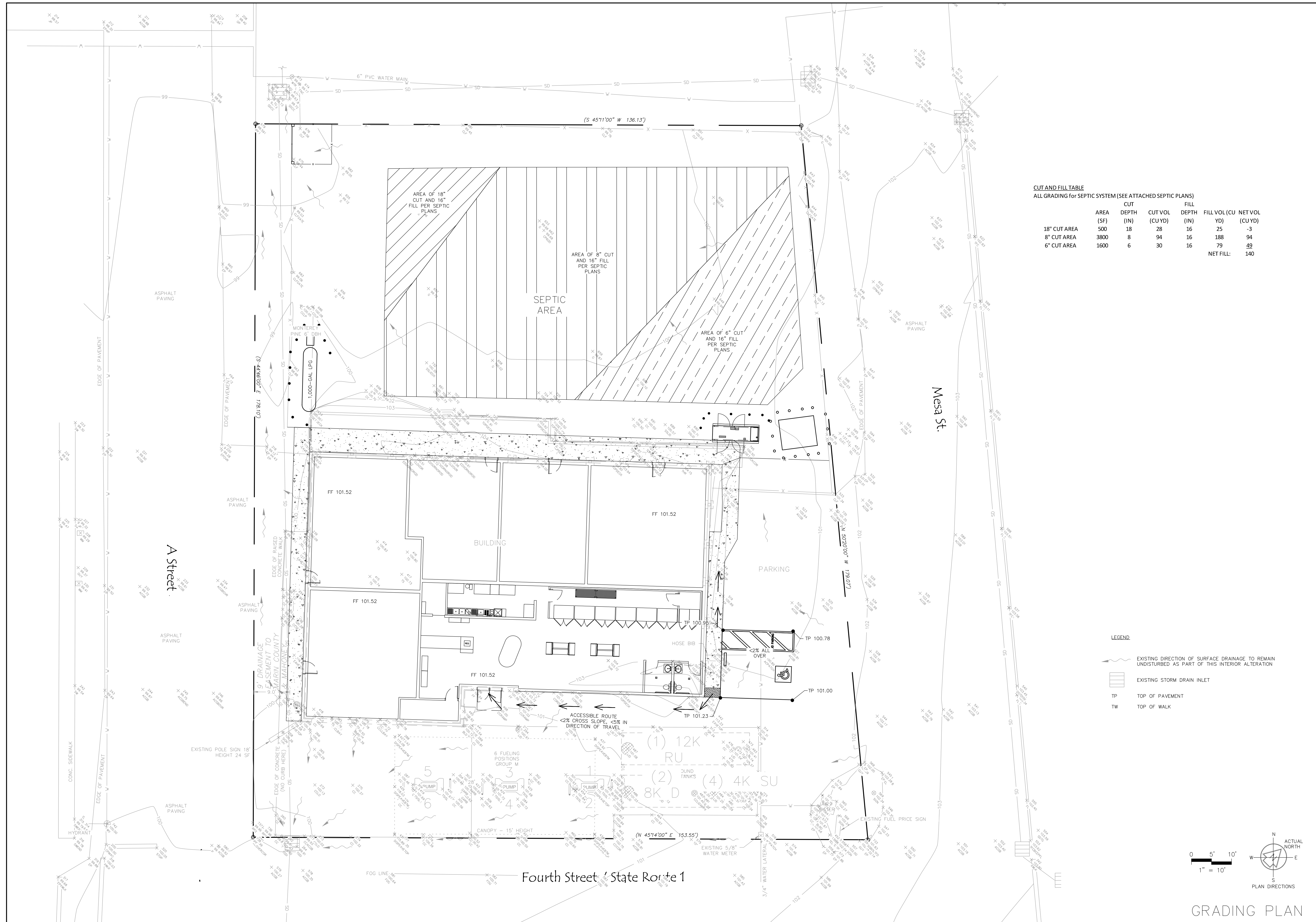
TRANS TECH CONSULTANTS

930 SHILOH RD., BLDG 44, SUITE J
WINDSOR, CA 95492
PHONE: 707-837-8408 FAX: 707-837-7334

COASTAL PERMIT AND USE PERMIT
POINT REYES STATION
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APN: 119-198-03

DATE: 1/29/2024
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JOB#: 2823.01
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L-1

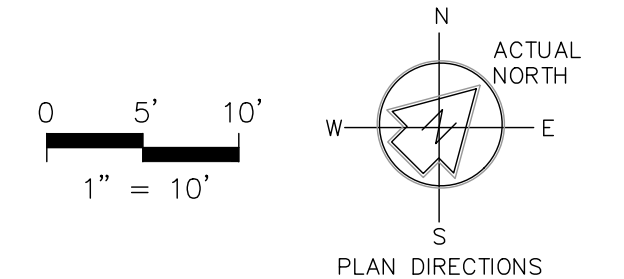
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CUT AND FILL TABLE
ALL GRADING for SEPTIC SYSTEM (SEE ATTACHED SEPTIC PLANS)

	AREA (SF)	CUT DEPTH (IN)	CUT VOL (CU YD)	FILL DEPTH (IN)	FILL VOL (CU YD)	NET VOL (CU YD)
18" CUT AREA	500	18	28	16	25	-3
8" CUT AREA	3800	8	94	16	188	94
6" CUT AREA	1600	6	30	16	79	49
					NET FILL:	140

- LEGEND**
- EXISTING DIRECTION OF SURFACE DRAINAGE TO REMAIN UNDISTURBED AS PART OF THIS INTERIOR ALTERATION
 - EXISTING STORM DRAIN INLET
 - TP TOP OF PAVEMENT
 - TW TOP OF WALK



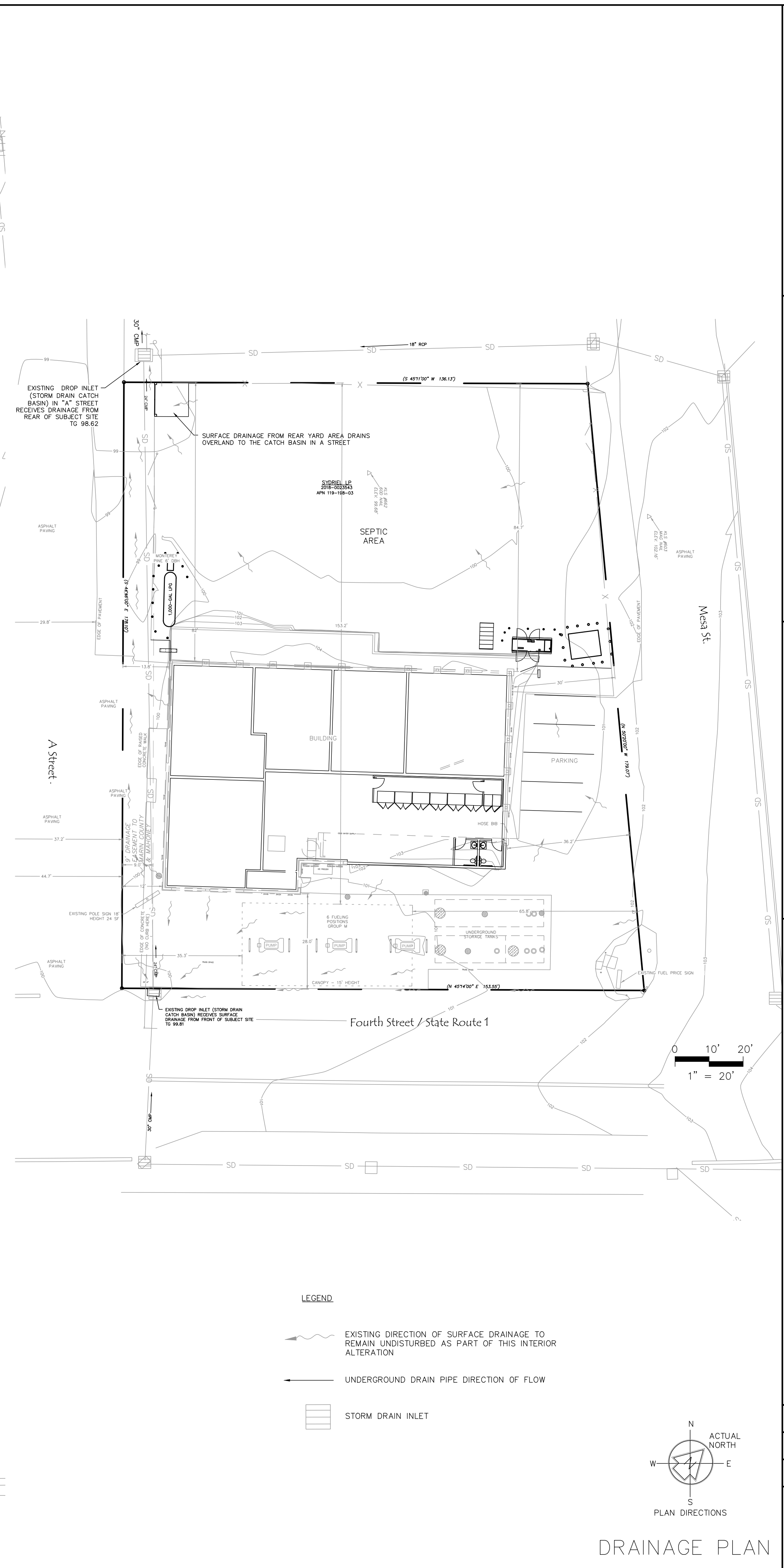
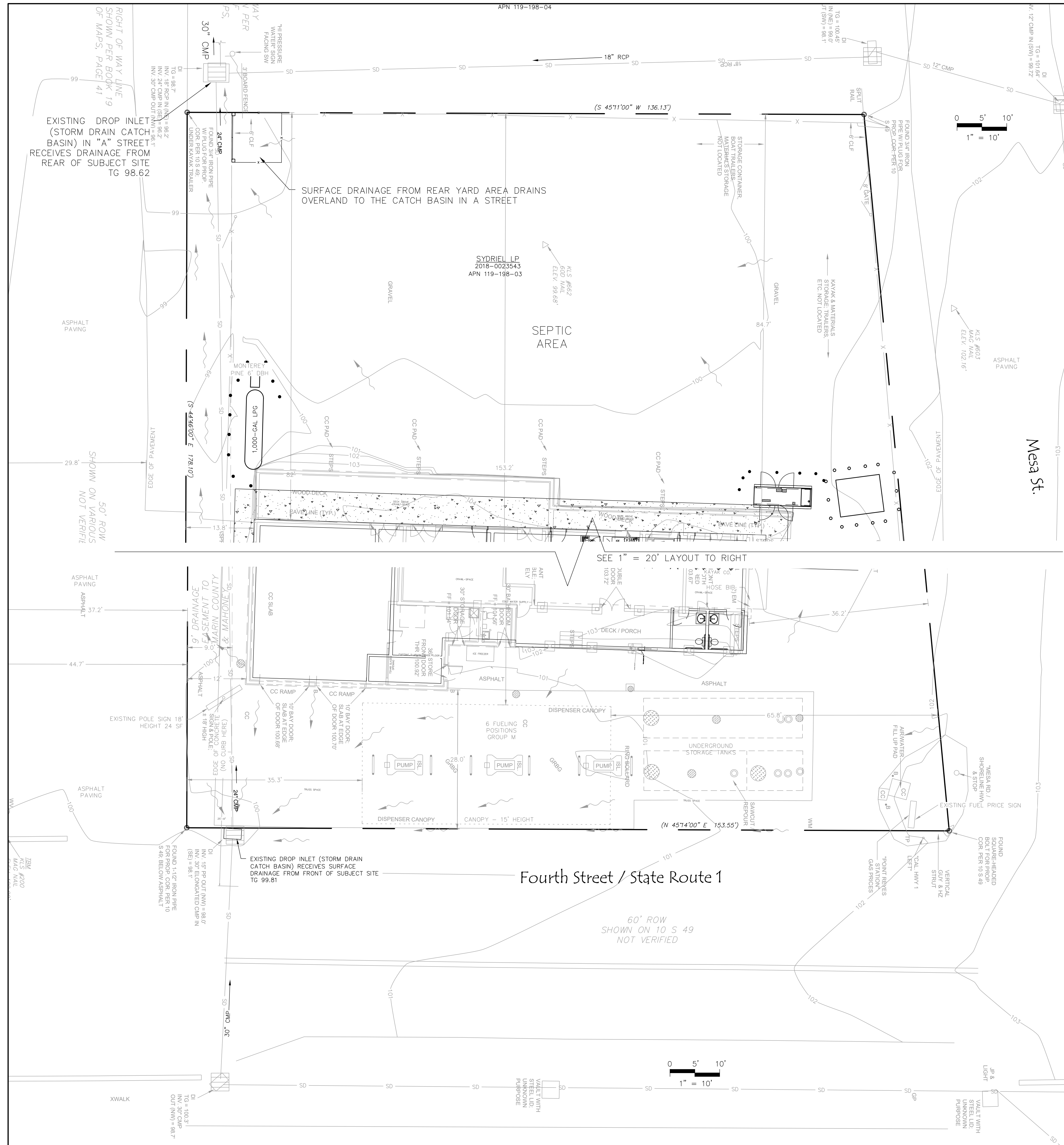
REVISED	NO.	DATE	DESCRIPTION

APPROVED BY: MATTHEW E. DONOHUE
R.C.E. C57219
mdonohue@transtechconsultants.com

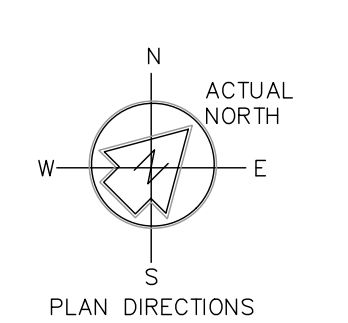
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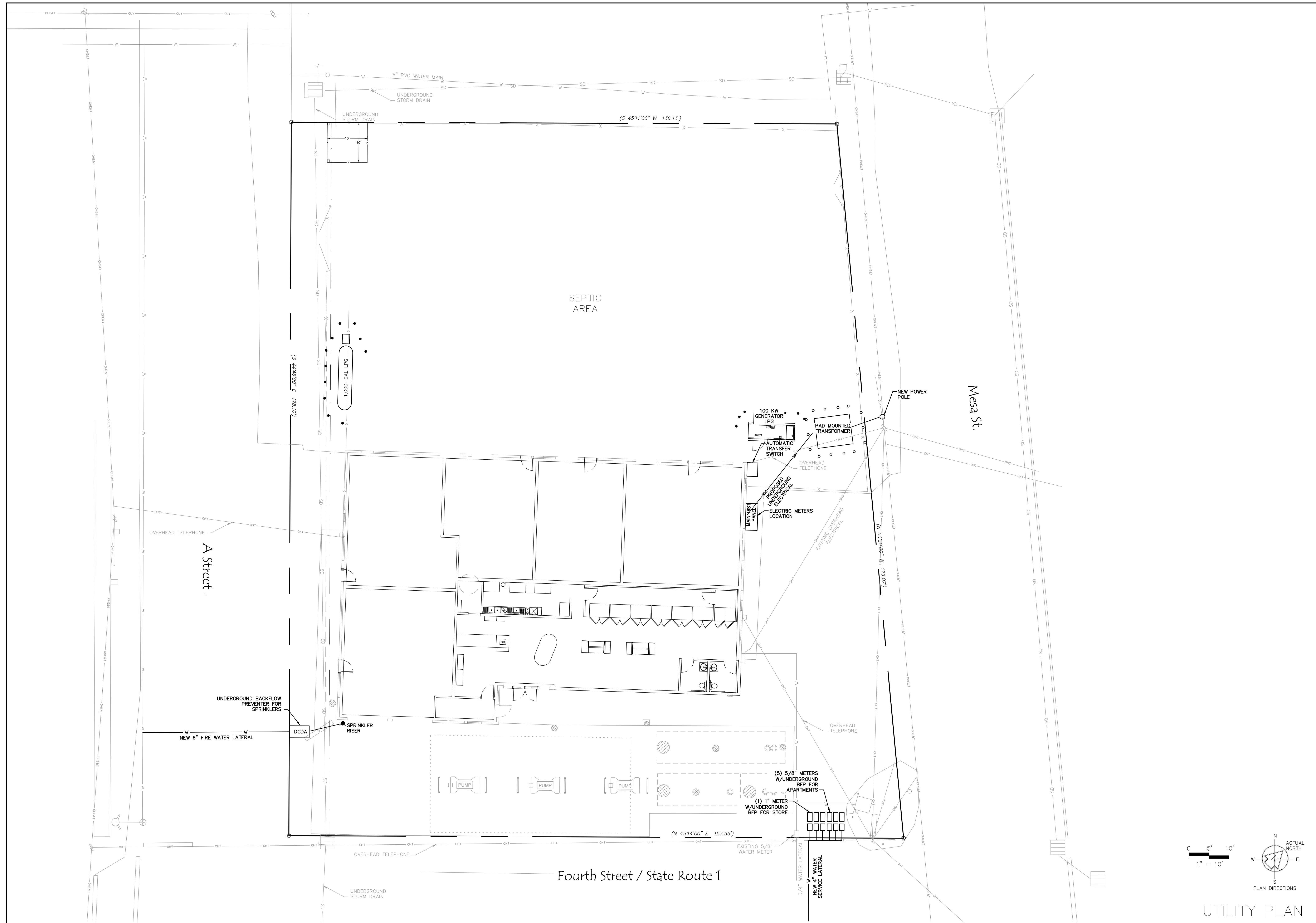
- LEGEND**
- EXISTING DIRECTION OF SURFACE DRAINAGE TO REMAIN UNDISTURBED AS PART OF THIS INTERIOR ALTERATION
 - UNDERGROUND DRAIN PIPE DIRECTION OF FLOW
 - STORM DRAIN INLET



DRAINAGE PLAN

COASTAL PERMIT AND USE PERMIT		POINT REYES STATION		DATE: 1/29/2024	
11401 STATE ROUTE 1, POINT REYES STATION, CA 94956		APN: 119-198-03		DRAWN: MED	
JOB#: 2823.01		SHEET		NO. DATE	
C-2		DESCRIPTION		BY	
APPROVED BY:		REGISTERED PROFESSIONAL ENGINEER		REVISIONS	
MATHIEW E. DONOHUE		NO. C57219		MED	
R.C.E. C57219		WINDSOR CIVIL			
mrdonohue@transtechconsultants.com		STATE OF CALIFORNIA			
TRANSTECH CONSULTANTS		930 SHILOH RD., BLDG 44, SUITE J			
		WINDSOR, CA 95492			
		PHONE: 707-837-8408 FAX: 707-837-7334			

