

HERCULES PARCEL "O"

ENTITLEMENT PACKAGE RESUBMITTAL #1

FEBRUARY 27, 2019

PROJECT TEAM

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Amenity Schedule (Net SF)			
Name	Count	Area	
BIKES	1	415 SF	
FITNESS/ YOGA	1	1895 SF	
LEASING	1	1020 SF	
LOBBY	1	1040 SF	
MAIL	1	415 SF	
PET SPA	1	290 SF	
WC	2	110 SF	
WE WORK	1	1155 SF	
LOUNGE	1	1190 SF	
	10	7530 SF	

PROPERTY AREA AND DENSITY		
SITE AREA GSF		53,017
BUILDING COVERAGE GSF		47,455
BUILDING COVERAGE %		90%

PRELIMINARY BUILDING AREA TABULATIONS							
Level	Residential Net Rentable GSF*	Residential Amenity GSF**	Residential Core GSF***	Residential Total GSF	Retail Total GSF	Garage Total GSF****	Grand Total GSF
LEVEL P	0	7,345	1,670	9,015	0	38,440	47,455
LEVEL 1	8,625	0	5,505	14,130	0	22,870	37,000
LEVEL 2	29,710	1,255	5,395	36,360	0	0	36,360
LEVEL 3	30,300	0	5,545	35,845	0	0	35,845
LEVEL 4	30,590	0	5,525	36,115	0	0	36,115
LEVEL 4M	5,795	0	1,970	7,765	0	0	7,765
Total	105,020	8,600	25,610	139,230	0	61,310	200,540

NOTES:

- * Residential Net Rentable GSF calculation includes exterior, corridor and party walls
- ** Residential Amenity GSF includes entry lobby, leasing office, club room, fitness room, etc
- *** Residential Core GSF include corridors, residential level lobbies, stairs, elevators, res. level utility spaces, etc
- **** Garage Total GSF includes all spaces inside garage footprint, such as mechanical/utility spaces, etc

BUILDING HEIGHT		
	ALLOWED	PROPOSED
BAYFRONT LOOP	4 STORIES MAX	4 STORIES
JOHN MUIR PARKWAY	4 STORIES MAX	4 STORIES

PROJECT DATA	
PROJECT ADDRESS	2300 JOHN MUIR PARKWAY
ZONING	T5-MST: MAIN STREET TRANSITION STANDARDS AND T5-VN: VILLAGE NEIGHBOORHOOD STANDARDS
OCCUPANCY CLASSIFICATION	S-2, R-2, A
ASSESSOR'S PARCEL NUMBER	404-730-005
SITE AREA	1.21 ACRES
SPRINKLERED	FULLY SPRINKLERED - NFPA 13
CONSTRUCTION TYPE	V-A OVER I-A
HEIGHT LIMIT	60'-0"/70'-0" PER 2016 CBC, TABLE 504.3 AND SECTION 504.2

UNIT CALCULATIONS						
TYPE	STUDIO		1 BEDROOM			TOTAL
	S1	S2	A1	A2	A3 (LOFT)	
LEVEL 1	7	0	5	1	0	13
LEVEL 2	33	0	10	3	0	46
LEVEL 3	33	0	10	3	0	46
LEVEL 4	3	0	10	3	30	46
TOTAL	76	0	35	10	30	151
PERCENTAGE	50%	0%	23%	7%	20%	100%

PARKING							
REQUIRED					PROPOSED*		
	RATIO	USE AREA (SF)	AFFORDABLE USE AREA 5% (TO BE DEDUCTED)	MIN STALLS REQUIRED	TYPE	#	%
RESIDENTIAL USE	1 / 1500 SF MIN	139,230	6,962	88	Compact 8'x16'	48	32%
					EVCS 9'x18'	9	6%
					HC Accessible 9'x18'	7	5%
					HC Accessible VAN 12'x18'	1	1%
					Standard 8'9"x18'	86	57%
					TOTAL	151	

* SEE FLOOR PLANS FOR BREAKDOWN PER LEVEL

SHEET INDEX - BLOCK O

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A31.2	BLOCK 'O' - LEVEL 02 FIRE ACCESS PLAN

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C1.1	BOUNDARY SURVEY
C2.0	LAYOUT PLAN
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C4.0	UTILITY PLAN
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C6.0	FIRE ACCESS PLAN

L0.00B	COVER SHEET - BLOCK O
L0.01B	SCHEDULE AND NOTES - BLOCK O
L1.01B	LAYOUT PLANS - BLOCK O
L2.01B	GATE AND FENCING PLAN - BLOCK O
L3.01B	LIGHTING PLAN - BLOCK O
L4.01B	PLANTING PLAN - BLOCK O
L5.01B	IRRIGATION PLAN - BLOCK O
L6.01B	SITE FURNISHING IMAGES - BLOCK O
L7.01B	PERSPECTIVE RENDERINGS - BLOCK O
L7.02B	SECTIONS - BLOCK O
Grand total: 37	

PROJECT DESCRIPTION

PARCEL 'O' IS LOCATED WITHIN THE BAYFRONT MASTER PLAN IN HERCULES, CALIFORNIA. IT IS BOUNDED ON THE WEST BY JOHN MUIR PARKWAY, AND ON ALL OTHER SIDES BY THE FUTURE BAYFRONT LOOP ROAD AND BLOCKS Q&R, M&P, AND L. THE PROJECT INCLUDES THE CONSTRUCTION OF ONE BUILDING WITH A PARTIALLY SUBMERGED GARAGE AND RAISED COURTYARD. THE RESIDENTIAL COURTYARD IS LINED WITH INWARDS FACING UNITS AND THE SOUTH END OF THE COURTYARD IS OPEN TO ALLOW LIGHT INTO THE RESIDENTIAL COMMON AREA.

THE PROJECT INCLUDES **151** APARTMENTS AND RESIDENTIAL AMENITY SPACE TOTALING OVER **7,320 SF**. THE RESIDENTIAL APARTMENTS ABOVE THE PODIUM ARE OF TYPE V-A WITH THE GARAGE AND OTHER BELOW PODIUM SPACES BEING TYPE I-A CONSTRUCTION. THE TWO PARKING LEVELS ARE SERVED INDEPENDENTLY, ONE FROM EAST AND ONE FROM THE NORTH, AND CONTAIN **151** PARKING STALLS. THE ABOVE GRADE GARAGE IS LINED WITH UNITS AND AMENITY SPACES FACING THE STREET TO ENHANCE THE PEDESTRIAN EXPERIENCE.



HERCULES PARCEL "O"



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A22

BLOCK 'O' - PROJECT INFORMATION

CITY CODE REQUIREMENTS

BLOCK O FALLS UNDER 2 REGULATING ZONES, MAIN STREET TRANSITION AND VILLAGE NEIGHBORHOOD. THE RELEVANT DESIGN METRICS AND THEIR GOVERNING REQUIREMENTS ARE SUMMARIZED IN THE TABLES BELOW FOR EACH REGULATING ZONE.

Building Form Regulating Zones
T5-MS: Bayfront Boulevard Main Street
T5-MST: Main Street Transition
T5-CC: Clubhouse Center
T5-VN: Village Neighborhood
T4-NG: Neighborhood General
WR: Waterfront Recreational (area defined in map below)

CODE REQUIREMENTS - "MAIN ST. TRANSITION"

REQUIREMENT	REQUIRED	PROPOSED	COMPLIES
BUILD TO LINE ALONG PRIMARY + SECONDARY STREET	0'	8' MIN	YES
BUILD TO LINE DEFINED BY A BUILDING, PRIMARY ST/SECONDARY ST	65% PS MIN / 80% SS MIN	100% PS / 100% SS	
SETBACK SIDE	0' MIN, 5' MAX	0'	YES
BUILDINGS MUST BE BUILT TO BTL ALONG EACH FACADED WITHIN 30' OF A CORNER ALONG THE PRIMARY STREET.	>30' ALONG BTL	68' 2" MIN	YES
ENTIRE BUILD TO LINE MUST BE DEFINED BY A BUILDING OR AN 18"-48" WALL	-	-	YES
BUILDING HEIGHT	2-STORY MIN, 4-STORY MAX	4 STORY	YES
GROUND FLOOR FINISH LEVEL	6" MAX	0"	YES
GROUND FLOOR CEILING	12" MIN CLEAR	21'	YES
UPPER FLOOR CEILING	8' MIN CLEAR	9'4"	YES
DEPTH GROUND FLOOR RES/COMMERCIAL SPACE 30' MIN EXCEPT WHEN LINING PARKING GARAGE	30' MIN	25'	-
DISTANCE BETWEEN ENTRIES TO GROUND FLOOR	100' MAX	-	-
SERVICE ENTRIES MAY NOT BE LOCATED ALONG A PRIMARY ST.	-	NO SERVICE ENTRIES ON PRIMARY ST	YES
BUILDINGS WIDER THAN 150' MUST BE DESIGNED TO READ AS A SERIES OF BUILDING NO WIDER THAN 100' EACH	100' MAX	100' MAX	YES
ENCROACHMENTS ON PRIMARY + SECONDARY STREET	14' MAX	-	-
ENCROACHMENTS ON REAR SETBACKS	5' MAX	-	-
GALLERY, ARCADE, LOADING DOCK, AND SHOPFRONT FRONTAGE TYPES ARE ALLOWED ALONG STREET, CIVIC SPAC...	-	SHOPFRONT	YES
SHOPFRONT AWNING DEPTH	4' MIN, 10' MAX	-	-
PARKING - 1 SPACE/1500 SF	1/1500 SF = ~126	158	YES
BELOW GRADE PARKING ALLOWED UP TO THE PROPERTY LINE		DOES NOT EXCEED PROP LINE	YES
ABOVE GRADE PARKING 24" MIN DEEP LINER REQUIRED ALONG JOHN MUIR PKWY.	24" MIN	30" 6"	YES
PARKING DRIVE WIDTH	20' MAX	NO ENTRY ON MAIN ST.	YES

CODE REQUIREMENTS - "VILLAGE NEIGHBORHOOD"

REQUIREMENT	REQUIRED	PROPOSED	COMPLIES
BUILD TO LINE ALONG PRIMARY STREET	8' MIN, 12' MAX	8' MIN	YES
SETBACK	0' MIN SIDE, 5' MIN REAR	8'	YES
CORNERS	>30' ALONG BTL	68' 2" MIN	YES
ENTIRE BUILD TO LINE MUST BE DEFINED BY A BUILDING OR AN 18"-48" WALL	-	-	YES
BUILDING HEIGHT	2-STORY MIN, 4-STORY MAX	4 STORY	YES
GROUND FLOOR FINISH LEVEL	18" MIN	18" MIN	YES
GROUND FLOOR CEILING	9' MIN CLEAR	10'	YES
UPPER FLOOR CEILING	8' MIN CLEAR	9'4"	YES
COMMERCIAL USES, GROUND FLOOR LOBBIES, COMMON AREAS IN MULTI-UNIT BLDGS MAY HAVE A 0"-6" GROUND...	0" - 6"	0'-18"	YES
LOT COVERAGE	50% MIN	> 50%	YES
DEPTH GROUND FLOOR RES SPACE	12' MIN	36' 6" MIN	YES
GARAGE BELOW GROUND FLOOR ALLOWED TO DAYLIGHT A MAX OF 8' IF INTEGRATED WITH STOOPS	< 8'	10'+ AT SOUTH SIDE	-
ALL UPPER FLOORS MUST HAVE AN ENTRY ALONG A PRIMARY STREET	-	-	YES
SERVICE ENTRIES MAY NOT BE LOCATED ALONG A PRIMARY STREET	-	-	-
BUILDINGS WIDER THAN 150' MUST BE DESIGNED TO READ AS A SERIES OF BUILDING NO WIDER THAN 100' EACH	100' MAX	100' MAX	YES
ENCROACHMENTS ON PRIMARY + SECONDARY STREET	12' MAX	5' MAX	YES
ENCROACHMENTS ON SIDE SETBACKS/REAR	5' MAX	5' MAX	YES
LOADING DOCK, FORECOURT, AND STOOP FRONTAGE TYPES ARE ALLOWED ALONG STREET AND CIVIC SPACE FRONTAGES. SHOPFRONT FRONTAGE TYPE ALLOWED IN AREAS DESIGNATED IN THE USE OVERLAY	-	-	-
PARKING - 1 SPACE/1500 SF	1/1500 SF = ~126	158	YES
BELOW GRADE PARKING ALLOWED UP TO PROPERTY LINE	-	DOES NOT EXCEED BTL	YES
PARKING ABOVE GRADE. 12" MIN DEEP LINER REQUIRED ALONG STREET	12' MIN	30' 2" MIN	YES

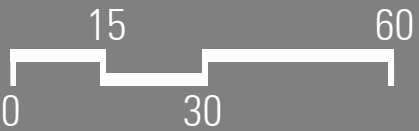
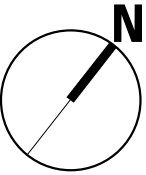
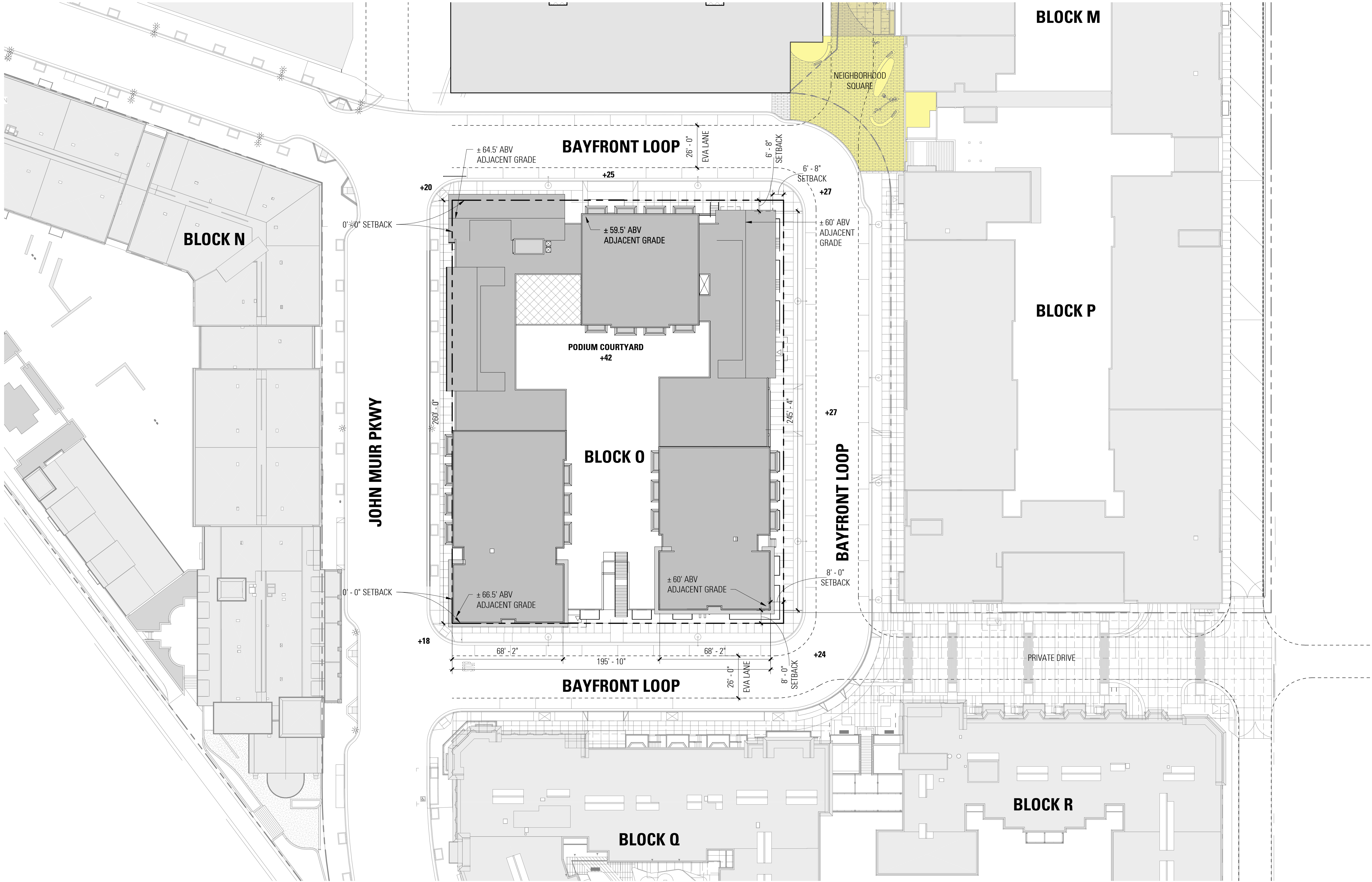
ALLOWABLE STYLES

BLOCK O WILL CONFORM TO THE BAY AREA ECLECTIC STYLE AS ALLOWED BY THE CODE WHICH IS SHOWN IN THE SAMPLE TABLE BELOW. VARIATIONS ON A COMMON ARCHITECTURE WITHIN THIS STYLE WILL BE USED TO ARTICULATE BREAKS IN THE BUILDING IN ORDER THAT THE WHOLE READS AS SEPARATE BUILDINGS IN LENGTHS NOT MORE THAN 100'. SUGGESTED BREAKS ARE SHOWN IN THE DIAGRAM BELOW.