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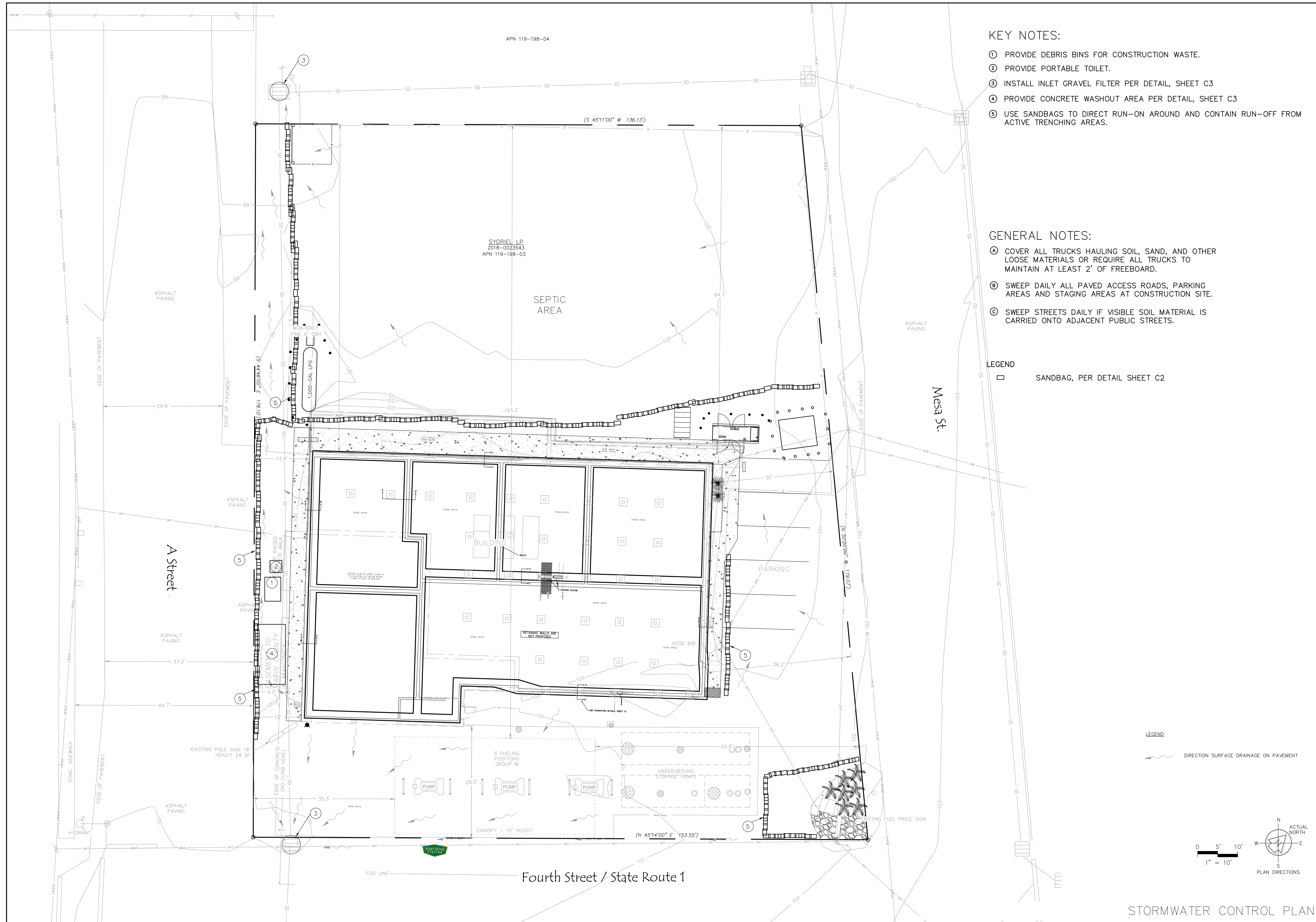
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JOB#: 2823.01
SHEET
C-3



KEY NOTES:

- ① PROVIDE DEBRIS BINS FOR CONSTRUCTION WASTE.
- ② PROVIDE PORTABLE TOILET.
- ③ INSTALL INLET GRAVEL FILTER PER DETAIL, SHEET C3
- ④ PROVIDE CONCRETE WASHOUT AREA PER DETAIL, SHEET C3
- ⑤ USE SANDBAGS TO DIRECT RUN-ON AROUND AND CONTAIN RUN-OFF FROM ACTIVE TRENCHING AREAS.

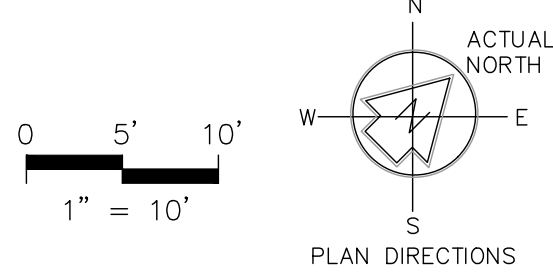
GENERAL NOTES:

- Ⓐ COVER ALL TRUCKS HAULING SOIL, SAND, AND OTHER LOOSE MATERIALS OR REQUIRE ALL TRUCKS TO MAINTAIN AT LEAST 2' OF FREEBOARD.
- Ⓑ SWEEP DAILY ALL PAVED ACCESS ROADS, PARKING AREAS AND STAGING AREAS AT CONSTRUCTION SITE.
- Ⓒ SWEEP STREETS DAILY IF VISIBLE SOIL MATERIAL IS CARRIED ONTO ADJACENT PUBLIC STREETS.

LEGEND

□ SANDBAG, PER DETAIL SHEET C2

LEGEND
 DIRECTION SURFACE DRAINAGE ON PAVEMENT



NO.	DATE	DESCRIPTION

APPROVED BY:

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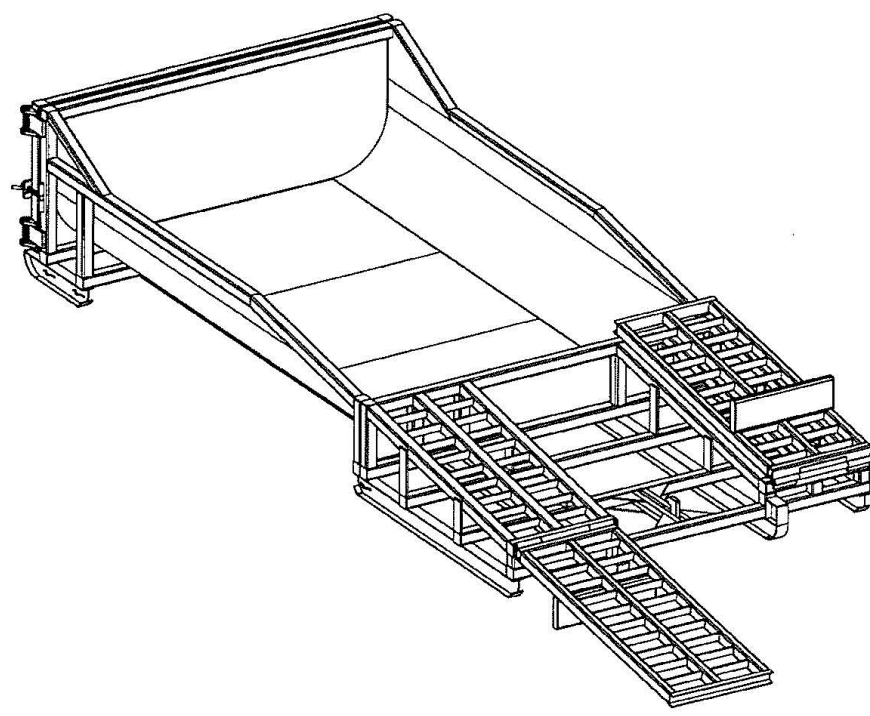
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DATE: 1/29/2024
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 JOB#: 2823.01

SHEET
C-4

PORTABLE CONCRETE WASHOUT CONTAINER



CONCRETE WASHOUT SYSTEMS

PO Box 2604
Carmichael, CA. 95609
Phone: 1.877.292.7468
Fax: 1.916.244.0403
info@concretewashout.com
www.concretewashout.com
Patent Pending

DESCRIPTION

A portable, self-contained and watertight container affixed with ramps that controls, captures and contains caustic concrete wastewater and washout material.

PURPOSE & OBJECTIVE

Allows trade personnel to easily washout concrete trucks, pumps and other equipment associated with cement on site and allows easy off site recycling of the same concrete materials and wastewater.

APPLICATION

Construction projects where concrete, stucco, mortar, grout and cement are used as a construction material or where cementitious wastewater is created.

MAINTENANCE

Inspect and clean out when ¾ full, not allowing the container to overflow.
Inspect wastewater level and request a vacuum if needed.
Inspect subcontractors to ensure that proper housekeeping measures are employed when washing out equipment.

SPECIFICATIONS

The container must be portable and temporary, watertight, equipped with ramps and have a holding capacity to accept washout from approximately 350 yards of poured concrete. A vacuum service must accompany washout container and be used by site superintendent as needed. A rampless container may be used in conjunction with a ramped container or by itself if a concrete pump is not needed. The washwater must be disposed of or treated and recycled in an environmentally safe manner and in accordance with federal, state or local regulatory guidelines.

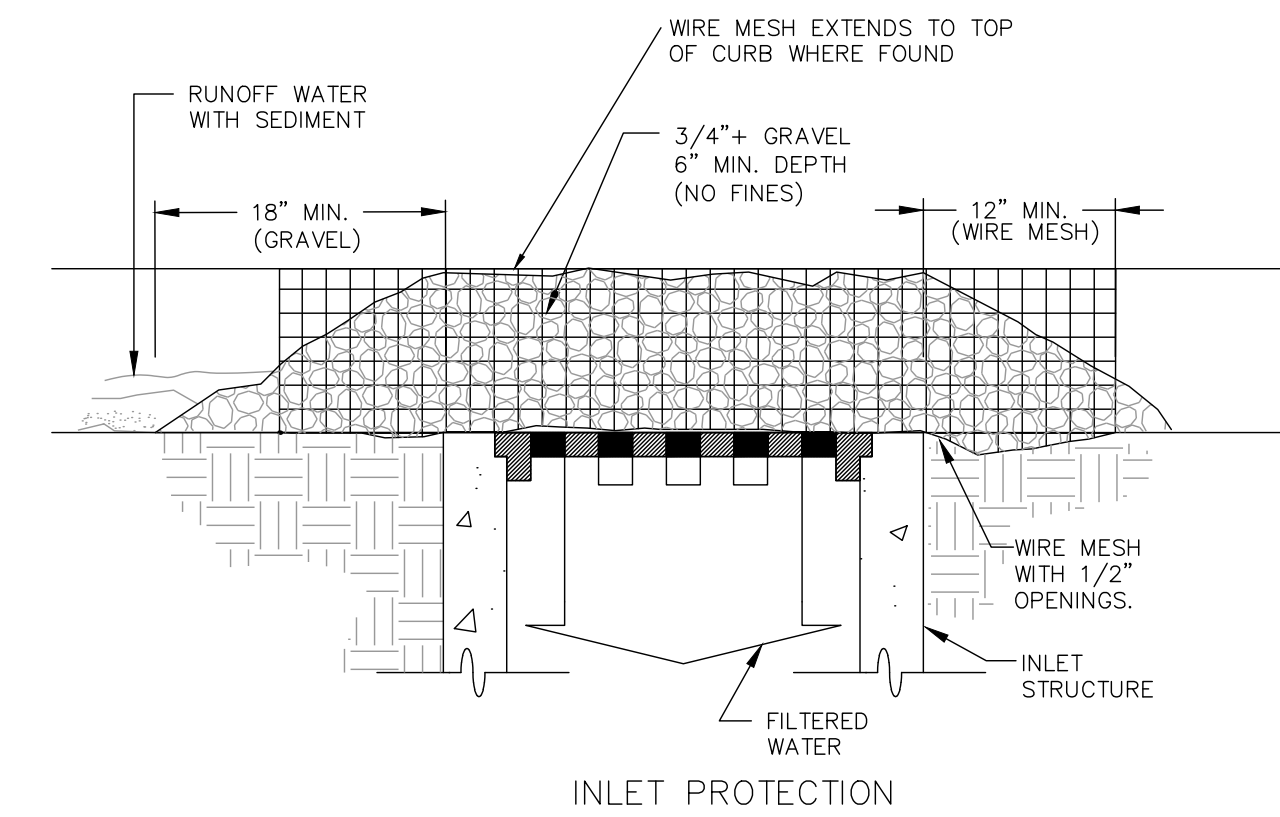
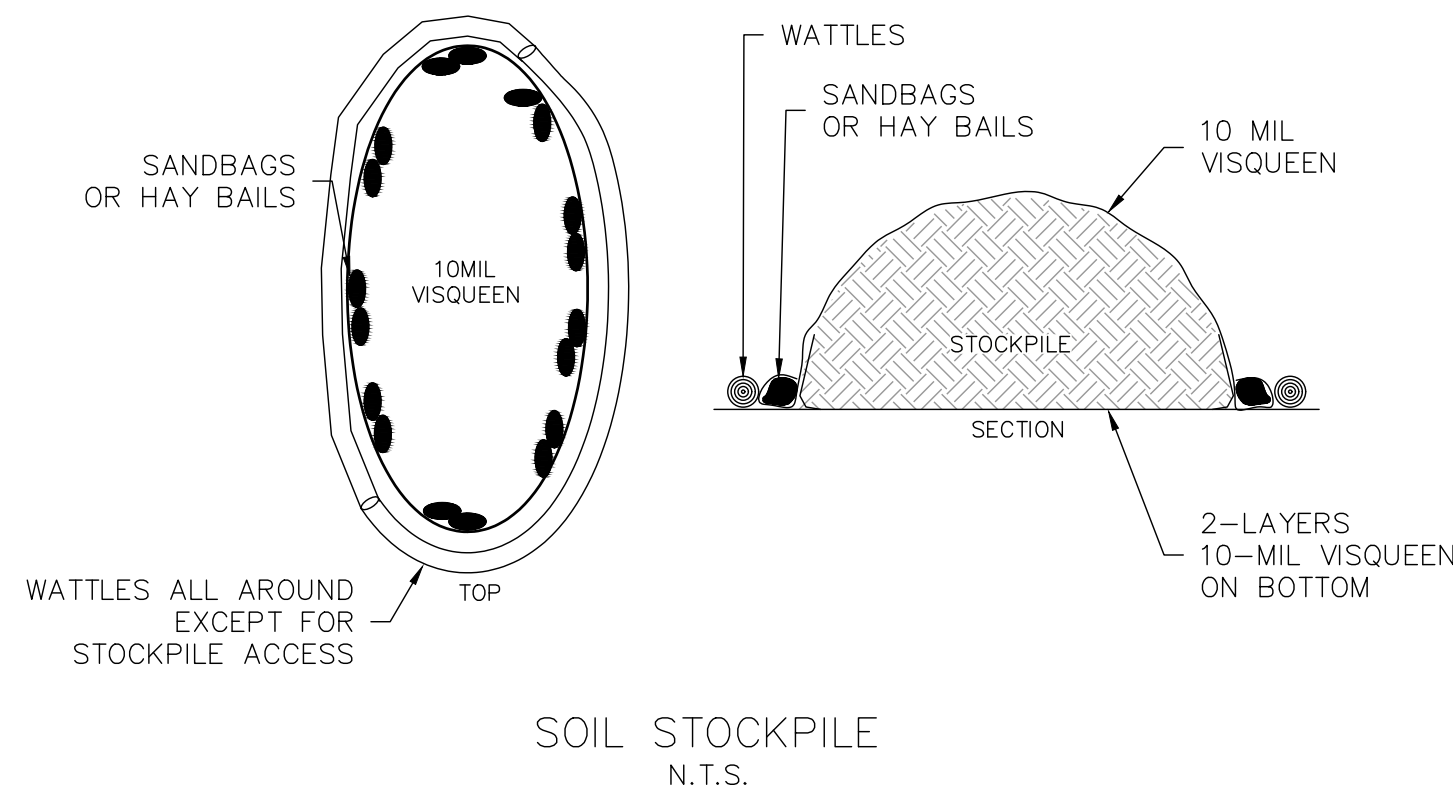
TARGETED POLLUTANTS

Caustic wastewater (high pH level near 12 units)
Suspended solids
Assorted Metals; Chromium VI, Nickel, Sulfate, Potassium, Magnesium and Calcium Compounds

NOTES:

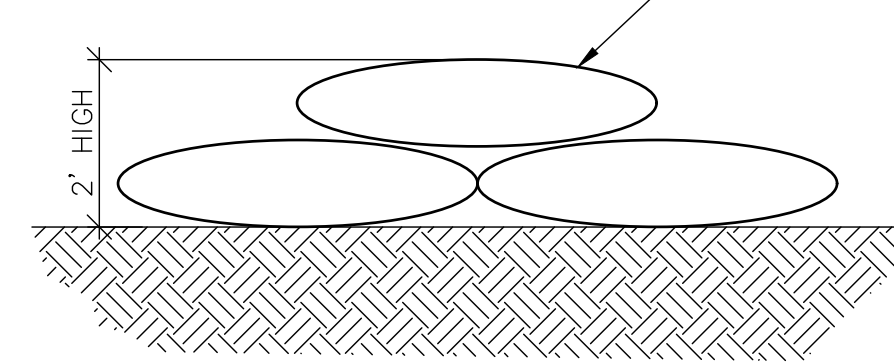
1. ACTUAL LAYOUT DETERMINED IN FIELD
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY.

CONCRETE WASHOUT AREA
N.T.S.