Architectural Styles Allowed By Block

	Waterfront Warehouse	Gold Rush	Victorian	Tudor/English Arts and Crafts	Spanish Revival	Bay Area Eclectic
Block	p. 2-5	p. 2-11	p. 2-15	p. 2-19	p. 2-23	p. 2-27
O		(T5-MST only)	(T5-MST only)	(T4-NG only)		

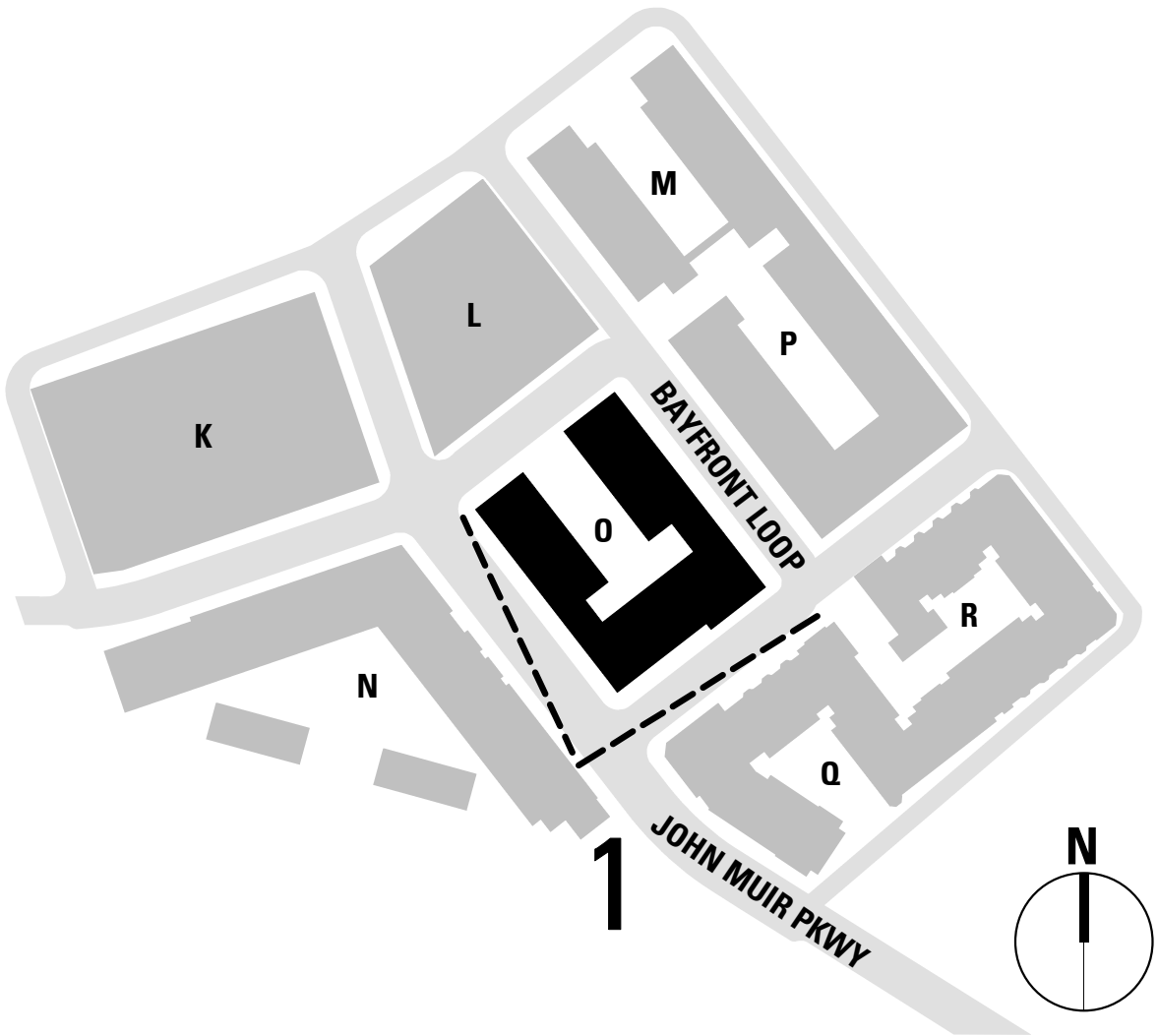
BUILDING BREAKS AND ARCHITECTURAL STYLES
01 - BAY AREA ECLECTIC
02 - BAY AREA ECLECTIC
03 - BAY AREA ECLECTIC



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1 - PERSPECTIVE VIEW FROM JOHN MUIR PARKWAY



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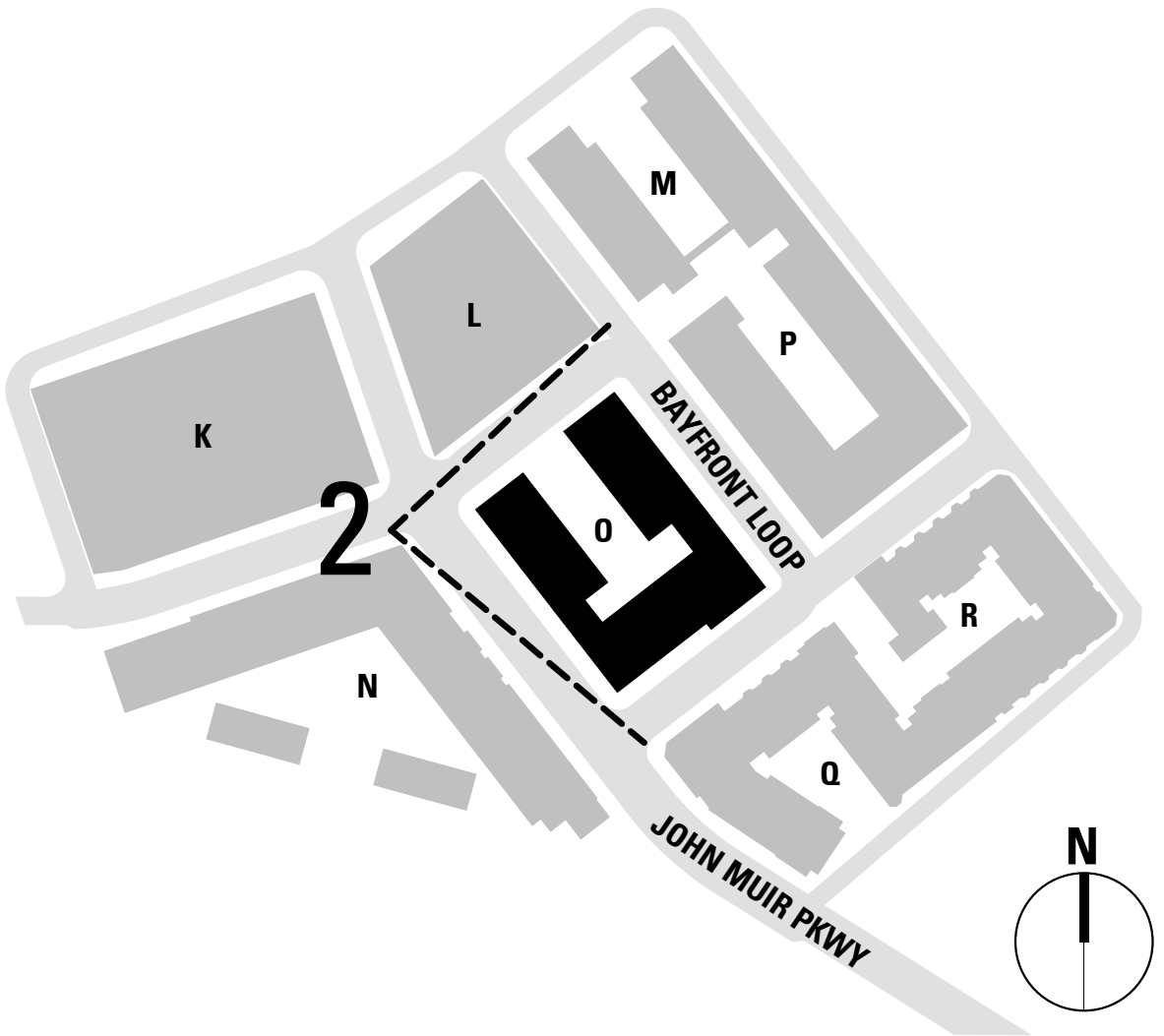
BLOCK 'O' - PERSPECTIVE VIEWS

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A25.1



2 - PERSPECTIVE VIEW OF ENTRY FROM JOHN MUIR PARKWAY



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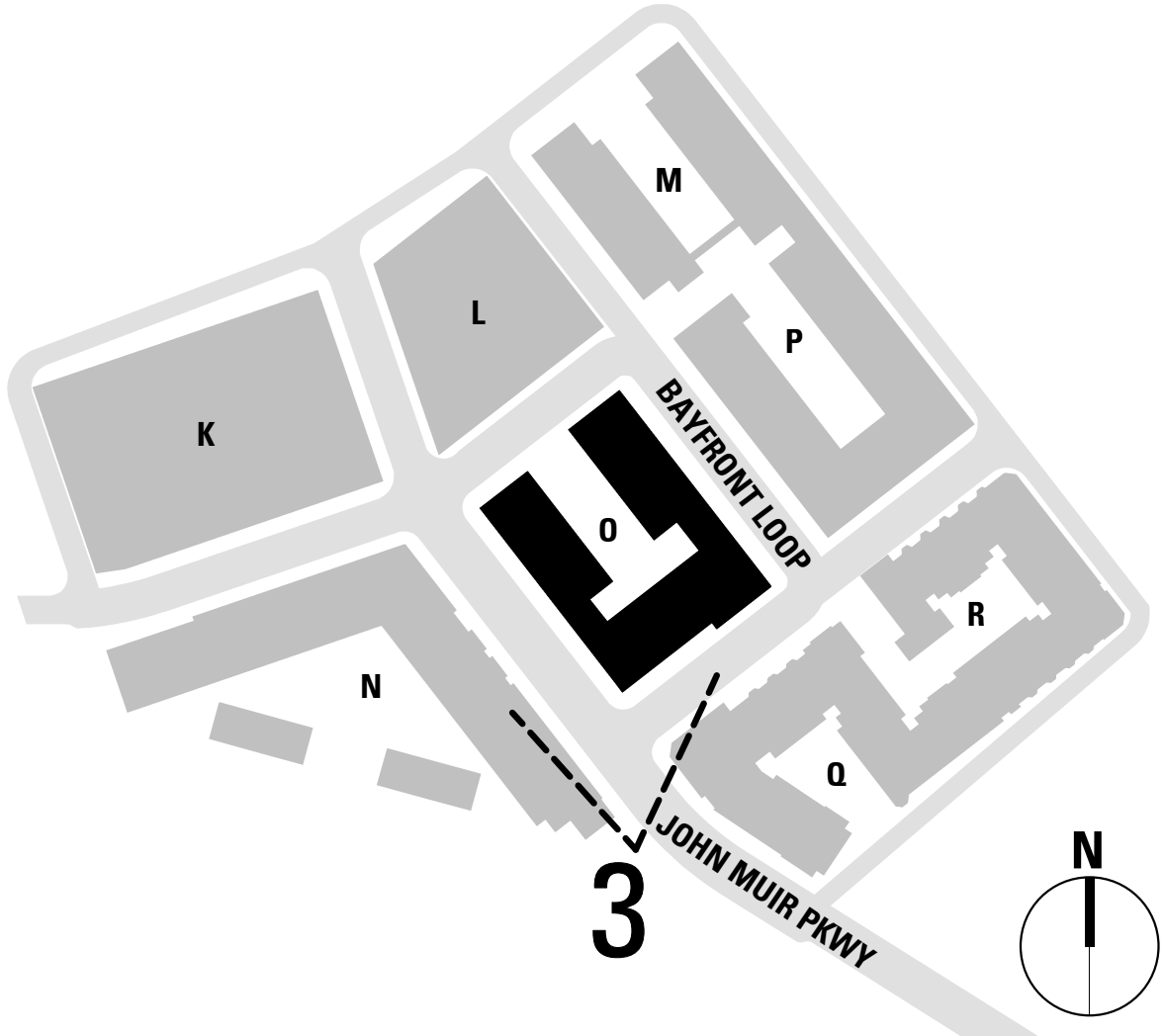
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BLOCK 'O' - PERSPECTIVE VIEWS

BAR architects

A25.2

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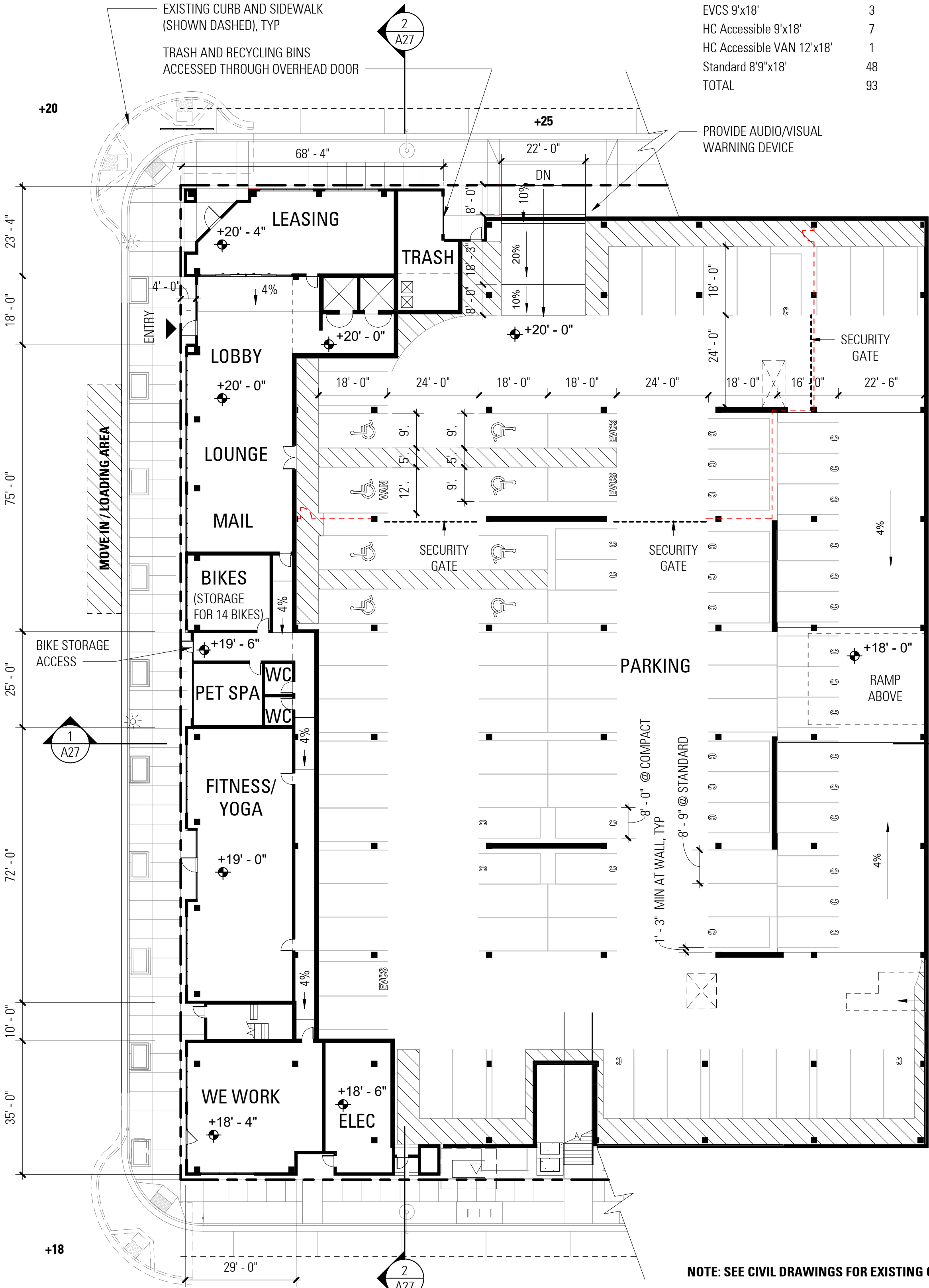
3 - PERSPECTIVE VIEW FROM JOHN MUIR PARKWAY WITH BLOCK N AND BLOCK Q CONTEXT

PARKING COUNT - LEVEL P

Compact 8'x16'	34
EVCS 9'x18'	3
HC Accessible 9'x18'	7
HC Accessible VAN 12'x18'	1
Standard 8'9"x18'	48
TOTAL	93

PROVIDE AUDIO/VISUAL WARNING DEVICE

NOTE: SEE CIVIL DRAWINGS FOR EXISTING CURB, SITEWALK, ETC.