SANDBAGS (GRAVEL BAG)

1. **GENERAL:** SANDBAG SHALL INCLUDE PROVIDING ALL LABOR, MATERIALS, AND EQUIPMENT TO FABRICATE AND INSTALL SANDBAGS AS REQUIRED TO FACILITATE THE CONTROL OF EROSION.
2. **LOCATION:** SANDBAGS SHALL BE PLACED PER PLAN, AND IN LOCATIONS SPECIFIED BY THE COUNTY, AND IN LOCATIONS DEEMED NECESSARY BY THE CONTRACTOR.
3. **FABRICATION:** SANDBAGS SHALL BE FABRICATED USING FACTORY SEWN OR SEALED BAGS OF WOVEN POLYPROPYLENE, TREATED TO RESIST DEGRADATION BY ULTRAVIOLET LIGHT AND HAVING SUFFICIENT RESISTANCE TO TEARING TO ALLOW RELOCATION OF BAGS WITHIN SIX MONTHS OF INITIAL PLACEMENT WITH A LOSS OF NOT MORE THAN FIVE PERCENT OF THE BAGS. THE BAGS SHALL BE FILLED WITH SUBROUNDED TO ROUNDED GRAVEL LESS THAN 3/4-INCH IN DIAMETER, WITH LESS THAN FIVE PERCENT OF MATERIAL PASSING A NO. 30 SIEVE. THE FILLED BAGS SHALL HAVE THE OPEN ENDS SECURELY FASTENED PRIOR TO DELIVERY TO THE SITE.
4. **INSTALLATION:** SANDBAGS SHALL BE INSTALLED IN A MANNER TO ENTRAP SILT AND MUD, AND TO DIVERT THE FLOW OF WATER. NOTWITHSTANDING THE OTHER REQUIREMENTS OF THIS SPECIFICATION, FAILURE OF THE BAGS TO PERFORM THIS FUNCTION SHALL BE REASON TO REJECT THEIR INSTALLATION. SANDBAGS SHALL BE INSTALLED WITH THE WIDEST FACE AGAINST THE GROUND SURFACE OR THE UNDERLYING COURSE OF BAGS, AND PRESSED IN PLACE TO CONFORM TO THE UNDERLYING SURFACE. THE BAGS SHALL BE PLACED WITH THE TIED ENDS IN THE "UPHILL" OR "UPSTREAM" DIRECTION, BEGINNING AT THE LOWEST OR MOST DOWNSTREAM BAG. TIED ENDS WILL BE TUCKED UNDER BAG. SUBSEQUENT BAGS WITHIN ONE COURSE OF BAGS SHALL BE PLACED SO AS TO REST UPON THE TIED END OF THE PREVIOUSLY PLACED BAG, WITH NOT LESS THAN 10 PERCENT OF THE BAG IN CONTACT WITH THE PREVIOUS BAG, AND NOT MORE THAN 20 PERCENT IN CONTACT. SUBSEQUENT COURSES OF BAGS SHALL BE PLACED AS DESCRIBED PREVIOUSLY, WITH THE MID-POINT OF THE BAGS STRADDLING THE JOINTS OF BAGS IN THE UNDERLYING ROW. CONSTRUCTION OF A SANDBAG BERM PERPENDICULAR TO THE DIRECTION OF FLOW SHALL INCORPORATE BAGS PLACED IN A "PYRAMID" CONFIGURATION, WITH ALL INDIVIDUAL BAGS ORIENTED PERPENDICULAR TO THE DIRECTION OF FLOW. THE BERM SHALL BE CONSTRUCTED WITH A SPECIFIED NUMBER OF ROWS AT THE BOTTOM (IN CONTACT WITH THE GROUND), WITH SUCCESSIVELY FEWER ROWS IN EACH OVERLYING COURSE. THE UPSTREAM AND DOWNSTREAM FACES OF THE BERM SHALL BE NO STEEPER THAN 1 1/2 FEET HORIZONTAL TO 1 VERTICAL. DAMAGE WHICH COULD FORESEEABLY BE PREVENTED BY PROPER SANDBAG INSTALLATION SHALL BE THE CONTRACTOR'S RESPONSIBILITY.



SAND BAG (GRAVEL) INSTALLATION
N.T.S.

BEST MANAGEMENT PRACTICES

THE FOLLOWING BMPs AS OUTLINED IN, BUT NOT LIMITED TO, THE BEST MANAGEMENT PRACTICE HANDBOOK, CALIFORNIA STORMWATER QUALITY TASK FORCE 2009, OR THE LATEST REVISED EDITION, MAY APPLY DURING THE CONSTRUCTION OF THIS PROJECT (ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY COUNTY INSPECTORS):

- CA001 – DEWATERING OPERATIONS
- CA002 – PAVING OPERATIONS
- CA003 – STRUCTURE CONSTRUCTION AND PAINTING
- CA010 – MATERIAL DELIVERY AND STORAGE
- CA011 – MATERIAL USE
- CA020 – SOLID WASTE MANAGEMENT
- CA021 – HAZARDOUS WASTE MANAGEMENT
- CA022 – CONTAMINATED SOILS MANAGEMENT
- CA023 – CONCRETE WASTE MANAGEMENT
- CA030 – VEHICLE AND EQUIPMENT CLEANING
- CA031 – VEHICLE AND EQUIPMENT FUELING
- CA032 – VEHICLE AND EQUIPMENT MAINTENANCE
- CA040 – EMPLOYEE/SUBCONTRACTOR TRAINING
- ESC01 – SCHEDULING
- ESC02 – PRESERVATION OF EXISTING VEGETATION
- ESC10 – SEEDING AND PLANTING
- ESC11 – MULCHING
- ESC20 – GEOTEXTILES AND MATS
- ESC21 – DUST CONTROLS
- ESC22 – TEMPORARY STREAM CROSSING
- ESC23 – CONSTRUCTION ROAD STABILIZATION
- ESC24 – STABILIZED CONSTRUCTION ENTRANCE
- ESC30 – EARTH DIKE
- ESC31 – TEMPORARY DRAINS AND SWALES
- ESC32 – SLOPE DRAIN
- ESC40 – OUTLET PROTECTION
- ESC41 – CHECK DAMS
- ESC42 – ROUGHENING/TERRACING SLOPE
- ESC50 – SILT FENCE
- ESC51 – STRAW BALE BARRIERS
- ESC52 – SAND BAG BARRIER
- ESC53 – BRUSH OR ROCK FILTER
- ESC54 – STORM DRAIN INLET PROTECTION
- ESC55 – SEDIMENT TRAP
- ESC56 – SEDIMENT BASIN

IN CASE OF EMERGENCY CALL 911

A STANDBY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON. NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF TEMPORARY DEVICES OR TO REPAIR ANY DAMAGED EROSION CONTROL MEASURES WHEN RAIN IS IMMINENT.

ALL REMOVABLE PROTECTIVE DEVICES SHOWN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY.

AFTER A RAINSTORM, ALL SILT AND DEBRIS SHALL BE REMOVED FROM SANDBAGS.

ALL EXISTING DRAINAGE COURSES ON THE PROJECT SITE MUST CONTINUE TO FUNCTION, ESPECIALLY DURING STORM CONDITIONS. PROTECTIVE MEASURES AND TEMPORARY DRAINAGE PROVISIONS MUST BE USED TO PROTECT ADJOINING PROPERTIES DURING CONSTRUCTION.

REVISIONS	NO.	DATE	DESCRIPTION

APPROVED BY:

MATTHEW E. DONOHUE
REGISTERED PROFESSIONAL ENGINEER
NO. C57219
CIVIL
STATE OF CALIFORNIA

MATTHEW E. DONOHUE
R.C.E. C57219
mdonohue@transtechconsultants.com

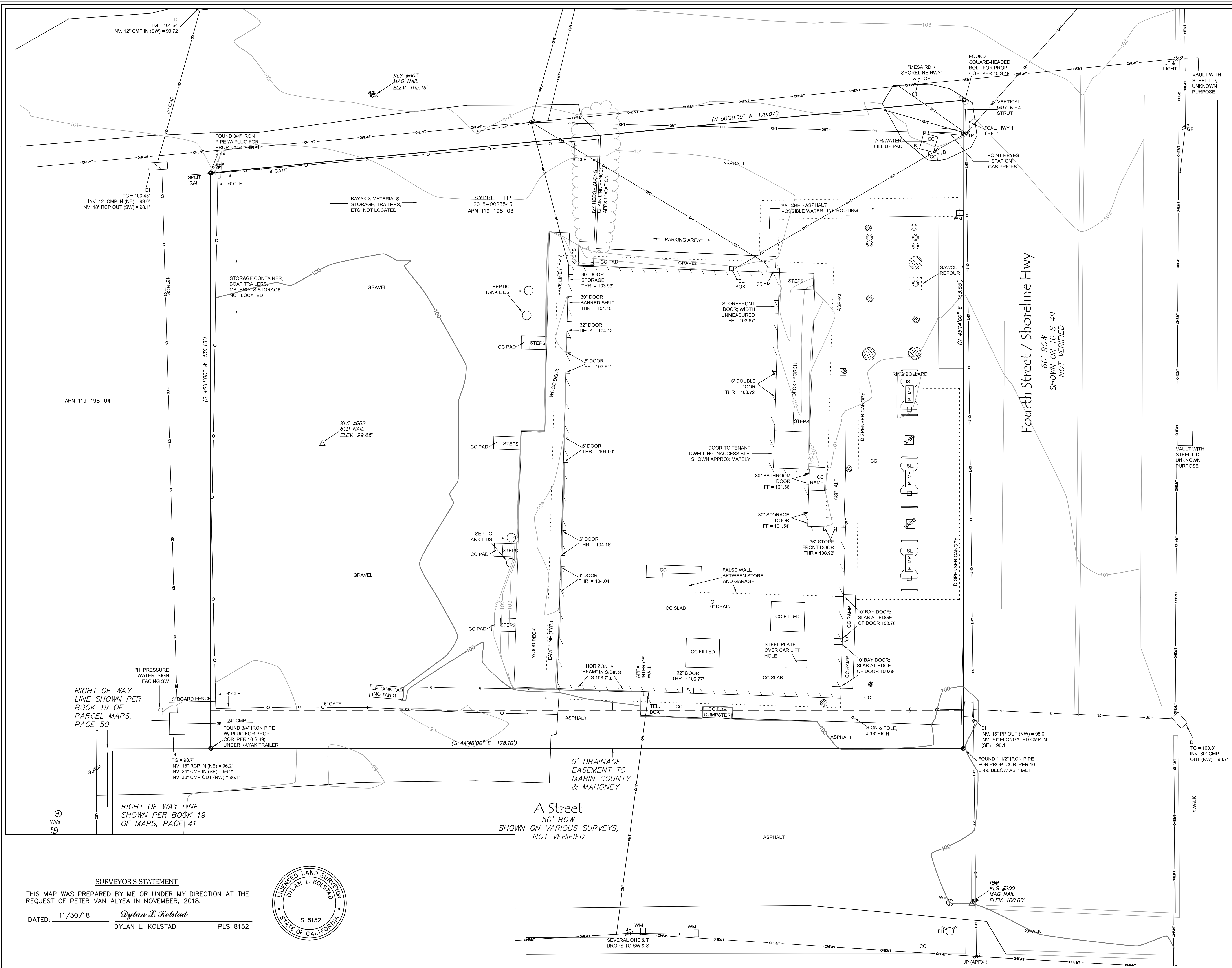
TRANS TECH CONSULTANTS

930 SHILOH RD., BLDG 44, SUITE J
WINDSOR, CA 95492
PHONE: 707-837-8408 FAX: 707-837-7334

COASTAL PERMIT AND USE PERMIT
POINT REYES STATION
11401 STATE ROUTE 1, POINT REYES STATION, CA 94956
APN: 119-198-03

DATE: 1/29/2024
DRAWN: MED
JOB#: 2823.01
SHEET
C-5

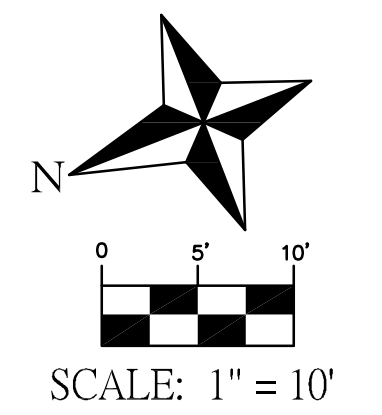
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- SURVEY NOTES:**
1. THIS MAP WAS PREPARED BASED ON FIELD SURVEY BY THIS OFFICE IN JULY, 2018.
 2. BOUNDARY LINES SHOWN ARE BASED ON FOUND MONUMENTS SHOWN ON BOOK 10 OF SURVEYS, PAGE 49, MARIN COUNTY RECORDS.
 3. EASEMENTS OF RECORD ENCUMBERING THE PROPERTY ARE SHOWN, ONLY AS INDICATED BY PRELIMINARY TITLE REPORT PREPARED BY FIDELITY NATIONAL TITLE COMPANY, DATED APRIL 11, 2018, NUMBER FSXN-9041800045.
 4. ELEVATIONS ARE ON AN ASSUMED ON-SITE DATUM, HOLDING AN ELEVATION OF 100.00' ON KLS CONTROL POINT #200 AS SHOWN.
 5. 1-FOOT CONTOURS ARE SHOWN; IN SOME AREAS OF "STEPPED" VERTICAL IMPROVEMENTS, CONTOURS ARE A GENERAL REFERENCE ONLY.
 6. ONLY ABOVE-GROUND EVIDENCE OF UTILITIES WAS SEARCHED FOR AND IS SHOWN. UNDERGROUND UTILITIES EXIST ON-SITE AND ARE NOT SHOWN.
 7. MORE OFF-SITE FEATURES CAN BE FOUND IN THE DIGITAL VERSION OF THIS DRAWING

LEGEND

●	FOUND SURVEY MONUMENT SHOWN ON BOOK 10 OF SURVEYS, PAGE 49
(N 50°20'00" W 179.07')	RECORD DATA PER BOOK 10 OF SURVEYS, PAGE 49, AND/OR DEED
—	BOUNDARY LINES OF PROJECT PROPERTY
—	BOUNDARY LINES OF ADJACENT PROPERTIES
- - -	SIDELINE OF EASEMENT AS IDENTIFIED
SYDRIEL LP 2018-0023543 APN 119-198-03	LAND OWNER, DEED REFERENCE AND APN
APN	ASSESSOR'S PARCEL NUMBER
C	SUPPORT COLUMN
CC	CONCRETE PAD OR SIDEWALK
CLF	CHAIN LINK FENCE
CMP	CORRUGATED METAL PIPE
DI	DRAIN INLET OR CATCHBASIN
EM	ELECTRIC METER
FF	FINISHED FLOOR ELEVATION AT DOORWAY
FH	FIRE HYDRANT
HCR	HANDICAP RAMP
RCP	REINFORCED CONCRETE PIPE
TBM	TEMPORARY / SITE BENCHMARK
TG	TOP OF GRATE OF DI
THR	THRESHOLD ELEVATION AT DOORWAY
WM	WATER METER
WV	WATER VALVE
☆	STREET LIGHT
⊕ JP TP	GUY POLE, JOINT UTILITY POLE, OR TELEPHONE POLE
△	KOLSTAD CONTROL POINT # & ELEVATION
⊗	STEEL ACCESS LID (TO SCALE)
⊙	RAISED STEEL ACCESS LID (TO SCALE)



TOPOGRAPHIC SURVEY
 OF THE LANDS OF SYDRIEL, LP, DESCRIBED BY INSTRUMENT NO. 2018-0023543, MARIN COUNTY RECORDS
 UNINCORPORATED COMMUNITY OF POINT REYES STATION
 COUNTY OF MARIN STATE OF CALIFORNIA
KOLSTAD LAND SURVEYORS
 PO BOX 594 VOICE (707) 822-2718
 BAYSIDE, CA. 95524 FAX (707) 822-5636
 WWW.KOLSTADPLS.COM
 APN 119-198-03 JULY, 2018 JOB No. 2018-041 SHEET 1 OF 1

SURVEYOR'S STATEMENT
 THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AT THE REQUEST OF PETER VAN ALYEA IN NOVEMBER, 2018.
 DATED: 11/30/18 *Dylan L. Kolstad*
 DYLAN L. KOLSTAD PLS 8152



A Street
 50' ROW
 SHOWN ON VARIOUS SURVEYS;
 NOT VERIFIED

9' DRAINAGE
 EASEMENT TO
 MARIN COUNTY
 & MAHONEY

Fourth Street / Shoreline Hwy
 60' ROW
 SHOWN ON T O S 49
 NOT VERIFIED

LANDS OF REDWOOD OIL, INC. SUBSURFACE DRIP SEWAGE DISPOSAL SYSTEM

11401 SHORELINE HIGHWAY, POINT REYES STATION
APN: 119-198-03

GENERAL NOTES

- DRIP LINES SHALL FOLLOW THE NATURAL CONTOUR OF THE GROUND; TRENCH BOTTOMS SHALL BE LEVEL. THE MAXIMUM DEVIATION ALONG THE DOWNHILL SIDE OF THE TRENCH SHALL NOT VARY MORE THAN 0.25 FEET (THREE INCHES) VERTICALLY PER A 100 FOOT RUN. DISTRIBUTION TRENCHES SHALL BE ANGLED OR CURVED TO MEET THIS REQUIREMENT.
- BACKFILL MATERIAL SHALL BE NATIVE TOP SOIL PLACED AT NATIVE COMPACTION AND MOUNDING FOR SETTLEMENT.
- PLACE CLEANOUTS EVERY 100' ON GRAVITY MAIN FROM SERVICE CONNECTION TO TANK.
- CONTACT HOGAN LAND SERVICES, INC. (707) 544-2104 AND MARIN COUNTY WITH A MINIMUM OF 48 HOURS BEFORE INITIATING CONSTRUCTION AND PRIOR TO ALL INSPECTION REQUESTS.
- ALL TANKS SHALL BE SIZED ACCORDING TO PLAN AND IAPMO APPROVED. ALL NON-Traffic RATED TANKS SHALL HAVE APPROVED RISERS THAT EXTEND 2" ABOVE SURROUNDING GRADE.
- DURING THE DISPOSAL FIELD INSPECTION THE CONTRACTOR SHALL PERFORM A HYDRAULIC PUMP TEST ON BOTH THE AX100 UNIT AND DRIP FIELD.
- ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE REQUIREMENTS OF THE MARIN COUNTY ENVIRONMENTAL HEALTH DEPARTMENT. ALL MECHANICAL, PLUMBING, AND ELECTRICAL WORK SHALL CONFORM TO THE APPROPRIATE CODES ADOPTED BY THE COUNTY OF MARIN.

INSTALLATION GUIDELINES

ALL GEOFLOW DRIP SYSTEMS REQUIRE:

- 100 MICRON / 150 MESH FILTER, FILTER FLUSH VALVE, FIELD FLUSH VALVE AND AIR VENT IN EACH ZONE. ALL WASTEFLOW PC DRIP SYSTEMS REQUIRE PRESSURE REGULATION. SYSTEM TO BE INSTALLED BY LICENSED CONTRACTOR WITH AT LEAST 5 YEARS EXPERIENCE. HANDLE DRIPLINES AND COMPONENTS WITH CARE. ROOTGUARD IS TEMPERATURE SENSITIVE. TO ASSURE A LONG LIFE STORE THE DRIP LINE OUT OF DIRECT SUNLIGHT IN A COOL PLACE. THIS SHOULD BE A CONSIDERATION WHEN INSTALLING THE SYSTEM IN VERY HOT AND SUNNY AREAS.
- ALL DRIFIELD CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH LOCAL RULES AND REGULATIONS.
- NO UTILITIES, CABLE WIRE, DRAINAGE LINES, ETC. SHALL BE LOCATED IN DRIFIELD.
- TAKE MEASURES TO PREVENT COMPACTION OF THE DRIP FIELD DURING AND AFTER CONSTRUCTION.
- THE SYSTEM IS NOT TO BE INSTALLED WHEN GROUND IS WET OR FROZEN.
- DIVERT ALL DOWNSPOUTS AND SURFACE WATERS AWAY FROM DRIFIELD.
- PLACEMENT OF FILL SOILS (IF APPLICABLE) SHOULD BE COMPLETED PRIOR TO INSTALLATION OF THE SUBSURFACE DRIP SYSTEM.
- ALL MATERIALS REQUIRED FOR THE INSTALLATION SHOULD BE ON SITE PRIOR TO OPENING TRENCHES. PRE-ASSEMBLE COMPONENTS AS PRACTICAL ABOVE GROUND AND IN A COMFORTABLE PLACE. COMPRESSION OR LOCKSLIP ADAPTERS SHOULD BE GLUED TO PVC TEES. RISER UNITS SHOULD BE PRE-ASSEMBLED. THE SUB-MAIN MANIFOLD WITH TEES CAN BE PRE-ASSEMBLED AND USED TO MARK THE BEGINNING AND END OF WASTEFLOW LINES.
- THE SOIL SURFACE SHOULD BE DRY SO THAT THE INSTALLATION EQUIPMENT MAINTAINS TRACTION. PROPER PRECAUTION SHOULD BE TAKEN TO REDUCE SMEARING AND COMPACTION OF THE DRAINFIELD AND THE TRENCH SIDEWALLS.
- MARK THE FOUR CORNERS OF THE FIELD. THE TOP TWO CORNERS SHOULD BE AT THE SAME ELEVATION AND THE BOTTOM TWO CORNERS SHOULD BE AT A LOWER ELEVATION. IN FREEZING CONDITIONS THE BOTTOM DRIPLINE MUST BE HIGHER THAN THE SUPPLY AND RETURN LINE ELEVATION AT THE DOSING TANK.
- INSTALL THE DOSING TANK PER PLAN. IN FREEZING CONDITIONS THE DOSING TANK SHOULD BE AT THE LOWEST ELEVATION OF THE ENTIRE SYSTEM. INSTALL A WATERTIGHT RISER ON THE DOSING TANK.
- DETERMINE THE PROPER SIZE FOR THE SUPPLY AND RETURN MANIFOLDS. SEE WORKSHEET & PLAN.
- INSTALL THE PVC SUPPLY LINE FROM THE DOSING TANK TO THE TOP FEED MANIFOLD ON THE SUPPLY SIDE OF THE DISPERSION FIELD. 24" MINIMUM COVER FOR SUPPLY, RETURN AND PRESSURE MAINS.
- PAINT A LINE BETWEEN THE TWO CORNER STAKES ON THE RETURN SIDE OF THE DISPERSION FIELD.
- INSTALL THE GEOFLOW WASTEFLOW DRIPLINE 2" ON CENTER IN 3" WIDE TRENCH FROM THE SUPPLY SIDE OF THE DISPERSION FIELD TO THE PAINTED LINE, 8" INTO NATIVE. UPON REACHING THE PAINTED LINE, PULL THE PLOW OUT OF THE GROUND AND CUT THE DRIPLINE ONE FOOT ABOVE THE GROUND. TAPE THE END OF THE DRIPLINE TO PREVENT DEBRIS FROM ENTERING. CONTINUE THIS PROCESS UNTIL THE REQUIRED FOOTAGE OF DRIP LINE IS INSTALLED. GEOFLOW DRIPLINE MUST BE SPACED ACCORDING TO SPECIFICATION (TWO FEET IS STANDARD). DEPTH OF BURIAL OF DRIPLINE MUST BE CONSISTENT THROUGHOUT THE FIELD. TAKE CARE NOT TO GET DIRT INTO THE LINES. SERPENTINE LINES MAY BE UTILIZED TO REDUCE THE NUMBER OF REQUIRED TEES.
- INSTALL THE SUPPLY TOP FEED MANIFOLD. HOOK UP THE GEOFLOW LINES TO THE TOP FEED MANIFOLD PER DETAIL/PLAN. DO NOT GLUE WASTEFLOW DRIPLINE.

- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR LOCATING AND AVOIDING UTILITY LINES IN THE WORK AREA.
- THE INSTALLATION OF THIS SEWAGE DISPOSAL SYSTEM MAY BE RESTRICTED TO CERTAIN TIMES OF THE YEAR BASED ON SEASONAL GROUNDWATER AND WEATHER CONDITIONS. CONTRACTOR TO VERIFY STARTING TIME WITH HOGAN LAND SERVICES, INC AND MARIN COUNTY ENVIRONMENTAL HEALTH DEPARTMENT.
- QUESTIONS REGARDING THE SUITABILITY OF ANY MATERIALS OR CONSTRUCTION PROCEDURES USED IN CONNECTION WITH THE WORK SHOWN ON THESE PLANS SHALL BE DIRECTED TO THE ENGINEER PRIOR TO CONSTRUCTION.
- ALL SEPTIC TANK AND SUMP JOINTS TO BE WATERTIGHT. SEAL WITH RAMMEK JOINT COMPOUND OR EQUAL. SEAL PIPES EXTENDING THROUGH TANK WALLS WITH NON-SHREX GROUT OVERLAD WITH XYPEX OR THOROSEAL OR PRECAST INTO SUMP. TANK AND RISER JOINT SHALL BE SEALED AND MADE WATER TIGHT WITH NO-SHREX GROUT OVERLAD WITH XYPEX OR THOROSEAL.
- ATU SERVICE PROVIDER SHALL BE ON SITE AT STARTUP INSPECTION. NOTE: SEPTIC ELECTRICAL SHALL BE APPROVED PRIOR TO SYSTEM FINAL (UNDER SEPARATE BUILDING PERMIT).

- ### VALVE INSTALLATION AND OPERATION
- HOLD THE FITTING IN ONE HAND AND POSITION THE TUBING WITH THE OTHER HAND.
 - MOVE THE SLEEVE BACK, AND PUSH THE TUBING ONTO THE EXPOSED STEM AS FAR AS POSSIBLE.
 - PUSH THE SLEEVE OUT OVER THE TUBING AND THREAD THE SLEEVE ONTO TUBING, AS THOUGH TIGHTENING A NUT TO A BOLT. HAND TIGHTEN. DO NOT USE TOOLS.
 - INSTALL THE BIODISC FILTER AND FILTER FLUSH VALVE, OR INSTALL THE PRE-ASSEMBLED HEADWORKS BETWEEN THE FIELD AND THE PUMP TANK ON THE SUPPLY LINE. *INSULATE THE BOX IN FREEZING CONDITIONS. INSTALL SUPPLY AND RETURN FLOW METERS IN CONCRETE OR PLASTIC BOX PER DETAIL.
 - INSTALL THE PRESSURE REGULATOR DOWNSTREAM OF THE FILTER OR HEADWORKS, JUST AHEAD OF THE DISPERSAL FIELD, ON THE SUPPLY LINE. INSTALL THE PRESSURE REGULATOR INSIDE A SMALL VALVE BOX FOR EASY ACCESS. *INSULATE THE BOX IN FREEZING CONDITIONS.
 - INSTALL THE FLOATS IN THE DOSING TANK AND WIRE TO THE TIMER CONTROL. THE TIMER CONTROL SHOULD BE SET TO PUMP NO MORE THAN THE DESIGN FLOW, DO NOT SET TO MATCH THE TREATMENT CAPACITY. 3 FLOAT SYSTEM REQUIRED FOR TIME DOSED SETUP.
 - INSTALL THE PUMP. FILL THE DOSING TANK WITH FRESH WATER AND TURN ON THE PUMP. CHECK FOR FLOW OUT THE ENDS OF ALL OF THE GEOFLOW LINES. LET THE PUMP RUN FOR ABOUT FIVE MINUTES TO FLUSH OUT ANY DIRT. SHUT OFF THE PUMP AND TAPE THE ENDS OF THE LINES.
 - DIG THE RETURN SIDE TOP FEED MANIFOLD DITCH ALONG THE LINE PAINTED ON THE GROUND AND BACK TO THE PRE-TREATMENT TANK. START THE RETURN HEADER AT THE FURTHEST END FROM THE DOSING TANK. THE RETURN LINE MUST HAVE SLOPE BACK TO THE TREATMENT TANK OR SEPTIC TANK.
 - INSTALL THE RETURN SIDE TOP FIELD MANIFOLD AND CONNECT ALL OF THE GEOFLOW LINES. CARE MUST BE TAKEN NOT TO KINK THE DRIPLINE.
 - INSTALL AIR VACUUM BREAKERS AT THE HIGHEST POINTS IN THE DISPERSAL FIELD. USE PIPE DOPE OR TEFLON TAPE AND HAND TIGHTEN.
 - CONNECT THE RETURN LINE BACK THROUGH THE HEADWORKS BOX & FIELD FLUSHING VALVE. OPEN THE FIELD FLUSH VALVE AND TURN ON THE PUMP TO FLUSH LINES THEN CLOSE THE VALVE AND CHECK THE FIELD AND ALL PIPING AND CONNECTIONS FOR LEAKS. TURN OFF THE SYSTEM.
 - TURN ON THE PUMP AND CHECK THE PRESSURE AT THE AIR VACUUM BREAKER(S). IT SHOULD BE BETWEEN 15 TO 45 PSI. CHECK THE PRESSURE IN THE WASTEFLOW HEADWORKS. IT SHOULD BE FIVE PSI OR HIGHER. IF USING A MANUAL VALVE FOR FIELD FLUSHING, CRACK IT OPEN UNTIL AT LEAST ONE PSI IS LOST OR DESIGN PRESSURE IS REACHED AND LEAVE IN THAT POSITION.
 - CHECK THE FILTER FOR CONSTRUCTION DEBRIS AND CLEAN.
 - PROVIDE OWNER WITH FINAL AS-BUILT DIAGRAMS, FLOW MEASUREMENTS AND PRESSURE READINGS AT STARTUP.

- ### VALVE INSTALLATION AND OPERATION
- WRAP MALE ADAPTERS WITH 2 WRAPS OF TEFLON TAPE AND THREAD THE ADAPTERS INTO THE VALVE INLET AND OUTLET 1 TURN PAST HAND TIGHT. CAUTION: OVER TIGHTENING MAY CAUSE DAMAGE TO THE VALVE. THE SOLENOID IS LOCATED ON THE DOWNSTREAM SIDE OF THE VALVE.
 - USING WATERTIGHT CONNECTORS, CONNECT THE VALVE COMMON AND AN INDIVIDUAL OUTPUT WIRE TO THE SOLENOID LEADS.
 - FLUSH THE LATERALS BY OPENING THE INTERNAL MANUAL BLEED LEVER ON THE DOWNSTREAM SIDE OF THE SOLENOID. TURN THE FLOW CONTROL STEM FULLY OPEN (COUNTERCLOCKWISE) FOR FLOW CONTROL MODELS.
 - CLOSE THE INTERNAL MANUAL BLEED AFTER FLUSHING THE SYSTEM.

NOTES TO OWNER, CONTRACTOR, & OTHERS

- INSTALLATION OF THIS DESIGN WILL REQUIRE A MINIMUM OF ONE SITE REVIEW BY THE ENGINEER DURING CONSTRUCTION. ADDITIONAL REVIEWS MAY BE REQUIRED DEPENDING ON THE ABILITY OF THE CONTRACTOR TO COMPLETE THE SYSTEM IN A TIMELY MANNER AND PER PLAN. ALL FIELD REVIEWS WILL BE BILLED TO THE OWNER AT THE PRINCIPAL ENGINEER RATE SHOWN IN THE PROFESSIONAL SERVICE AGREEMENT.
- MARIN REQUIRES A LETTER OF DESIGN CONFORMANCE ISSUED BY THE ENGINEER ASSESSING DESIGN COMPLIANCE. THIS LETTER IS PREPARED AND SENT UPON COMPLETION OF CONSTRUCTION AND SATISFACTION OF ALL OUTSTANDING INVOICES DUE TO THE ENGINEER.
- SUBSURFACE CONDITIONS MAY BE COMPLEX AND MAY DIFFER FROM THOSE INDICATED BY SURFACE FEATURES OR AS ENCOUNTERED AT PERCOLATION TEST HOLE OR PROFILE TRENCH LOCATIONS. THEREFORE, ROCK OR OTHER VARIATIONS IN SUBSURFACE CONDITIONS NOT INDICATED IN REPORTS OR SHOWN ON THIS PLAN COULD BE ENCOUNTERED. HOGAN LAND SERVICES SHOULD BE NOTIFIED IMMEDIATELY IF ANY ADVERSE CONDITIONS ARE DISCOVERED DURING CONSTRUCTION SO THAT TIMELY ACTION CAN BE TAKEN TO MODIFY THIS PLAN AND/OR THE SYSTEM HEREIN DESIGNED.
- THIS PLAN AND DESIGN IS BASED ON CURRENT STANDARDS AND TECHNICAL DATA REQUIREMENTS OF MARIN COUNTY. COMPLIANCE WITH CURRENT COUNTY CODES, STANDARDS, AND REQUIREMENTS IS NOT A GUARANTEE OF WARRANTY, EITHER EXPRESSED OR IMPLIED, OF SEPTIC SYSTEM FUNCTION OR PERFORMANCE OF THE SYSTEM.
- HOGAN LAND SERVICES, INC. WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USE OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY HOGAN LAND SERVICES. IN ADDITION, THE ENGINEER ASSUMES NO RESPONSIBILITY OR LIABILITY FOR THE FUNCTION OF ANY OF THE SYSTEM COMPONENTS MANUFACTURED/DESIGNED BY OTHERS.
- THE CONSTRUCTION CONTRACTOR AGREES IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES. THEY WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND FURTHER AGREES TO DEFEND, INDEMNIFY, AND HOLD DESIGN PROFESSIONAL EXEMPT FROM ANY AND ALL LIABILITY IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT.
- PRINTS OF THESE PLANS USED IN CONSTRUCTION MUST HAVE A "WET" STAMP OF APPROVAL APPLIED BY MARIN COUNTY TO INDICATE THAT A PERMIT TO INSTALL THE SEPTIC SYSTEM HAS BEEN GRANTED. THE ENGINEER ACCEPTS NO RESPONSIBILITY FOR CONSTRUCTION DONE WITHOUT PERMITS OR THE COUNTY APPROVED PLANS(S).
- THE SITE EXHIBITS ASSOCIATED WITH THE PRODUCTION OF THESE PLANS DOES NOT REPRESENT A BOUNDARY DETERMINATION OR COMPLETE TOPOGRAPHIC SURVEY OF THE SITE. ONLY MAPPING WITHIN THE IMMEDIATE VICINITY OF THE PROPOSED SYSTEM HAS BEEN VERIFIED BY THIS OFFICE. PROPERTY LINES SHOWN IN THESE EXHIBITS ARE FOR GENERAL REFERENCE ONLY. ANY USE OF THESE PLANS OTHER THAN FOR INSTALLATION OF THE PROPOSED SEPTIC SYSTEM IS AT THE RISK OF THE DEVELOPER.
- SHOULD TREE ROOT ZONE BE IMPACTED, IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSULT WITH A QUALIFIED ARBORIST TO DETERMINE THE APPROPRIATE COURSE OF ACTION.

EROSION AND SEDIMENT CONTROL

- PERFORM EROSION PREVENTION AND SEDIMENT CONTROL IN ACCORDANCE WITH THE LATEST EDITION OF THE CBC AND THE SONOMA COUNTY CODE.
- DURING THE RAINY SEASON, OCT. 1 TO APRIL 30, EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE.
- PRESERVATION OF EXISTING VEGETATION SHALL OCCUR TO THE MAXIMUM EXTENT PRACTICABLE.
- THE OWNER IS RESPONSIBLE FOR PREVENTING STORM WATER POLLUTION GENERATED ON THE SITE. IF QUESTIONS REGARDING THE COUNTY SPECIFIED BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL CALL HOGAN LAND SERVICES, INC.
- EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED BY THE OWNER BEFORE AND AFTER STORM EVENTS.
- CHANGES TO THE EROSION PREVENTION AND SEDIMENT CONTROL MEASURES MAY RESULT IN RESPONSE TO FIELD CONDITIONS.
- ENTRANCES TO SITE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF POTENTIAL POLLUTANTS OFFSITE. POTENTIAL POLLUTANTS DEPOSITED ON PAVED AREAS WITHIN THE COUNTY R.O.W. SHALL BE DISPOSED OF AS THEY OCCUR.
- EXPOSED SLOPES SHALL BE PROTECTED BY USING EROSION PREVENTION MEASURES. FIBER ROLL SILT BARRIERS AND SILT FENCES SHALL BE KEPT INTO THE SOIL AND INSTALLED ON CONTOUR.
- ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED AS SOON AS PRACTICABLE AFTER GRADING. GROUND SHOULD BE COMPLETELY COVERED.
- STORM DRAIN INLETS SHALL BE PROTECTED FROM POTENTIAL POLLUTANTS.
- SOIL STOCKPILES SHALL BE PROPERLY PROTECTED TO MINIMIZE RUNOFF.
- SOLID WASTE AND CONSTRUCTION MATERIALS SHALL BE PLACED IN DESIGNATED COLLECTION AREAS AND DISPOSED OF AT APPROVED DISPOSAL SITES.
- ALL UNDERGROUND BOXES REQUIRE INSTALLATION OF GOPHER-RESISTANT BARRIERS.
- NO FOUNDATION AND/OR DRIVEWAY CUTS AND NO SURFACE OR SUB-SURFACE DRAINS ARE TO BE LOCATED WITHIN 50 FT DOWN SLOPE OR LATERALLY OF THE PRIMARY OR RESERVE/REPAIR AREA OF ANY LEACH FIELD. DIRECT DOWN SPOUTS AWAY FROM LEACHFIELD.