1
A26.0
LEVEL P

PARKING COUNT - LEVEL 01

Compact 8'x16'	14
EVCS 9'x18'	6
Standard 8'9"x18'	38
TOTAL	58

BUILDING EDGE ABOVE

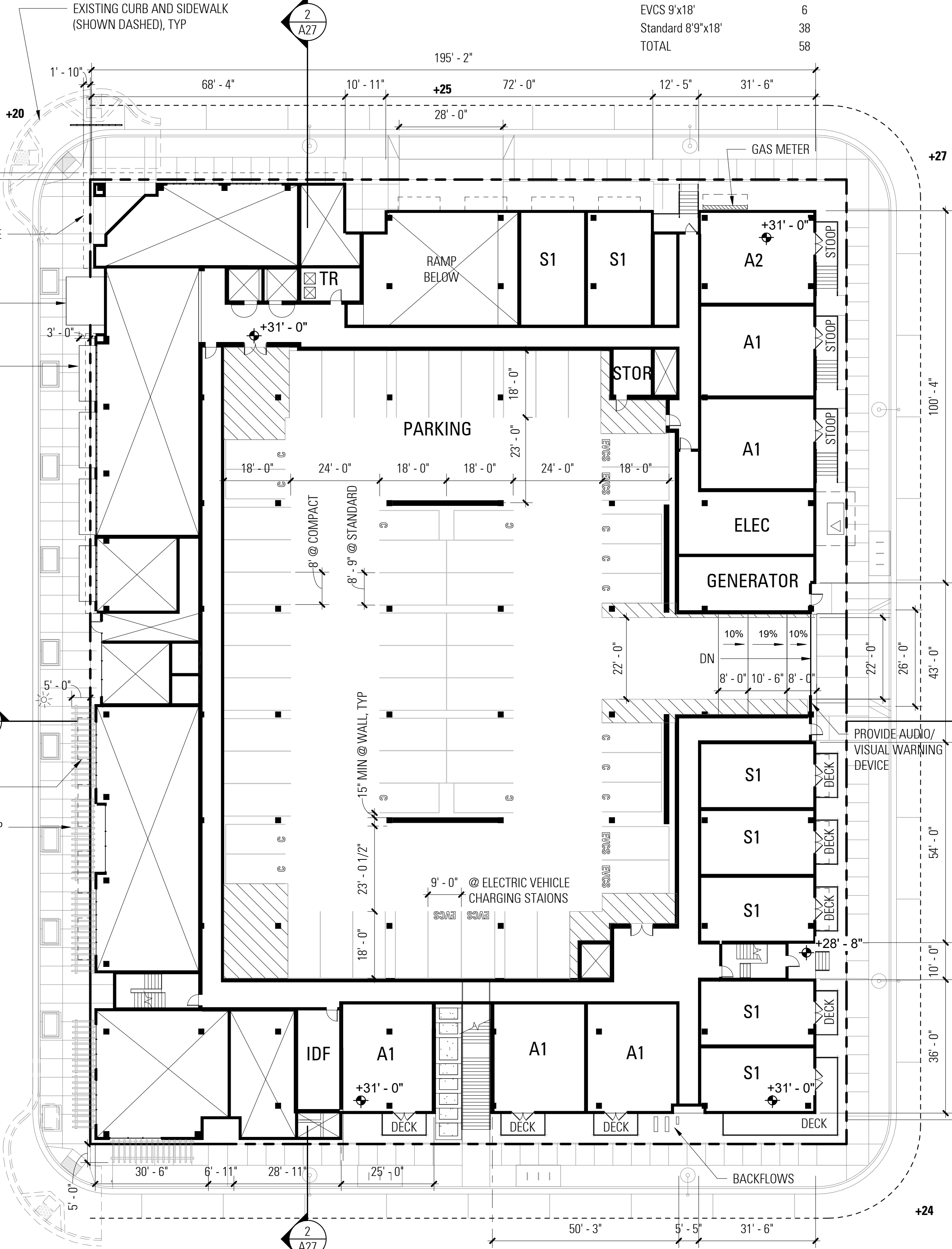
ENTRY CANOPY

AWNING, TYP

PROJECTING BAY ABOVE (SHOWN DASHED), TYP

AWNING/ TRELLIS, TYP

EGRESS STAIR ABOVE



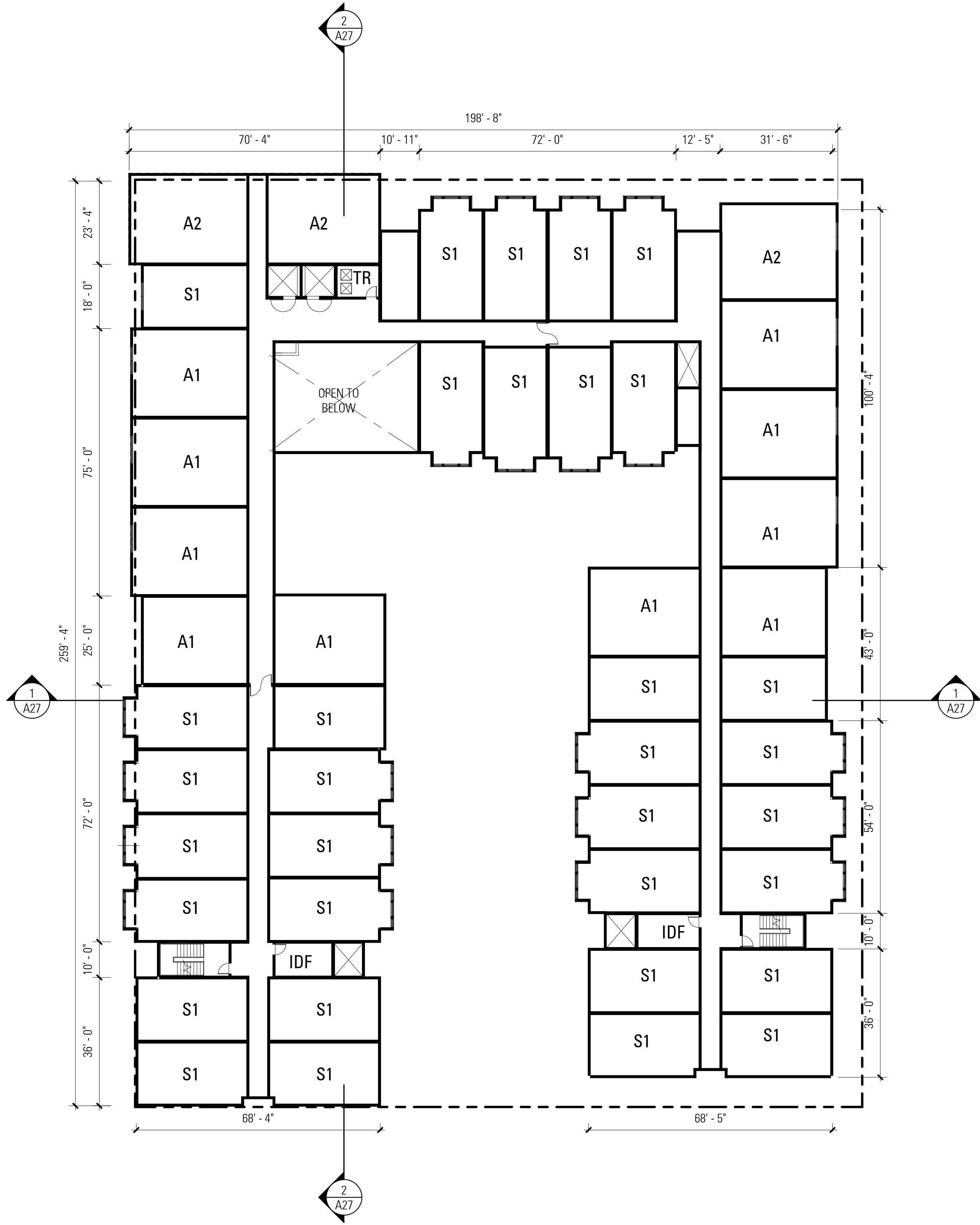
2
A26.0
LEVEL 01

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1
A26.1
LEVEL 02



2
A26.1
LEVEL 03

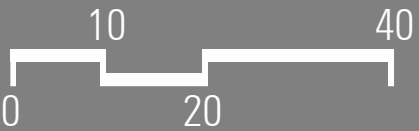
HERCULES PARCEL "O"



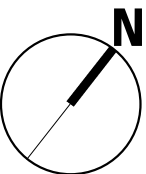
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A26.1

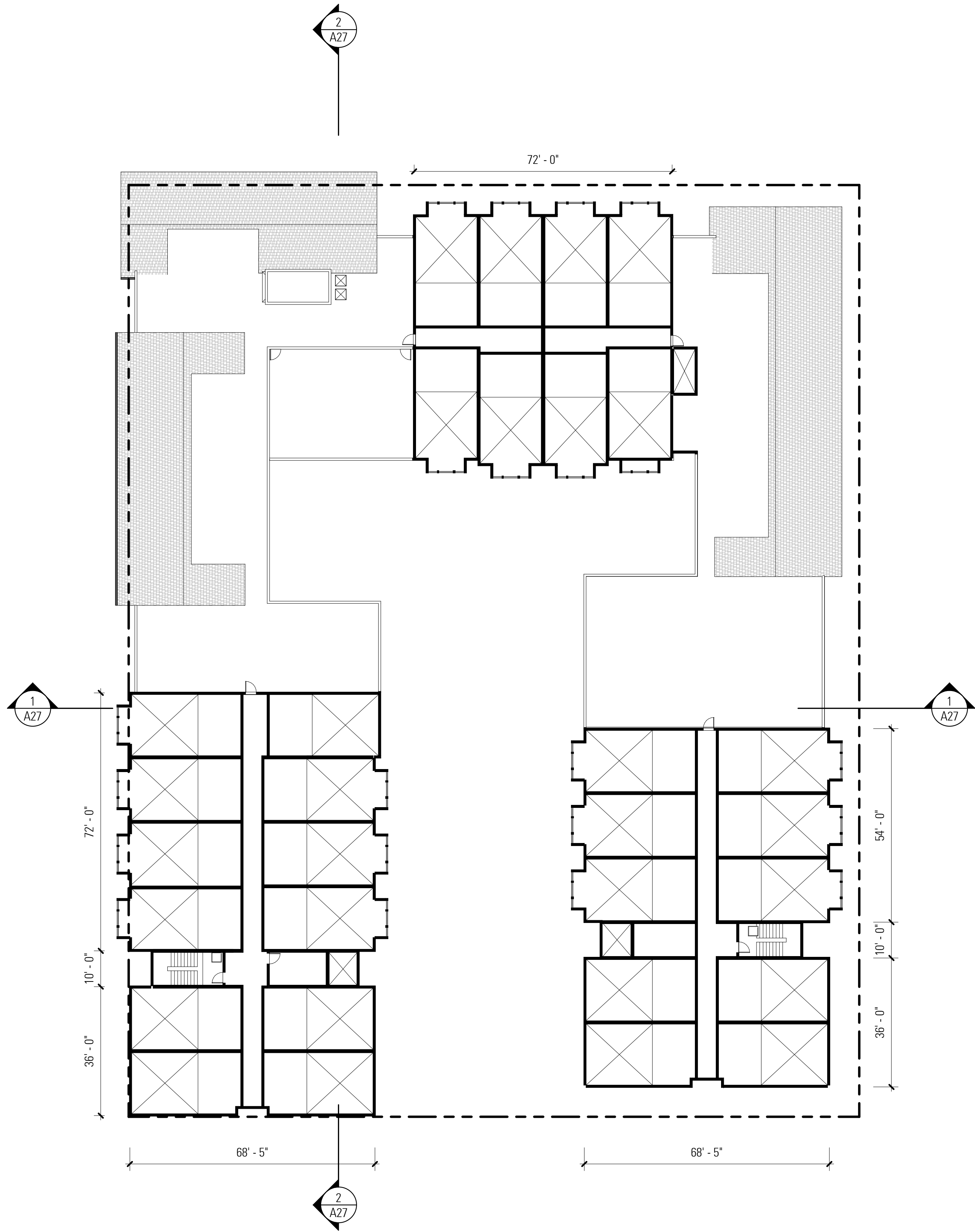


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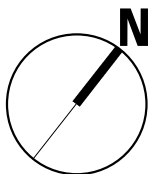
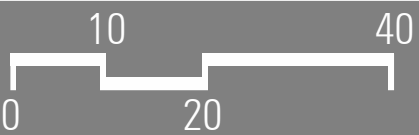
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1
A26.2
LEVEL 04