SYSTEM DESIGN CRITERIA

SYSTEM DESIGN CAPACITY: 1,500 GPD
PERC TEST: 09/28/22, P1664
SITE EVALUATION: 07/08/22, PP1 AND PP2
WET WEATHER GROUNDWATER TESTING: 1/11/22, 1/13/22, 1/24/22, 3/31/22

STAGES TO BE INSPECTED

CONTRACTOR IS REQUIRED TO HAVE ENGINEER AND/OR MARIN COUNTY REHS INSPECT THE CONSTRUCTION AT THE FOLLOWING STAGES. FAILURE TO REQUEST THESE INSPECTIONS WILL RESULT IN THE CONTRACTOR HAVING TO UN-EARTH AND RE-DO THE WORK. THE ENGINEER MUST ISSUE AN INSPECTION REPORT TO THE COUNTY PRIOR TO ACCEPTANCE OF THE SYSTEM BY THE COUNTY. THE CONTRACTOR SHALL GIVE 48-HOUR ADVANCE NOTICE TO THE ENGINEER FOR ANY OF THESE INSPECTIONS:

- INSPECTIONS BY ENGINEER ONLY:
1. INSPECTION OF IMPORTED MATERIALS.
 2. CHECKING OF LAYOUT; LINE AND GRADE, STAKES.

- INSPECTIONS BY HOGAN LAND SERVICES, INC. AND MARIN COUNTY REHS:
3. SEPTIC & SUMP TANK WATER TIGHTNESS TEST.
 4. INSPECTION OF HYDRAULIC (SQUIRT) TEST.
 5. INSPECTION OF PRESSURE LINES PRIOR TO COVER.
 6. FINAL INSPECTION, MONITORING WELL LOCATIONS.
 7. THE ENGINEER, INSTALLER AND SERVICE PROVIDER WILL BE PRESENT WITH MARIN COUNTY REHS AT THE START UP INSPECTION.

PROJECT CONTACT INFORMATION

DESIGNER INFORMATION:
HOGAN LAND SERVICES INC.
4780 SONOMA HWY, SANTA ROSA
DANIEL BYRNE, RCE 80078
DBYRNE@HOGANLS.COM
(707)-544-2104

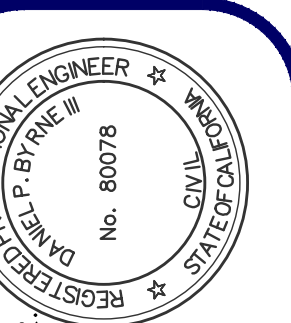
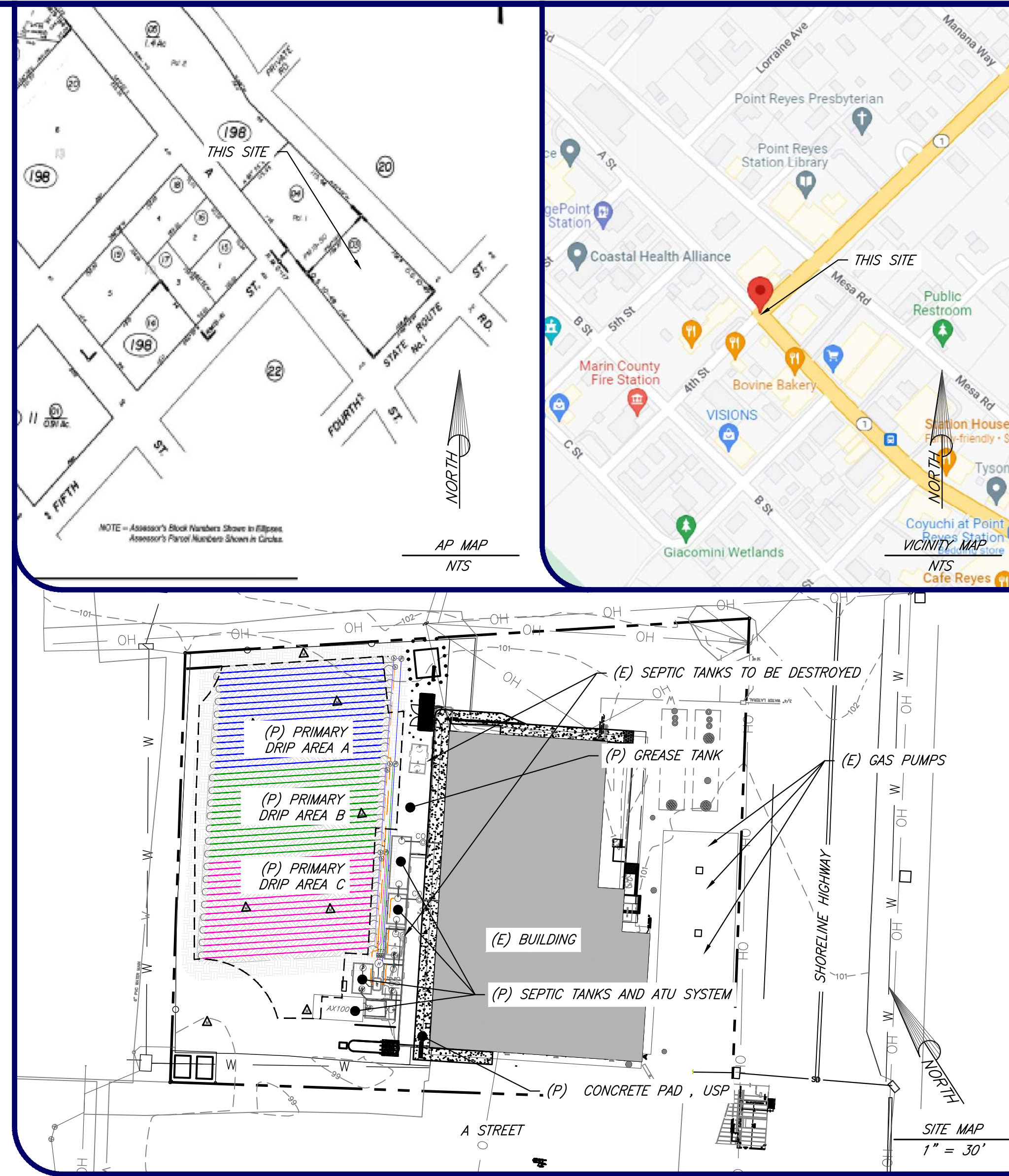
OWNER INFORMATION:
REDWOOD OIL, INC.
JULIE VANALYEA
JULIE@REDWOODOIL.NET
(415) 999-0650

LANDSCAPING

- HOMEOWNERS AND CONTRACTORS ARE PROHIBITED FROM PLACING UNACCEPTABLE PLANTS, SHRUBS, TREES, ORNAMENTS, VEGETATIVE COVER, AND IRRIGATION SYSTEM OVER OR CLOSE TO A SUBSURFACE DRIP IRRIGATION (SDI) SYSTEM.
- HOMEOWNERS WILL BE REQUIRED TO INSPECT THE SDI REGULARLY AS PART OF THE MONITORING PROGRAM. INSPECTIONS INCLUDE CHECKING FOR GOPHER STRIKES, DAMAGED OR TORN SDI LINES, AND DAMAGED EQUIPMENT. OWNERS SHALL HAVE A LICENSED AND EXPERIENCED PROFESSIONAL C-36, C-42, OR A LICENSED GENERAL ENGINEERING CONTRACTOR INSTALL AND/OR REPAIR DAMAGED SDI LINES AND EQUIPMENT.

SHEET INDEX

SHEET #	DESCRIPTION
SHEET 1	DRIP SYSTEM NOTES
SHEET 2	DRIP SYSTEM NOTES & CALCS
SHEET 3	DRIP SYSTEM DETAILS
SHEET 4	DRIP SYSTEM PLAN



THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECTION AT THE REQUEST OF DANIEL BYRNE IN NOVEMBER, 2022.
BY JULIE VANALYEA

Daniel P. Byrne
Professional Engineer
No. 80078
State of California

DRN: FDT
CHK: LS
PM: DBIII
DATE: 3/30/23
JOB #: 4490
APN: 119-198-03

HOGAN LAND SERVICES
A CALIFORNIA CORPORATION

4780 SONOMA HWY.
SANTA ROSA, CA 95409

www.hoganls.com
TEL (707) 544-2104
FAX (707) 522-2105

LANDS OF REDWOOD OIL INC.
DRIP SYSTEM NOTES

APN: 119-198-03

1 OF 4
11401 SHORELINE HIGHWAY
POINT REYES STATION, CA

ELECTRICAL NOTES

- I. REQUIRED ELECTRICAL FEATURES**
A. ALL MATERIALS, CONNECTIONS, AND SPECIFICATIONS SHALL MEET THE CALIFORNIA ELECTRICAL CODE.
 1. IN ALL CASES IN WHICH A SUMP WITH A PUMP IS USED FOR A SEWAGE DISPOSAL SYSTEM, THE CONTRACTOR/OWNER SHALL OBTAIN AN ELECTRICAL PERMIT FROM PRMD OR CITY BUILDING DEPARTMENT HAVING JURISDICTION.
 2. THE BUILDING OFFICIAL SHALL BE RESPONSIBLE FOR INSPECTION AND APPROVAL OF ALL ELECTRICAL COMPONENTS.
 3. DISCONNECTING MEANS (CONTROL PANEL OR DISCONNECTING SWITCH) SHALL BE LOCATED IN SIGHT FROM THE PUMP LOCATION PER THE COUNTY ADOPTED ELECTRICAL CODE.
B. THE ALARM SHALL BE EQUIPPED WITH:
 1. A LOUD (87 DECIBELS AT A 10 FOOT MINIMUM HORIZONTAL DISTANCE FROM THE ALARM LOCATION) AUDIO ALARM OPERATED BY A FLOAT SWITCH(S) TO INDICATE AN "ALARM" CONDITION.
 2. A MINIMUM SIZED 7/8 INCH DIAMETER RED LIGHT SHALL BE MOUNTED ON THE FACE OF THE PANEL, WHICH SHALL GLOW AS LONG AS THE "ALARM" CONDITION EXISTS.
 3. A MOMENTARY "ALARM TEST/ALARM SILENCE" SWITCH TO TEST THE ALARM LIGHT AND HORN TO SIMULATE AN "ALARM" CONDITION AND TO SILENCE THE AUDIO ALARM HORN.
C. AN APPROVED LISTED MODEL OR TYPE OF FLOAT SWITCH SHALL BE USED TO ACTIVATE EACH PUMP. THE ALARM/CONTROL PANEL SHALL BE EQUIPPED WITH A MOTOR CONTRACTOR FOR THE PUMP AND A PUMP HAND/OFF/AUTOMATIC SWITCH TO MANUALLY RUN THE PUMP BYPASSING THE CONTROL PANEL AUTOMATIC MODE AND TO TEST THE ALARM.
D. POWER SUPPLY TO EACH CIRCUIT BREAKER IN THE CONTROL PANEL SHALL BE FROM A SEPARATE DEDICATED CIRCUIT WITH CIRCUIT PROTECTION, OF EQUIVALENT OR HIGHER AMPERAGE RATING, AT THE POWER SUPPLY PANEL.
 1. THE ALARM/CONTROL PANEL SHALL BE EQUIPPED INTERNALLY WITH SEPARATE CIRCUIT PROTECTION FOR THE CONTROL AND PUMP CIRCUITRY.
 a. MULTIPLEX (MORE THAN ONE PUMP) SYSTEMS SHALL HAVE SEPARATE POWER SUPPLY CIRCUITS.
 b. SEPARATE CIRCUITS ARE REQUIRED FOR CONTROLS AND EACH PUMP.
 c. JOINT CIRCUITS MAY BE ACCEPTABLE FOR EXISTING SUMP/PUMP SYSTEMS THAT WERE INSTALLED PRIOR TO THIS REQUIREMENT IF FUSED PURSUANT TO THE CURRENT ELECTRICAL CODE.
 2. PUMP PROTECTION SHALL BE PROVIDED BY A THERMAL MAGNETIC CIRCUIT BREAKER FOR OVERLOAD PROTECTION.

- a. IF THE PUMP IS SINGLE-PHASE, THE MOTOR WINDINGS SHALL HAVE INTERNAL THERMAL OVERLOAD PROTECTION.
 b. IF THE PUMP IS THREE-PHASE, THE CIRCUIT PROTECTION IN THE ALARM/CONTROL BOX SHALL BE EQUIPPED WITH AN ADJUSTABLE THERMAL OVERLOAD PROTECTION.
 1. BELOW GRADE ELECTRICAL SPLICES SHALL BE PLACED IN A SONOMA COUNTY-APPROVED PULL BOX INSTALLATION OR A SONOMA COUNTY-APPROVED EXTERNAL SPLICE BOX WITH WATERPROOF SPLICE CONNECTORS. TRAFFIC- RATED PULL BOXES SHALL BE USED IN TRAFFIC AND ADJACENT AREAS.
 2. THE PUMP POWER LEAD AND THE FLOAT SWITCH CONTROL WIRES MAY RUN IN A COMMON CONDUIT. HIGH VOLTAGE AND LOW VOLTAGE CONDUCTORS SHALL BE RUN IN SEPARATE CONDUITS.
 a. ALL CORDS GOING INTO THE SUMP SHALL BE INDIVIDUALLY SEALED WITH NON-METALLIC GAS TIGHT FITTINGS IN EITHER THE RISER, JUNCTION BOX OR ALARM/CONTROL PANEL AS APPROPRIATE.
 b. METALLIC GAS TIGHT FITTINGS ARE NOT ALLOWED.
 c. ALL EXPOSED PVC CONDUIT SHALL BE SCHEDULE 80.
E. THE CONTROL PANEL AND ITS CONTENTS SHALL BE UL LISTED.
 1. THE CONTROL PANEL SHALL BE PLACED IN AN EASILY ACCESSIBLE LOCATION.
 2. A NON-RESETTABLE DOSE COUNTER SHALL BE INSTALLED IN CONTROL BOXES UTILIZED FOR NON-STANDARD SYSTEMS.
 3. IF A DOSE COUNTER IS NOT PROVIDED, A NON-RESETTABLE FLOW METER SHALL BE PROVIDED ON THE OUTGOING LINE TO THE DISPOSAL FIELD. ADDITIONALLY, SYSTEMS WITH FLUSH MODES SHALL BE EQUIPPED WITH A FLOW METER ON THE RETURN LINE. THE FLOW METER SHALL READ IN GALLONS PER MINUTE AND TOTAL GALLONS.
 4. THE CONTROL PANEL SHALL BE EQUIPPED SO SETTINGS CAN BE ADJUSTED MANUALLY ON-SITE.
 5. CONTROL BOXES THAT MUST BE OPENED TO VIEW THE DOSE COUNTER SHALL BE EQUIPPED WITH A CLEAR PLASTIC OR PYREX SAFETY SHIELD INSIDE THE CONTROL BOX.
 6. THE CONTROL BOX SHALL BE LABELED, "CAUTION-ELECTRICAL HAZARD".
 7. THE DOSE SETTINGS (TIME OR GALLONS), CALCULATED DOSE VOLUME AND FLOAT SETTINGS SHALL BE POSTED ON THE INSIDE OF THE PANEL.
F. ALL EXTERIOR MOUNTED ALARM AND CONTROLLER ENCLOSURE SHALL BE NEMA TYPE IF THE ALARM/CONTROLLER IS MOUNTED MORE THAN 75 FEET FROM ANY RESIDENCE SERVED BY THE SYSTEM, A SEPARATE AUDIBLE/VISIBLE ALARM SHALL BE PROVIDED AT EACH STRUCTURE CONNECTED TO THE SEPTIC SYSTEM. THE ENCLOSURE FOR THE REMOTE AND AUDIO/VISUAL ALARM SHALL BE NEMA TYPE 1 IF MOUNTED INDOORS.

GEOFLOW SUBSURFACE DRIP

Updated Mar 2015

FIELD FLOW

Job Description:	1401 Shoreline Hwy, Point Reyes Station 94956
Contact:	Julie VanAlyea
Prepared by:	HOGAN LAND SERVICES INC. D. BYRNE RCE 80078
Date:	01/04/202

Worksheet 1 - Field Flow

Total field

Total Quantity of effluent to be disposed per day	1,500	gallons / day	note
Hydraulic loading rate	0.6	gallons / sq. ft. / day	note
Minimum Dispersal Field Area	2,500	square ft.	note
Total Dispersal Field Area	2,500	square ft.	note

Flow per zone

Number of Zones	3	zone(s)	note
Dispersal area per zone	1,667	square ft.	note
Choose line spacing between WASTEFLOW lines	2	ft.	note
Choose emitter spacing between WASTEFLOW em	2	ft.	note
Total linear ft. per zone (minimum required)	833	ft. per zone	note
Total number of emitters per zone	417	emitters per zone	note
Select Wasteflow dripline (16mm)	Wasteflow PC - 1	dripline	note
Pressure at the beginning of the dripline	25	psi	note
Feet of Head at the beginning of the dripline	57.75	ft.	note
What is the flow rate per emitter in gph?	1.02	gph	note
Dose flow per zone	7.08	gpm	note

Note: A few States or Counties require additional flow for flushing. Please check your local regulations.
 Flush velocity calculation below is for PC dripline. Classic dripline requires less flow to flush than PC.
 Please refer to Geoflow's spreadsheet "Design Flow and Flush Curves" at www.geoflow.com or call 800-828-3388.

If required, choose flush velocity	2	ft/sec	note
How many lines of WASTEFLOW per zone?	8	lines	note
Fill in the actual length of longest dripline lateral	110	ft.	note
Flush flow required at the end of each dripline	1.48	gpm	note
Total Flow required to achieve flushing velocity	11.84	gpm	note
Total Flow per zone- worst case scenario	18.92	gpm	note

Select Filters and zone valves

Select Filter Type	BioDisc Filter	note
Recommended Filter (item no.)	BioDisc Filter-150 1.5in < 30 gpm	note
Select Zone Valve Type	Hydraulic	note
Recommended Zone Valve (item no.)	HT-4403 valve 1.25x1.25", 25-7 OR ORENCO EQUIVALENT	note

Note: minimum pressure of 25 psi required for Hydraulic valves. Check pressure in Cell D28 above.

Dosing

Number of doses per day / zone:	8	doses	note
Timer ON - Pump run time per dose/zone:	8.49	mins.secs	8.82
Timer OFF - Pump off time between doses	2.51	hrs.mins	2.85
Per Zone - Pump run time per day/zone:	1.10	hrs.mins	1.18
All Zones - Number of doses per day / all zones	24	doses / day	
Allow time for field to pressurize	0:00:30	hrs.mins.secs	0.500
Filter flush timer	0:00:20	hrs.mins.secs	0.333
Drain timer	0:05:00	hrs.mins.secs	5.000
Field flush timer	0:01:00	hrs.mins.secs	1.000
Field flush counter	8	cycles	note
Time required to complete all functions per day	6:15	hrs.mins	6.2627451
Dose volume per zone	63	gallons per dose	note

Allow time in the day for controller to have pressurization and drainage time.

PUMP SIZING

Job Description:	1401 Shoreline Hwy, Point Reyes Station 94956
Contact:	Julie VanAlyea
Prepared by:	HOGAN LAND SERVICES INC. D. BYRNE RCE 80078
Date:	01/04/202

Worksheet - Pump Sizing

Section 1 - Summary from Worksheet 1

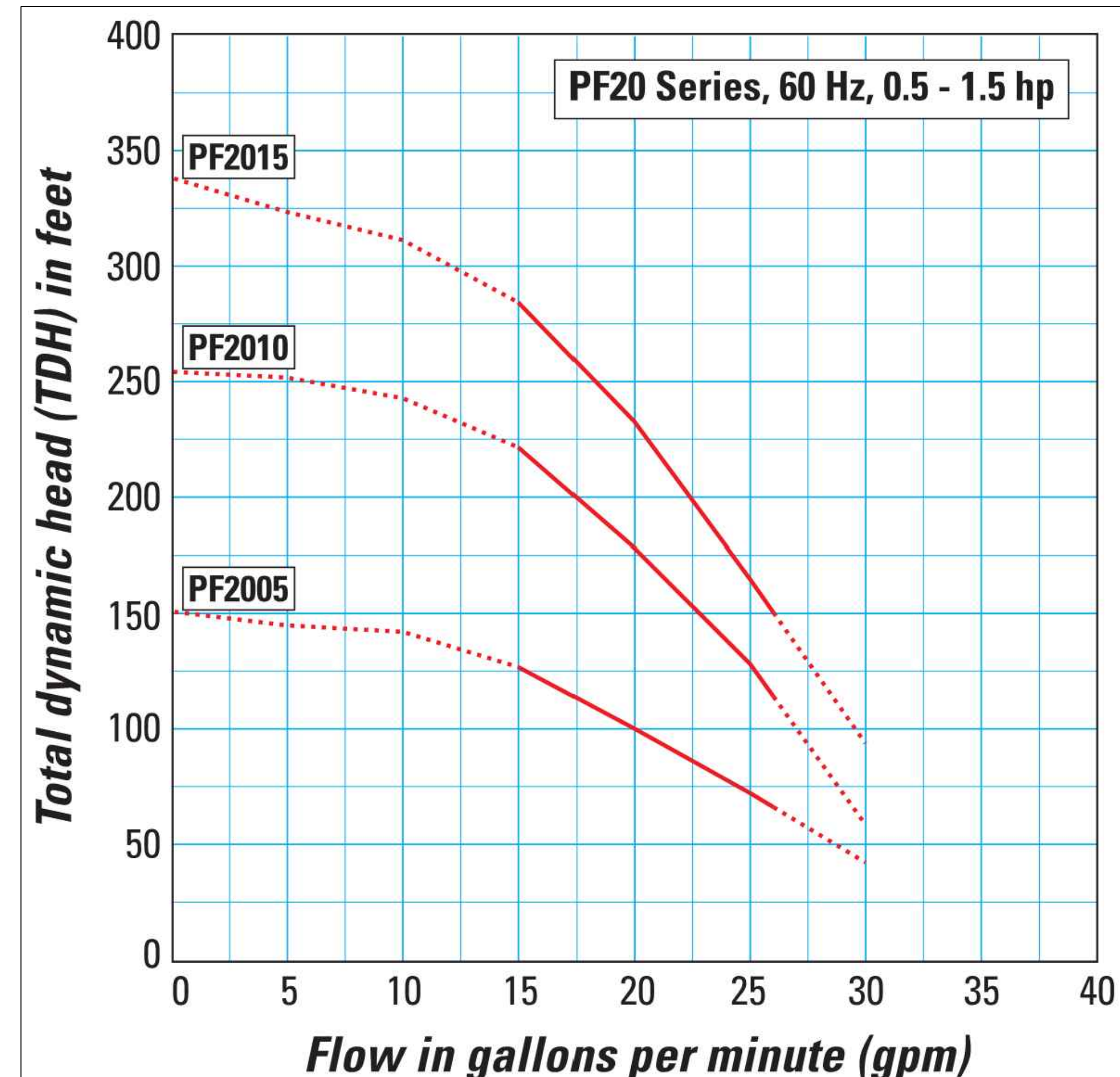
Flow required to dose field	7.08	gpm
Flow required to flush field	11.84	gpm
Flow required to dose & flush field	18.92	gpm
Filter	BioDisc Filter-150	
No. of Zones	3	zones
Zone valve	HT-4403	
Dripline	Wasteflow PC - 1	gph
Dripline longest lateral	110.00	ft.

Section 2

	Ft of head	Pressure
A. Flush line - Losses through return line		
Select Pipe from dropdown menu	PVC schedule 40	
Select Flush Line Diameter	3/4" inch	
Length of return line	116 ft.	
Equivalent length of fittings	29 ft.	
Elevation change. (if downhill enter 0)	0 ft.	
Pressure loss in 100 ft of pipe	27.87 ft.	12.06 psi
Total pressure loss from end of dripline to return tank	40.4 ft.	17.49 psi
B. Dripline - Losses through Wasteflow dripline		
Length of longest dripline lateral	110 ft.	
Minimum dosing pressure required at end of dripline	40.40 ft.	17.49 psi
Loss through dripline during flushing	4.13 ft.	1.79 psi
Total minimum required dripline pressure	44.54 ft.	19.28 psi
A+B. Minimum Pressure required at beginning of dripline		
CALCULATED pressure required at beginning of dripline	84.94 ft.	36.77 psi
SPECIFIED pressure at beginning of dripline (from)	57.8 ft.	25.00 psi
!!! Urgent revision required SPECIFIED pressure must be greater than CALCULATED pressure and lower than		
C. Drip components - Losses through headworks		
Filter	11.6 ft.	5.00 psi
Zone valve pressure loss (not in diagram)	6.93 ft.	3.00 psi
Flow meter pressure loss (not in diagram)	10.00 ft.	4.33 psi
Other pressure losses	10.00 ft.	4.33 psi
Total loss through drip components	38.48 ft.	16.66 psi
D. Supply line - Minimum Pressure head required to get from pump tank to top of dripline		
Select Pipe from dropdown menu	PVC schedule 40	
Select Supply line diameter	3/4" inch	
Length of supply line	95 ft.	
Equivalent length of fittings	23.75 ft.	
Height from pump to tank outlet	5 ft.	
Elevation change. (if downhill enter 0)	2 ft.	
Pressure loss/gain in 100 ft. of pipe	66.40 ft.	28.75 psi
Total gain or loss from pump to field	85.9 ft.	37.17 psi
Total dynamic head	182.1 ft.	78.82 psi
Pump capacity *	- Field Flush Flow	18.9 gpm
	- Field Dose Flow	7.1 gpm
	- Filter Flush Flow	- gpm
Pump Model Number	PF2010	
Voltz / Hp / phase	230v / .5 HP / SINGLE	

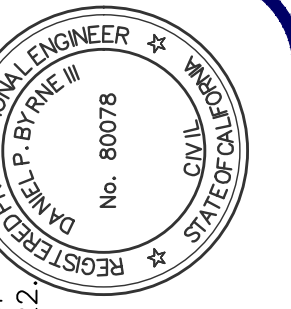
DRIP FIELD PREP AND FILL NOTES

- DRIP LINE TRENCHING SHALL OCCUR AFTER FILL PLACEMENT IS COMPLETE.
 THE QUALITY OF ACCEPTABLE SOILS ABOVE THE DRIPLINE SHALL BE EQUAL TO THOSE BELOW THE DRIPLINE.
 FILL MATERIAL SHALL BE CLASSIFIED AS A ZONE 2 AND APPROVED BY HOGAN LAND SERVICES INC. PRIOR TO DELIVERY TO THE SITE.
 A GROUND COVER (TURF OR OTHER APPROPRIATE LANDSCAPING) OR NATIVE VEGETATION SHALL BE SEEDED AND MAINTAINED OVER THE DRIP FIELD AFTER INSTALLATION TO PROVIDE ADDITIONAL TREATMENT, PREVENT EROSION AND INCREASE WASTEWATER REUSE THROUGH VEGETATION UPTAKE.
 FILL SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF THE DRIP TUBING. CONTRACTOR SHALL EMPLOY METHODS ENSURING THAT THE FILL IS UNIFORM IN DEPTH. DRIP TUBING SHALL BE INSTALLED THROUGH THE FILL TO THE DESIGNED EMBEDMENT DEPTH PER APPROVED PLAN.
 SITE PREPARATION SHALL CONFORM TO THE FOLLOWING:
 1. VEGETATION IS TO BE REMOVED AND SURFACE PREPARED PRIOR TO FILL PLACEMENT TO PERMIT GOOD MIXING OF THE NATIVE SOIL AND FILL MATERIAL ADDED.
 2. EXISTING GROUND SURFACE SHALL BE STRIPPED OF VEGETATION AND ARTIFICIAL FILL PRIOR TO INITIAL RIP AND PLACEMENT OF FILL.
 3. CUT AND REMOVE TREES WITHIN THE FILL ZONE, AVOID TREES BY GOING AROUND THEM. GRIND STUMPS TO GROUND LEVEL OR TO A MAXIMUM DEPTH OF 12 INCHES BELOW GRADE.
 4. ROTOTILLING TO PREPARE THE SITE FOR FILL IS PROHIBITED.
 REMOVE EXISTING FILL:
 1. THE PRIMARY AND RESERVE DRIP FIELD AREAS SHALL HAVE ARTIFICIAL FILL LAYER (B'+/-) REMOVED DOWN TO THE NATIVE SOIL INTERFACE.
 FILL PLACEMENT SHALL CONFORM TO THE FOLLOWING:
 1. PLACE INITIAL SIX INCHES OF FILL. FILL MATERIAL FOR DRIP SYSTEMS SHALL BE PLACED IN LIFTS NOT EXCEEDING SIX-INCH LAYERS.
 AFTER THE INITIAL 6" LIFT, AN INITIAL SINGLE PASS 8" RIP, (APPROXIMATELY 2" INTO NATIVE) SHALL OCCUR TO PROMOTE MIXTURE OF THE NEW FILL WITH THE NATIVE SOILS.
 2. FILL LIFTS SHALL BE MOISTURE CONDITIONED TO OPTIMUM AND TRACK ROLLED TO ACHIEVE COMPACTION APPROXIMATELY THE SAME RELATIVE COMPACTION AS THE UPPER NATIVE SOIL HORIZON.
 3. THE FULL DEPTH FILL IS TO BE OF UNIFORM DEPTH EXTENDING TO A DISTANCE AT LEAST TWO FEET FROM THE CENTER OF ANY DRIP LINE.
 4. THE FILL SHALL BE TAPERED AT A FIVE TO ONE RATIO MINIMUM TO EXISTING GROUND SURFACE.
 5. SHOULD ADDITIONAL LIFTS OF FILL BE REQUIRED, THEY SHALL BE PLACED IN ACCORDANCE WITH ABOVE. A SINGLE PASS RIP AT 12 INCH DEPTH SHALL BE PERFORMED AFTER SUBSEQUENT LIFTS TO INCORPORATE THE LOWER FILL LAYERS.
 6. PLACE THE REMAINING FILL LAYER IN THE SAME MANNER UNTIL THE UNIFORM FINISH GRADE IS ACHIEVED.
 7. SOIL SHOULD NOT BE COMPACTED DUE TO FILL PLACEMENT ACTIVITIES. NO WHEELED VEHICLES SHALL ENTER THE FILL AREA.



PUMP CURVE

GEOFLOW DRIP CALCULATIONS



THIS PLAN WAS PREPARED BY ME OR UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IT COMPLIES WITH ALL CITY, COUNTY AND STATE REQUIREMENTS IN EFFECT ON NOVEMBER, 2022.
 BY JULIE VANALYEA IN NOVEMBER, 2022

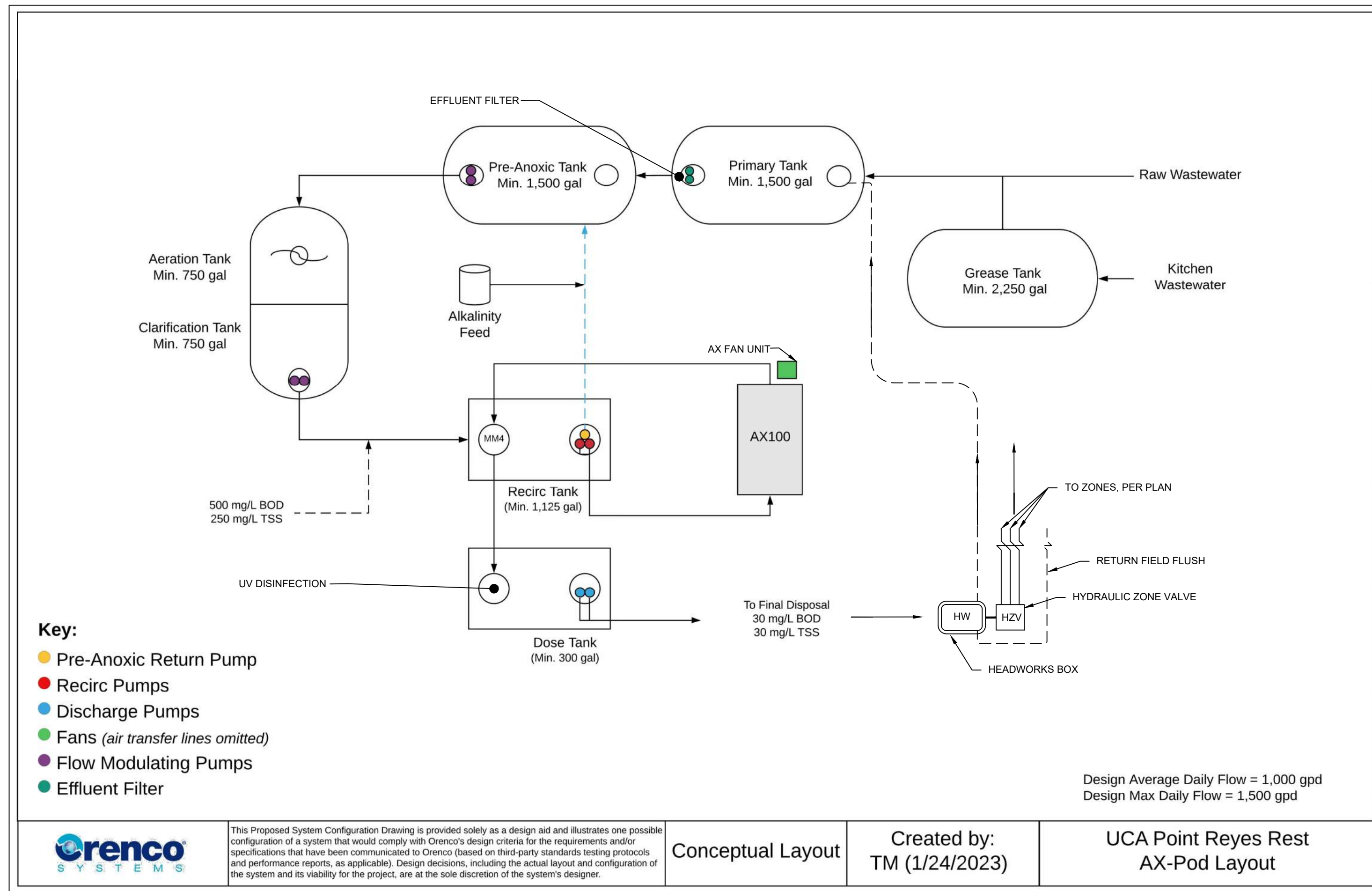
DRN:	FDT	LS	DBIII
CHK:	LS	PM:	DATE: 3/30/23
JOB #:	4490		

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LANDS OF REDWOOD OIL INC.
 DRIP SYSTEM NOTE & CALCS
 APN: 119-198-03