2
A26.2
MEZZANINE



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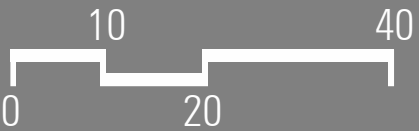
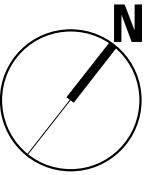
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1
A26.3

MEZZ ROOF PLATE

PROJECTING CORNICE,
TYP, SEE 3 / A28.1

NOTE: ELEVATIONS PROVIDED
ARE RELATIVE TO SEA LEVEL,
UNLESS OTHERWISE NOTED.



+75'-0" @ TOP
OF PARAPET
(±55.5' ABV
ADJACENT GRADE)

+75'-0" @ TOP
OF PARAPET
(±55' ABV
ADJACENT
GRADE)

+87'-10" @ TOP
OF PARAPET
(± 68.8' ABV
ADJACENT GRADE)

+85'-4" @ TOP
OF PARAPET
(± 66.8' ABV
ADJACENT GRADE)

+84'-6" @ TOP OF ROOF RIDGE
(± 64.5' ABV ADJACENT GRADE)

+87'-10" @ TOP OF PARAPET
(± 62.8' ABV ADJACENT GRADE)

+87'-6" @ TOP OF ROOF RIDGE
(± 61' ABV ADJACENT GRADE)

+77'-6" @ TOP OF PARAPET
(± 50.5' ABV ADJACENT GRADE)

+89'-4" @ TOP OF PARAPET
(± 65.3' ABV ADJACENT GRADE)

+20

+25

+27

+19

+27

+18

+24

HVAC &
MECHANICAL

ELEVATOR
OVERRUN

± 84'-6" @ TOP OF ROOF RIDGE

+84' - 5"

HVAC & MECHANICAL

HVAC & MECHANICAL

ROOF LADDER
(ACCESS DOOR AT
LOWER ROOF), TYP

+74' - 1"

ROOF LADDER
(ACCESS DOOR
AT LOWER
ROOF), TYP

+74' - 1"

HVAC & MECHANICAL

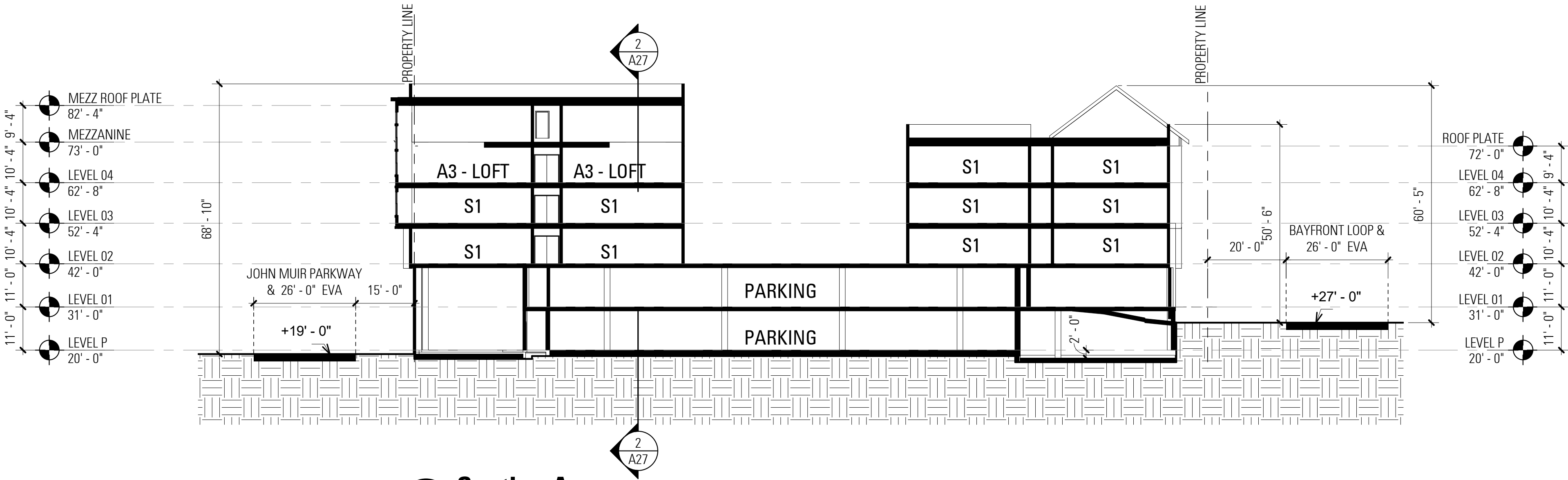
STAIR ROOF
HATCH

HVAC &
MECHANICAL

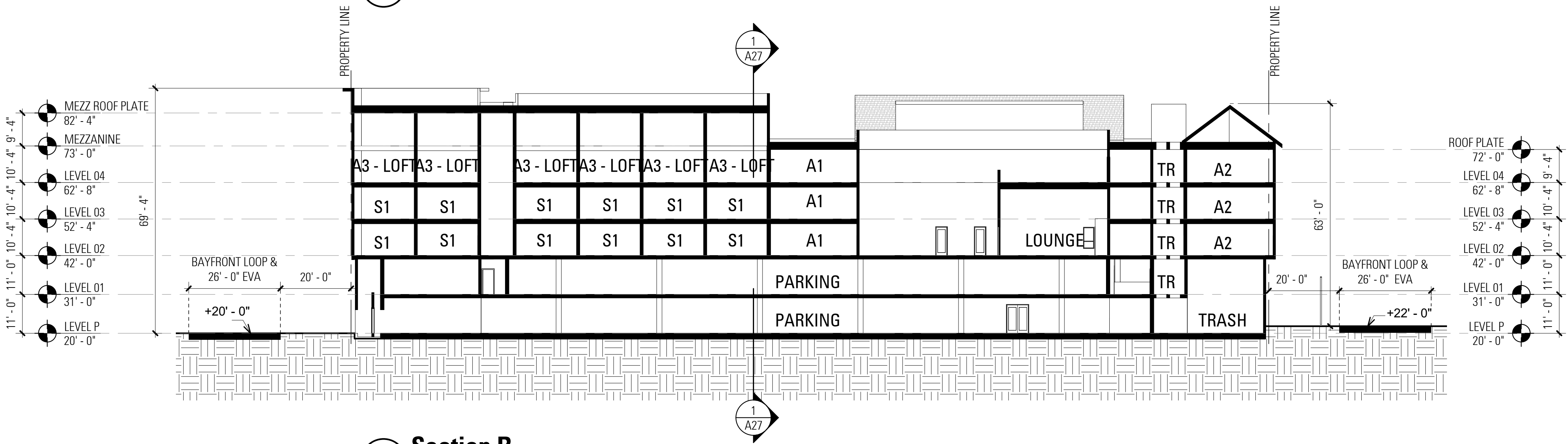
HVAC & MECHANICAL

STAIR ROOF
HATCH

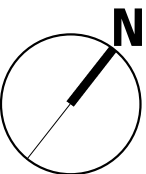
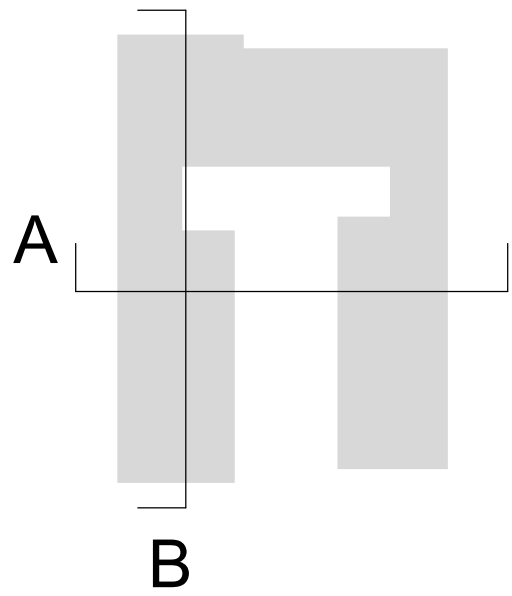
+84' - 5"

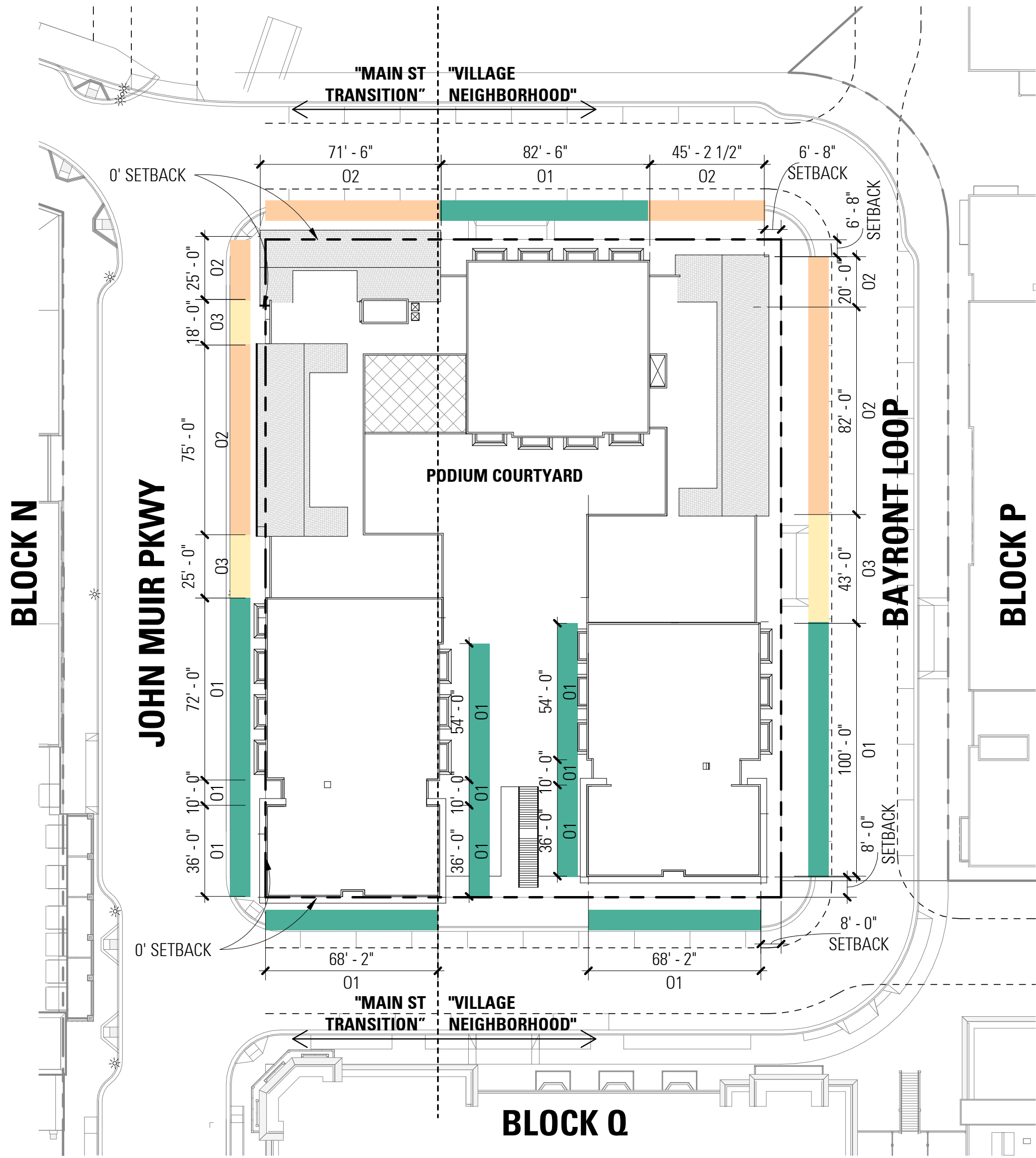


1 Section A
A27



2 Section B
A27





STYLE 01



STYLE 02



STYLE 03



STYLE 01 - ENLARGED

— DEEP ORNAMENTAL
CORNICE WITH
BRACKETS —————

- MORE ORNATE WINDOW
DETAILS HIGHER ON BAY -

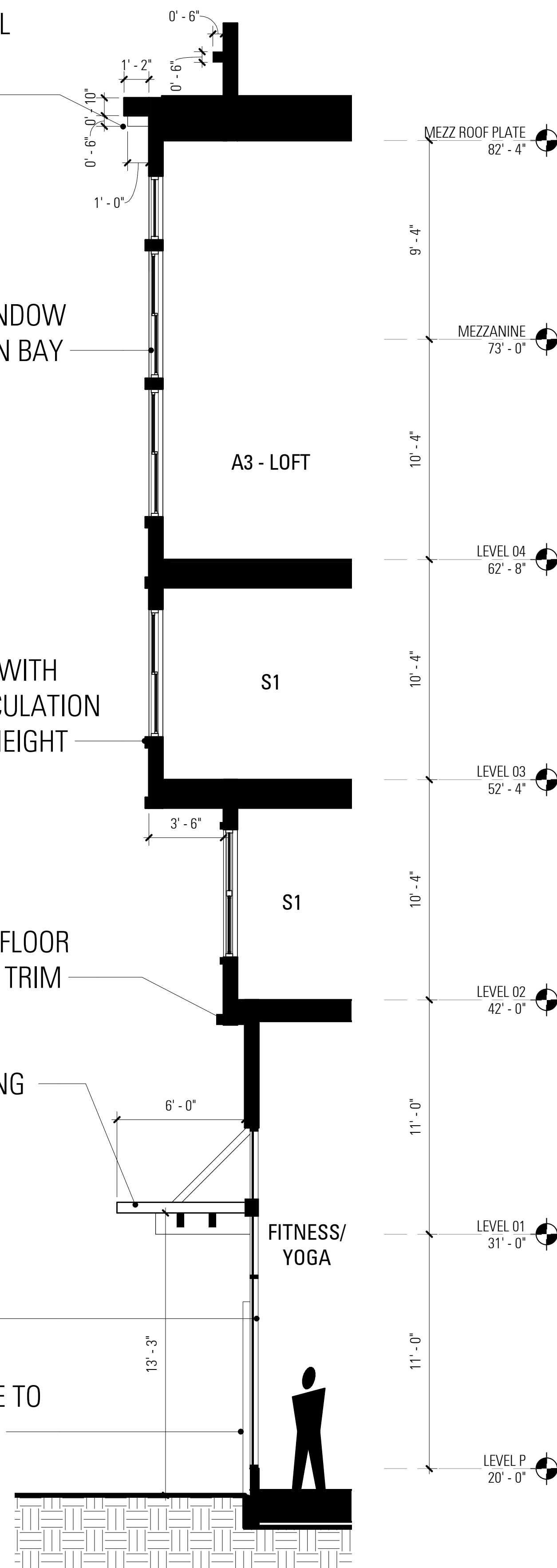
THREE STORY BAY WITH
HORIZONTAL ARTICULATION
TO BREAK DOWN HEIGHT —

PROJECTED UPPER FLOOR
WITH HORIZONTAL TRIM

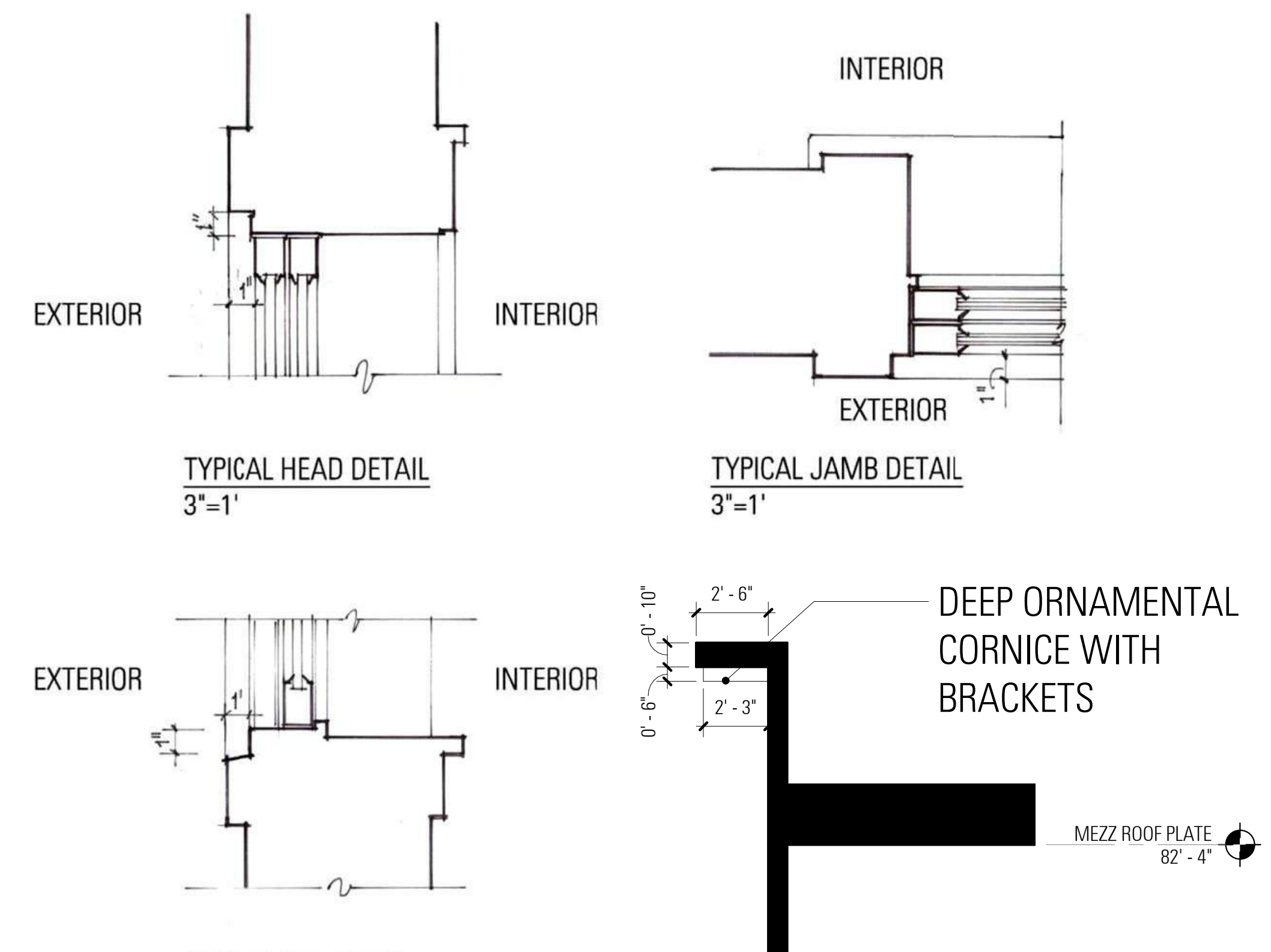