11401 SHORELINE HIGHWAY
 POINT REYES STATION, CA
 2 OF 4

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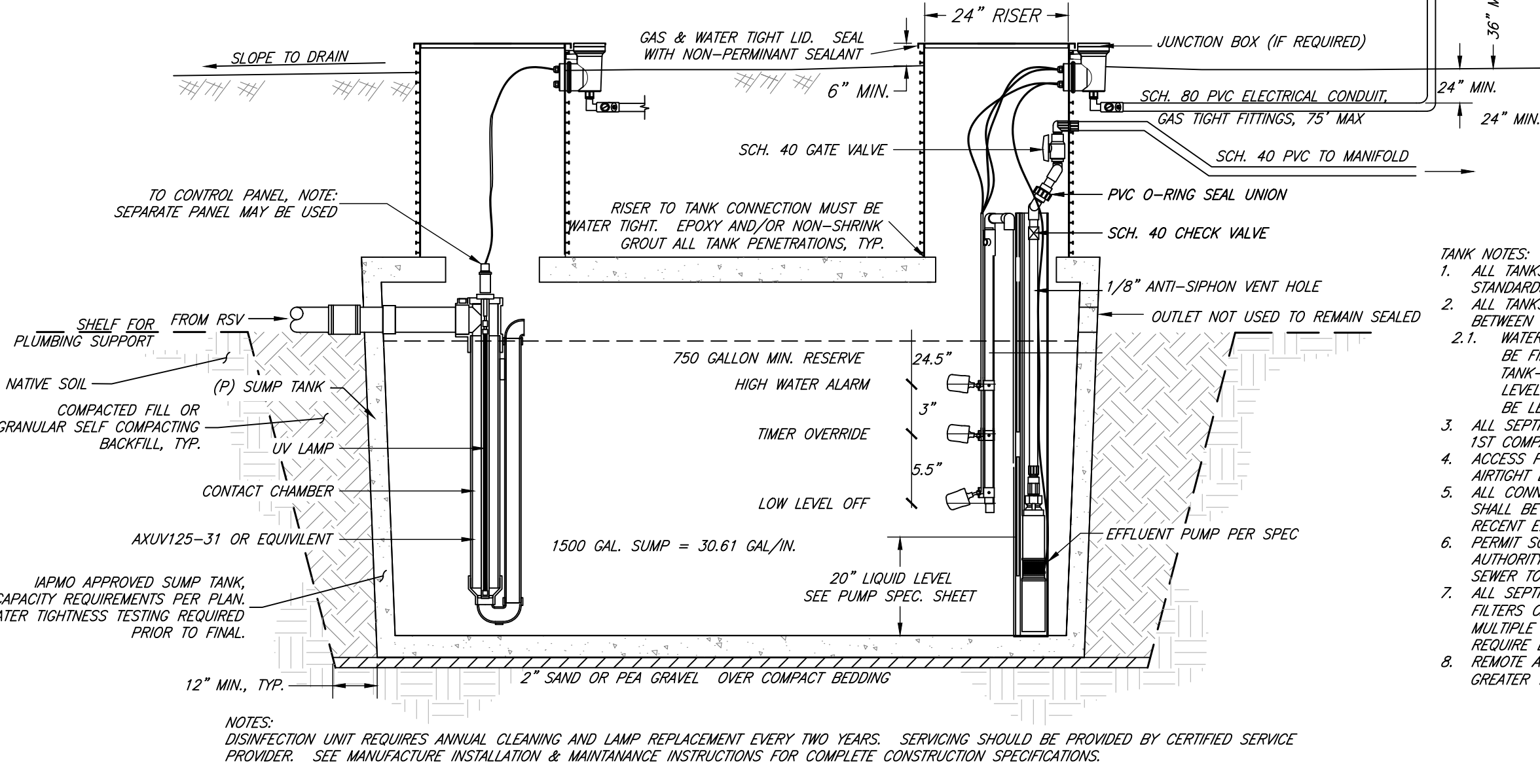


MODEL NUMBER	LIQUID CAPACITY (GALLONS)	WIDTH DIM A	LENGTH DIM B	HEIGHT DIM C	INLET DIM D	OUTLET DIM E	GAL/IN
SV6B70	810	4'-4"	8'-8"	5'-6"	5.5"	5.3"	16.53
SV6T200	1200	5'-2"	9'-3"	5'-8"	5.7"	5.5"	23.53
SV6T500	1500	6'-4"	9'-9"	5'-8"	5.5"	5.3"	30.61
SV6200	2000	6'-3"	12'-6"	5'-6"	5.5"	5.3"	40.82

DESIGN LOAD: NON TRAFFIC - 4" OF EARTH COVER MAXIMUM FOR COMPLETE DESIGN AND PRODUCT INFORMATION, CONTACT DESIGNER.

TIME DOSE SETTINGS:
DOSE PER DAY/ FIELD = 24
PUMP ON = 8M 49S
PUMP OFF = 2H 51M
FIELD FLUSHING - EVERY 8 CYCLES

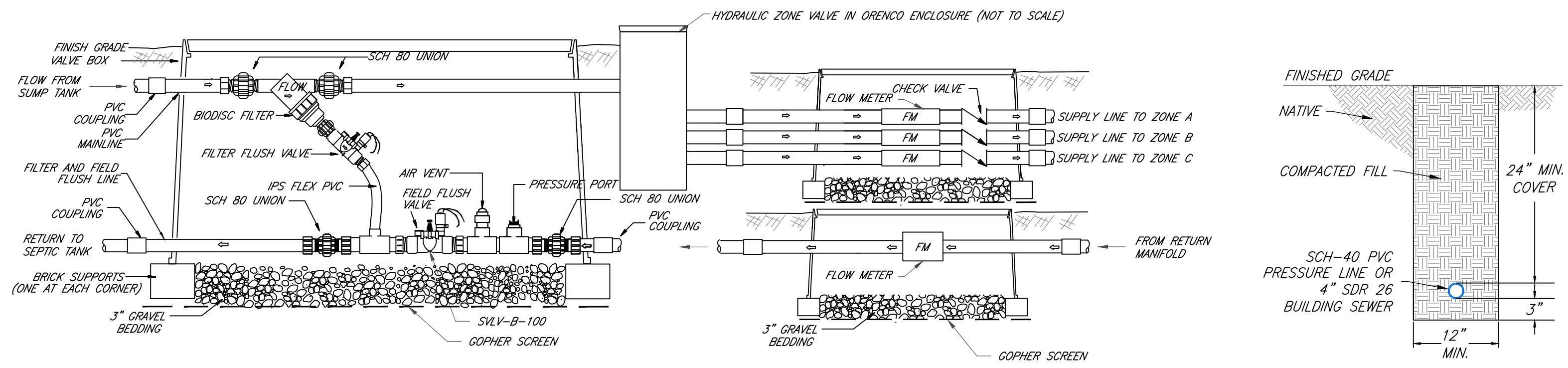
UL LISTED CONTROL/ALARM PANEL IN NEMA TYPE 4 OR BETTER BOX. SEE ORENCO AX20 SPECIFICATION, TIME DOSE CAPABLE, PHONE LINE/WIFI CONNECTION TO PANEL REQUIRED PRIOR TO FINAL.
NOTE: A PHONE LINE IS REQUIRED TO THE CONTROL PANEL AND WILL BE ACTIVATED PRIOR TO THE FINAL START UP INSPECTION. V/COMM PANELS MAY SHARE A PHONE LINE. T-COMM PANELS REQUIRE A SEPARATE PHONE LINE DEDICATED TO THE CONTROL PANEL.
CONTROL PANEL SHALL HAVE PLASTIC OR PLYXK SHIELD AND BE LABELED "CAUTION - ELECTRICAL HAZARD". CONTROL PANEL TO INCLUDE DOSE SETTINGS (TIME OR GALLONS), CALCULATED DOSE VOLUME AND FLOW SETTINGS.



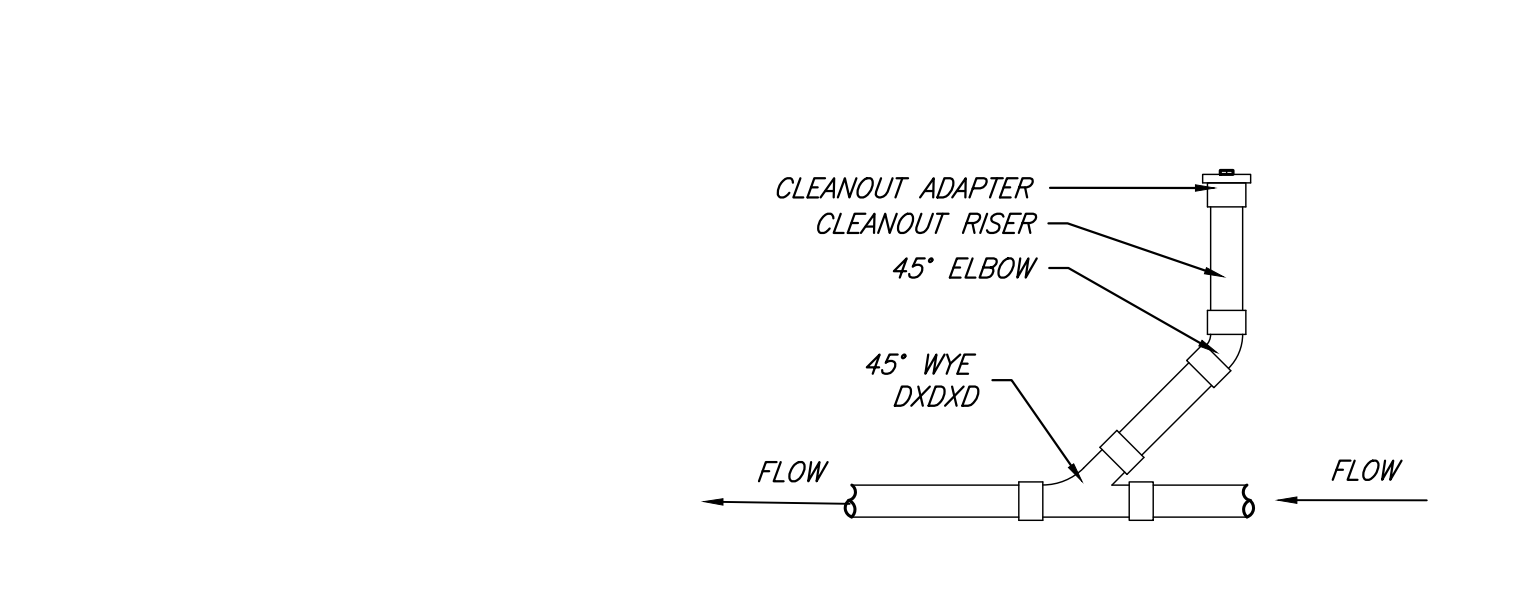
- TANK NOTES:**
- ALL TANKS SHALL BE IAPMO APPROVED & MEET THE STANDARDS OF MARIN COUNTY DWS POLICY
 - ALL TANKS SHALL BE WATERTIGHT, INCLUDE THE SEAL BETWEEN THE TANK & RISER.
 - WATERTIGHT TEST PROCEDURE: THE TANK SHALL BE FILLED A MINIMUM OF 2" PAST THE TANK-RISER CONNECTION. MARK THE WATER LEVEL AND WAIT 30 MINUTES. THE WATER SHALL BE LESS THAN 1/8" FROM THE MARK.
 - ALL SEPTIC TANKS SHALL BE 2 COMPARTMENTS. THE 1ST COMPARTMENT SHALL BE CAPABLE OF REMOVING 3/16" SOLIDS. MULTIPLE TANKS CONNECTED IN SERIES ONLY REQUIRE EFFLUENT ON THE FINAL TANK.
 - ALL CONNECTIONS FROM BUILDINGS TO SEPTIC TANKS SHALL BE MADE IN ACCORDANCE WITH THE MOST RECENT EDITION OF CALIFORNIA BUILDING CODES. PERMIT SONOMA BUILDING DIVISION IS THE INSPECTING AUTHORITY FOR CONNECTION FROM THE BUILDING SEWER TO THE SEPTIC TANK.
 - ALL SEPTIC TANKS SHALL BE FITTED WITH EFFLUENT FILTERS CAPABLE OF REMOVING 3/16" SOLIDS.
 - REMOTE ALARM REQUIRED IF ELECTRICAL PANEL IS GREATER THAN 75' FROM OCCUPANCY SERVED.

1 ADVANTEX AX-100 PRE-TREATMENT SCHEMATIC DETAIL
PLAN REVIEW LETTER AND PRE CONSTRUCTION MEETING WITH ATU MANUFACTURER REP. REQUIRED
NO SCALE

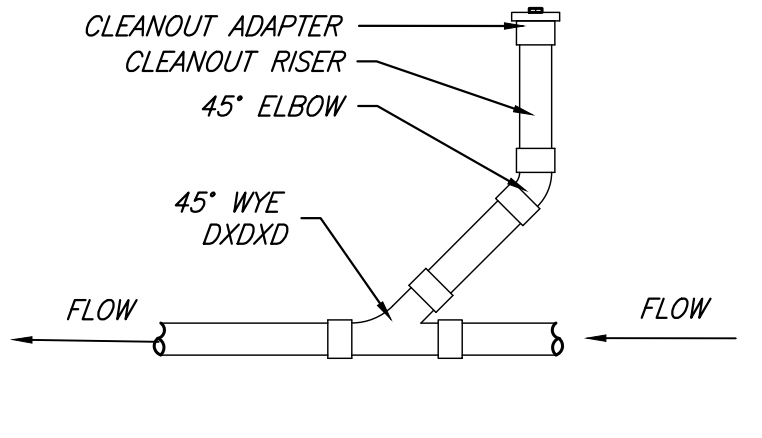
2 SUMP TANK WITH CONTROL PANEL AND UV LIGHT DETAIL
NO SCALE



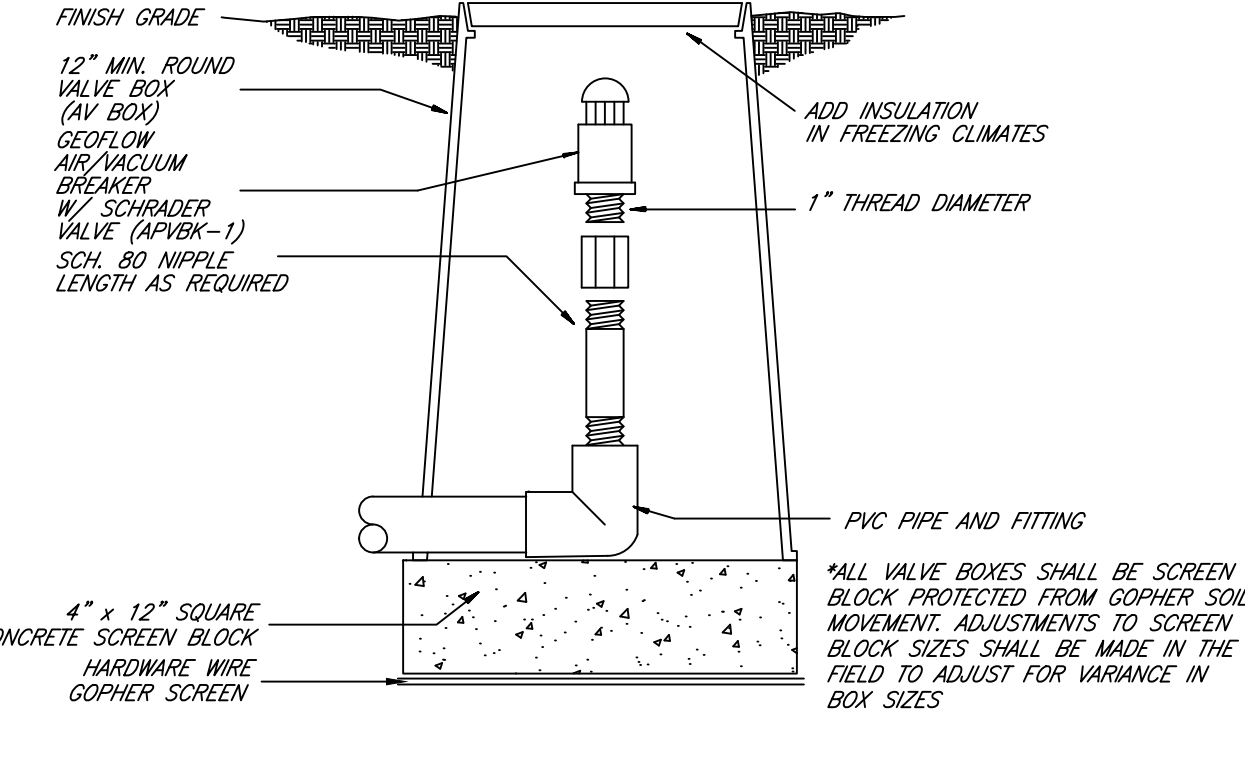
3 HEADWORKS BOX & FLOW METERS DETAIL
NO SCALE



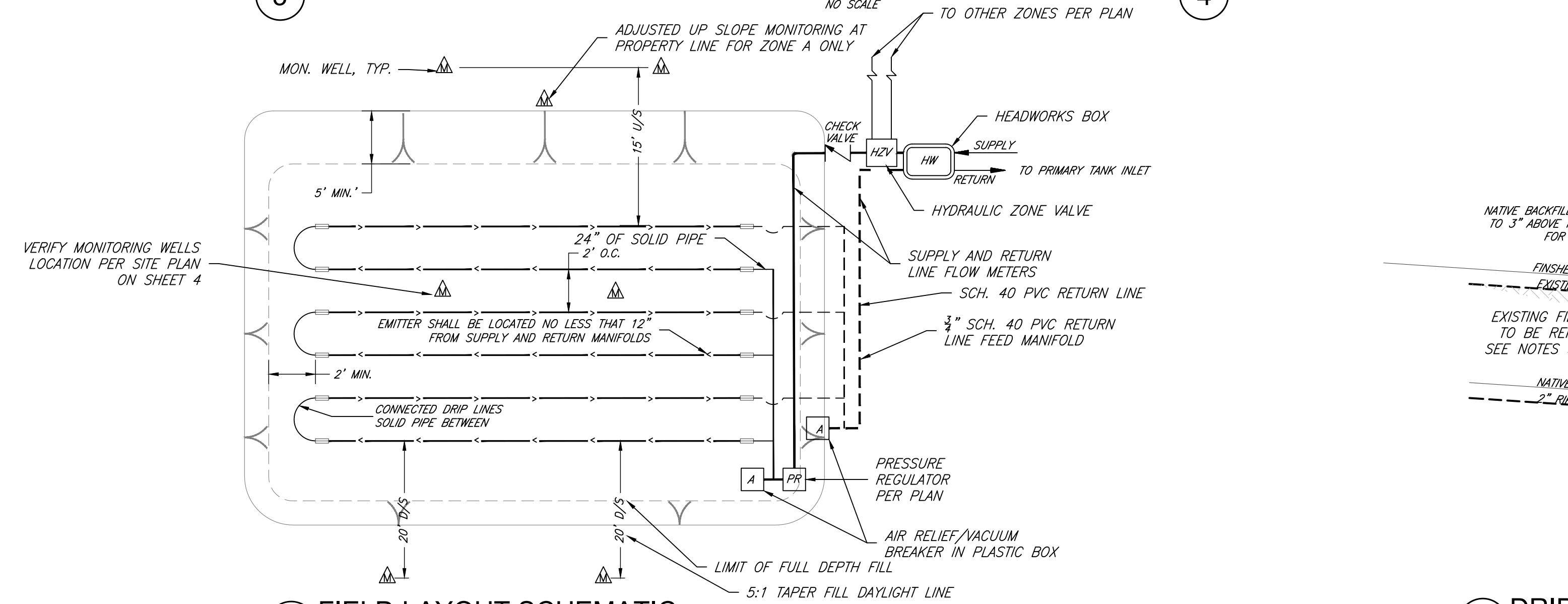
4 TRENCH DETAIL
NO SCALE



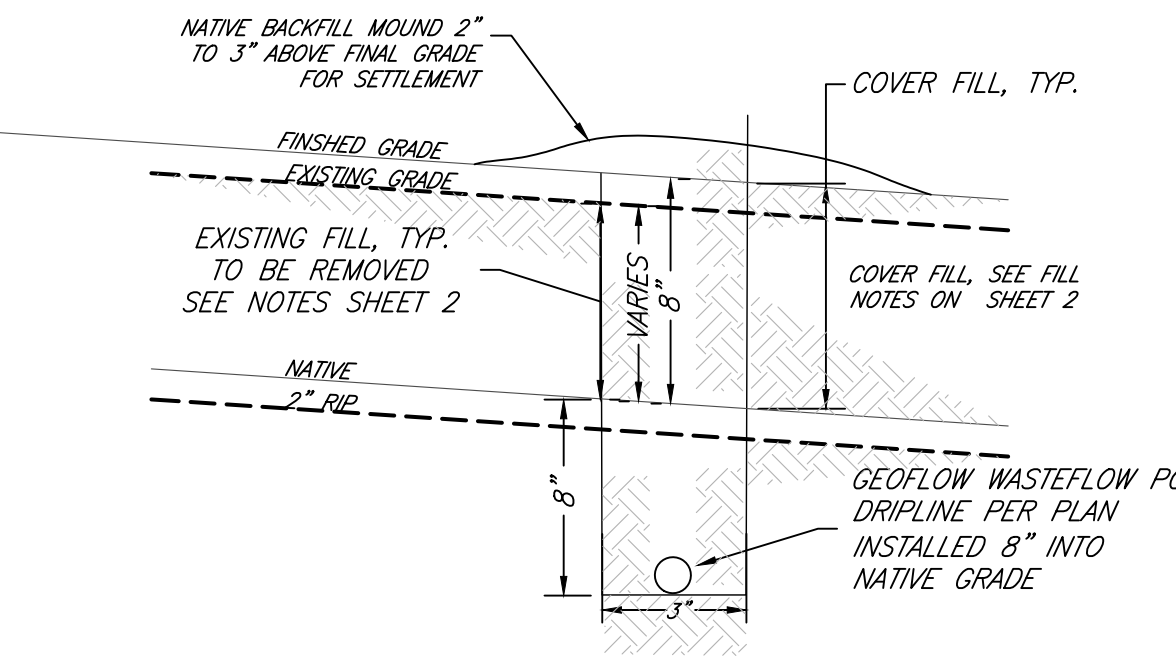
5 STANDARD CLEANOUT DETAIL
INSTALL CLEANOUTS BEFORE SEPTIC TANK
NO SCALE



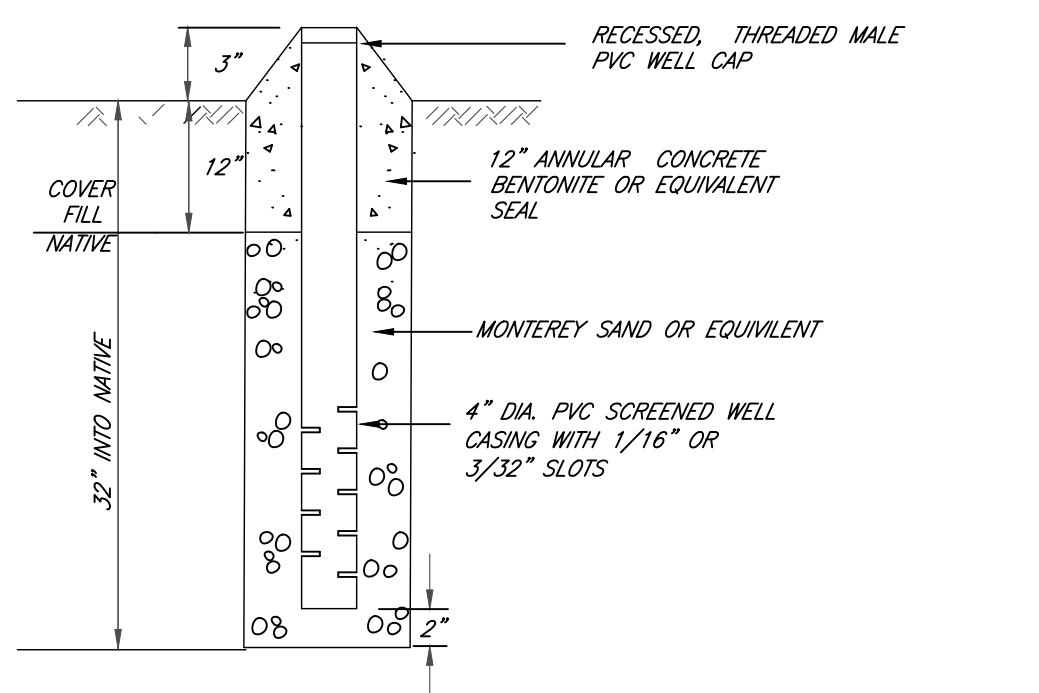
6 1" AIR RELIEF VALVE
NO SCALE



7 FIELD LAYOUT SCHEMATIC
SINGLE ZONE SHOWN MULTI ZONE SIMILAR
NO SCALE



8 DRIP LINE TRENCH DETAIL
NO SCALE



9 MONITORING WELL DETAIL
NO SCALE

THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECTION AT THE REQUEST OF BY JULIE VANALYEA IN NOVEMBER, 2022

REGISTERED PROFESSIONAL ENGINEER
DANIEL P. BYRNE
No. 80078
CALIFORNIA
STATE OF CALIFORNIA

FDT: LS
CHK: DBIII
PMT: DBIII
DATE: 3/30/23
JOB#: 4490

DRN: LS
CHK: DBIII
PMT: DBIII
DATE: 3/30/23
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4760 SONOMA HWY.
SANTA ROSA, CA 95409

APN: 119-198-03

LANDS OF REDWOOD OIL INC.

DRIP SYSTEM DETAILS

11401 SHORELINE HIGHWAY
POINT REYES STATION, CA

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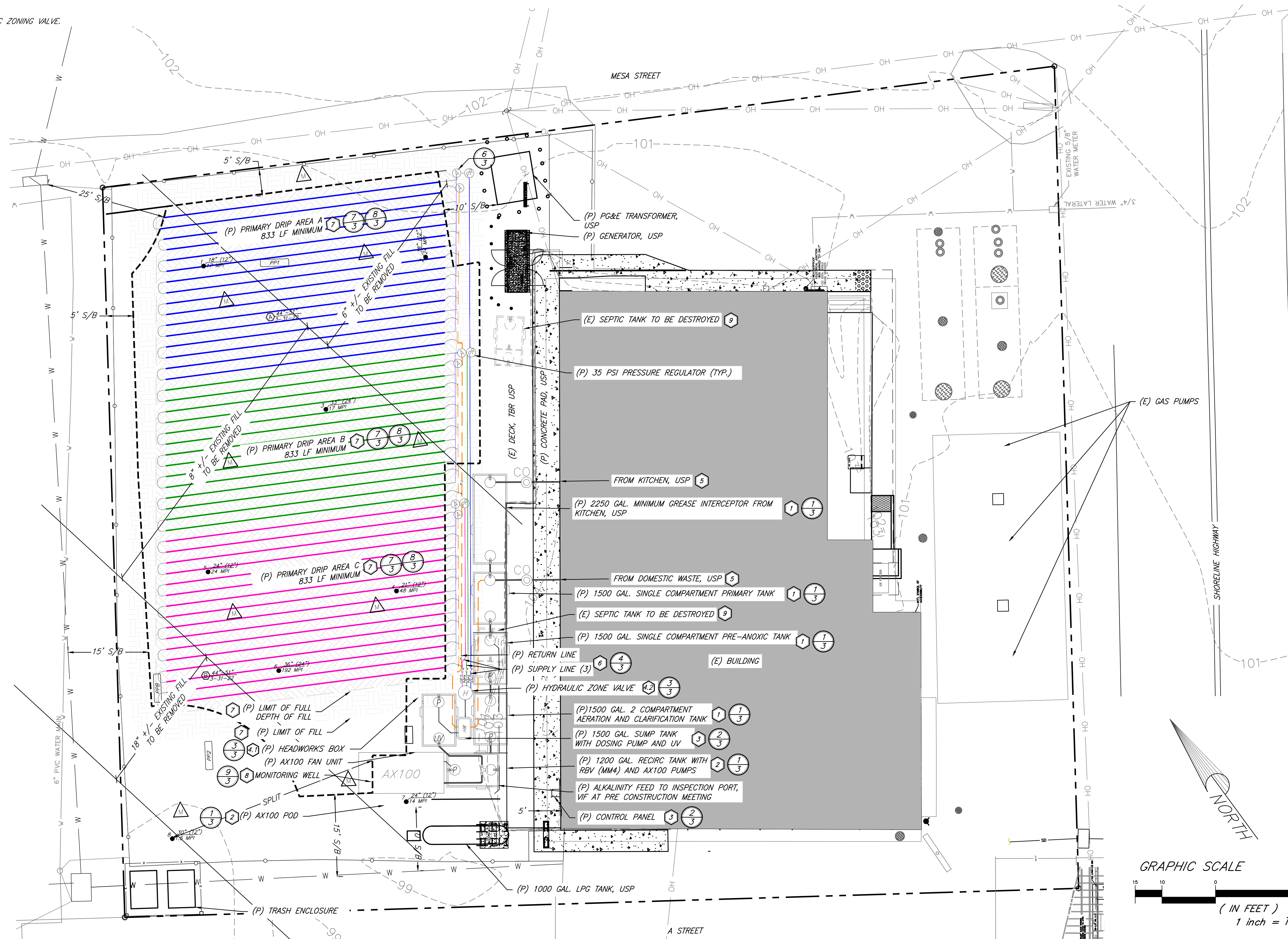
INSTALLATION NOTES

- 1. INSTALL 2250 GALLON SINGLE COMPARTMENT GREASE TANK, A 1500 GALLON SINGLE COMPARTMENT PRIMARY TANK WITH SANITARY-FEE AT INLET AND EFFLUENT FILTER AT OUTLET, A 1500 GALLON PRE-ANOXIC TANK, AND 1500 AERATION AND CLARIFICATION TANK. SEE TYPICAL SEPTIC TANK INSTALLATION AND MANUFACTURER'S ATU INSTALLATION SCHEMATIC DETAIL 1 ON SHEET 3. REFER TO COMPLETE ATU MANUFACTURER INSTALLATION INSTRUCTIONS.
- 2. INSTALL 1200 GAL. MINIMUM IAPMO APPROVED SINGLE COMPARTMENT RE-CIRCULATION TANK WITH ADVANTAGE AX DOSING PUMP, RBV (MM4), ALKALINITY FEED WITH PRE-ANOXIC RETURN PUMP TO PRE-ANOXIC TANK PER MANUFACTURER'S SPECIFICATION. INSTALL AX 100 PRE-TREATMENT FILTRATION POD. SEE DETAIL 1 ON SHEET 3. REFER TO COMPLETE MANUFACTURER'S SPECIFICATIONS FOR COMPREHENSIVE INSTALLATION INSTRUCTIONS. FINAL LOCATION SHALL BE DETERMINED AT TIME OF CONSTRUCTION. ALTERNATE TANK LOCATION TO BE CONFIRMED WITH HLS, INC. PRIOR TO CONSTRUCTION.
- 3. INSTALL 1500 GAL. IAPMO APPROVED SUMP TANK PER DETAIL 2 ON SHEET 3 WITH ORENCO UV-125/31-UVB-25 DISINFECTION UNIT PER DETAIL AND MANUFACTURER'S SPECIFICATIONS, INSTALL ORENCO PF2010 SUMP PUMP OR EQUIVALENT, AND CONTROL PANEL.
- 4.1. INSTALL MULTI-ZONE HEADWORKS WASTEFLOW BOX WITH FLUSH VALVE AND VORTEX FILTER. INSTALL CHECK VALVE ON SUPPLY LINE PRIOR TO DRIP FIELD PER DETAIL. SEE DETAIL AND MANUFACTURER'S SPECIFICATIONS. INSTALL FLOW METERS IN APPROVED PLASTIC ENCLOSURE FOR ALL THREE SUPPLY LINES AND FOR THE SINGLE RETURN LINE.
- 4.2. INSTALL HYDRAULIC ZONING VALVE.

- 5. CONNECT TO BUILDING SEWER CLEANOUT WITH 4" SDR-26 @ 2%, SEE PLUMBING PLAN.
- 6. INSTALL 3/4" SCH 40 PVC SUPPLY AND RETURN LINE TO EACH FIELD. INSTALL 35 PSI PRESSURE REGULATOR ON SUPPLY LINE PER PLAN. INSTALL AIR RELIEF VALVE AT TOP FEED MANIFOLD HIGH POINT ON BOTH SUPPLY AND RETURN LINES.
- 7. PRIOR TO DRIP LINE INSTALLATION, INSTALL COVER FILL PER DETAILS AND SPECS ON SHEET 2. UPON COMPLETION OF FILL, INSTALL PRIMARY DRIP ZONES A, B, & C 833 L.F. MIN. EACH WITH MANIFOLD AND 35 PSI PRESSURE REGULATOR. INSTALL AIR RELIEF VALVE ON SUPPLY/RETURN LINE ENDS. ALL VALVES & FITTINGS TO BE SIZED ACCORDING TO SUPPLY/RETURN LINE SIZING.
- 8. INSTALL 9 MONITORING WELLS PRIOR TO DRIP LINE INSTALLATION PER SITE PLAN.
- 9. ABANDON EXISTING SEPTIC TANKS (2), PER NOTES ON THIS SHEET.

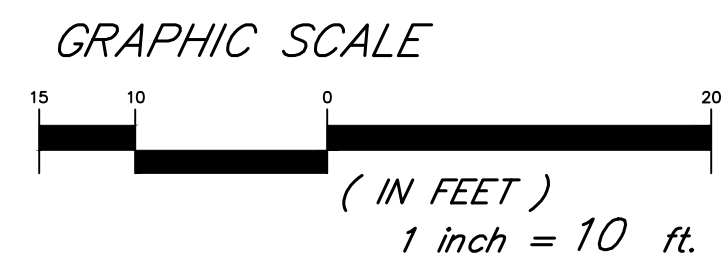
TANK ABANDONMENT NOTES

- A. SEPTIC TANKS MAY BE ABANDONED IN PLACE OR COMPLETELY REMOVED.
 - B. HAVE THE TANK PUMPED AND RINSED BY A LICENSED TANK PUMPER. THE RECEIPT IS REQUIRED PRIOR TO FINALIZING THE PERMIT.
- WHEN ABANDONING IN PLACE:
1. REMOVE THE RISERS AND LIDS FROM THE EXISTING TANK.
 2. EXCAVATE THE ENTIRE TOP OF THE TANK FOR EASY ACCESS. REMOVE/BREAK TANK LID TO ACCESS TANK BOTTOM. PUNCH HOLES IN BOTTOM OF BOTH TANK COMPARTMENTS. CALL FOR TANK DESTRUCTION INSPECTION, IT CAN CORRESPOND WITH SYSTEM FINAL INSPECTION.
 3. ONCE THE COUNTY AND ENGINEER HAS APPROVED THE TANK HOLES, BACKFILL THE TANK WITH EARTH, SAND, OR GRAVEL MATERIAL TO DEPTH OF APPROXIMATELY 1' BELOW FINISHED GRADE. THE TANK LID CAN BE BROKEN INTO SMALL PIECES AND ADDED TO THE BACK FILL CAREFULLY AS TO NOT CREATE ANY LARGE VOIDS.
4. FILL THE REST OF THE TANK AREA TO MATCH EXISTING GRADE AND GRADE TO PROPERLY DRAIN. EROSION CONTROL MEASURES SHOULD BE PROVIDED IN ALL DISTURBED AREAS. THE PERMIT WILL NOT BE FINALED UNTIL ENGINEER HAS OBSERVED PROPER EROSION CONTROL.
 5. AS AN ALTERNATIVE OPTION, THE TANK CAN BE PUMPED, REMOVED, AND HAULED TO A DISPOSAL SITE. CALL FOR AN INSPECTION PRIOR TO BACKFILLING EXCAVATION. BACKFILL WITH SOIL, SAND, GRAVEL, CONCRETE OR OTHER MATERIAL APPROVED ADMINISTRATIVE AUTHORITY.
- A COPY OF THE DISPOSAL RECEIPT SHALL BE MADE UPON REQUEST.



LEGEND

	RECORD BOUNDARY LINE
	EDGE OF CONCRETE
	FENCE
	SDS PRIMARY FIELD A
	SDS PRIMARY FIELD B
	SDS PRIMARY FIELD C
	RETURN LINE
	SANITARY SEWER
	SDS SETBACK LINE
	PERC HOLE W/DEPTH & MINUTES PER INCH
	SOILS PROFILE PIT W/DEPTH
	WELL
	MONITORING WELL
	CLEANOUT
	UP SLOPE
	DOWN SLOPE
	SETBACK
	UNDER SEPARATE PERMIT
	VERIFY IN FIELD
	TO BE REMOVED
	PRESSURE REGULATOR
	AIR RELIEF VALVE
	CHECK VALVE
	FLOW METER
	HEADWORKS BOX
	AX20 PRE-TREATMENT POD
	INSTALL KEY NOTE
	DETAIL
	SHEET



THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECTION AT THE REQUEST OF DANIEL P. BYRNE IN NOVEMBER, 2022.

REGISTERED PROFESSIONAL ENGINEER
DANIEL P. BYRNE
No. 80078
STATE OF CALIFORNIA

DRN: FDT
CHK: LS
PM: DBIII
DATE: 3/30/23
JOB #: 4490

HOGAN LAND SERVICES
A CALIFORNIA CORPORATION

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SANTA ROSA, CA 95409

LANDS OF REDWOOD OIL INC.
DRIP SYSTEM PLAN

APN: 119-198-03

11401 SHORELINE HIGHWAY
POINT REYES STATION, CA

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