- BRACKETED AWNING

— STOREFRONT WITH
WOOD TRIM —

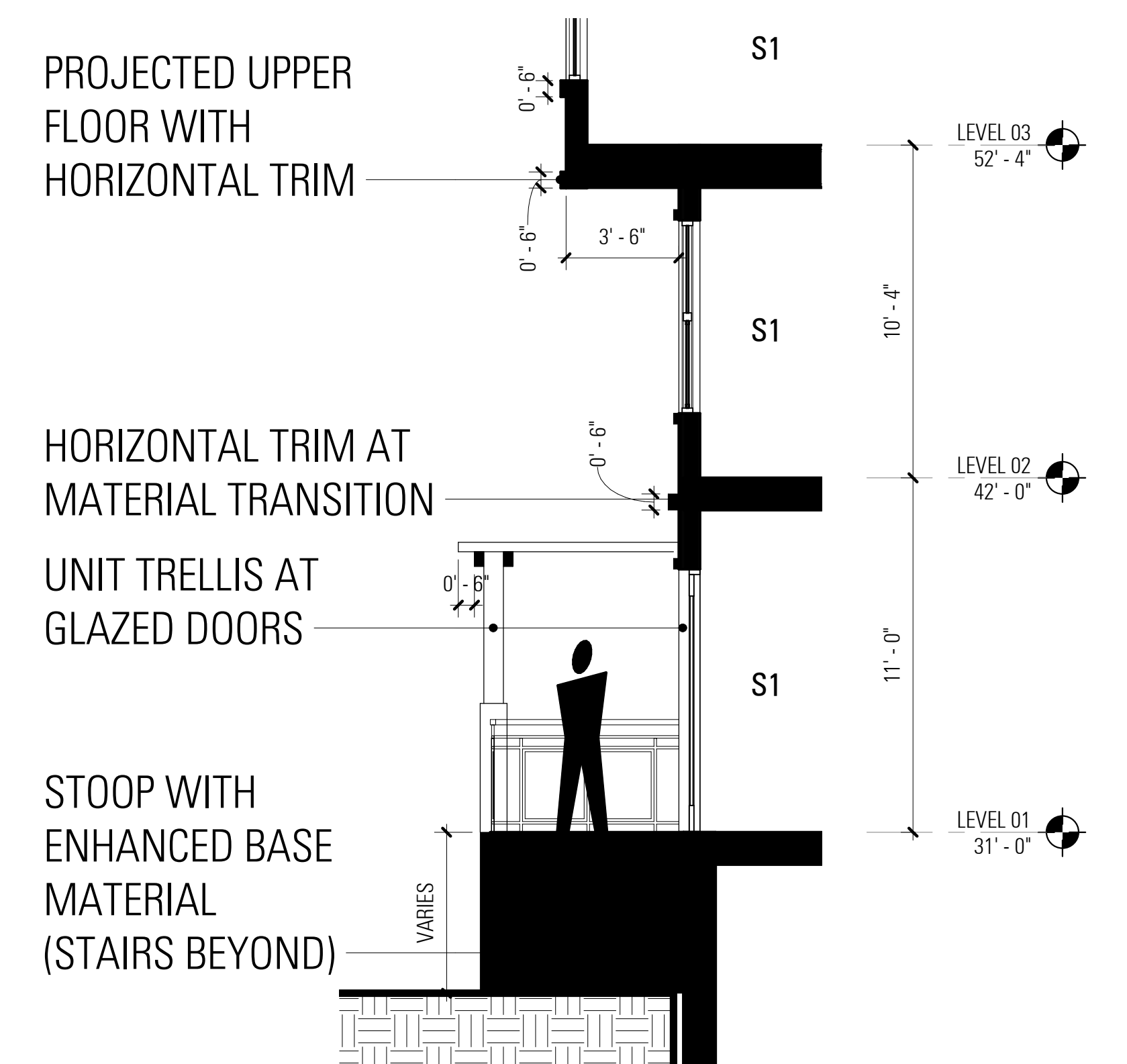
ARTICULATED BASE TO
GROUND BUILDING —



WALL SECTION - STYLE 01



WALL SECTION - STYLE 01 CORNICE



STYLE 01 - STOOP CONDITION



STYLE 02 - ENLARGED

PITCHED ROOF WITH ORNAMENTAL RAFTER TAILS

ORNAMENTAL HEADER

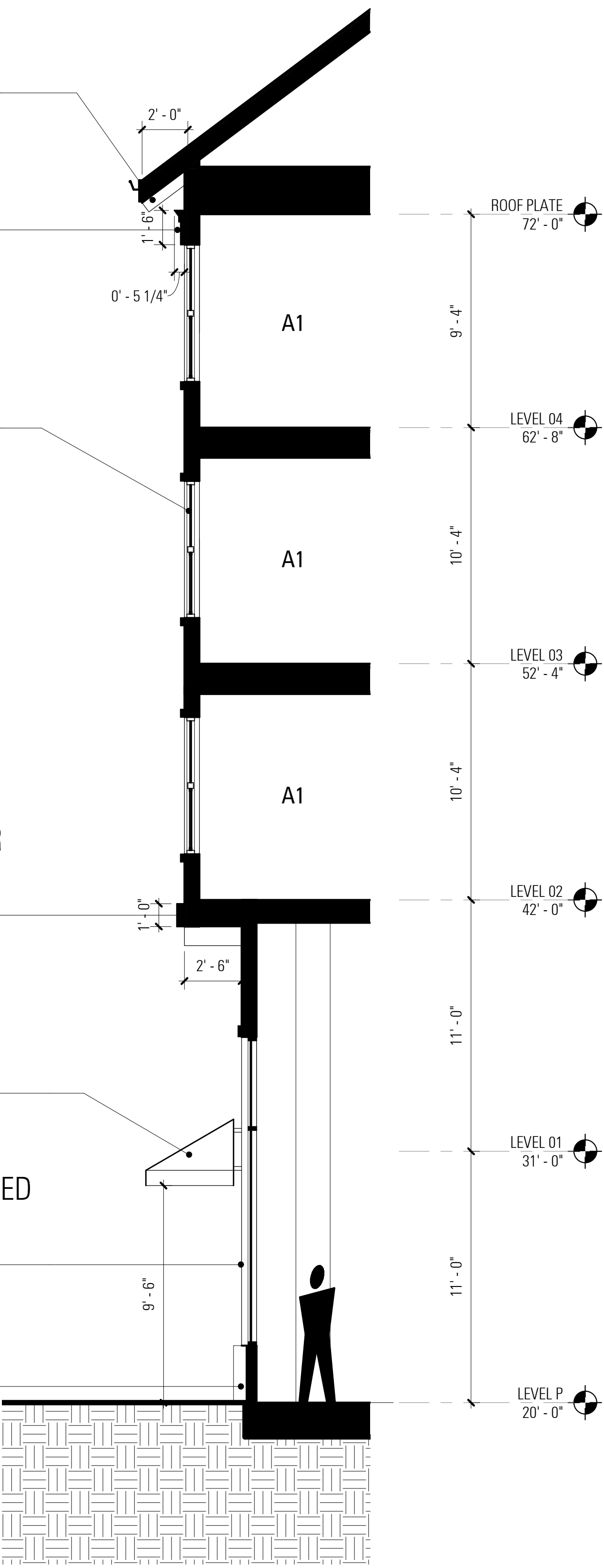
VERTICAL WINDOWS WITH TRIM

PROJECTED UPPER FLOOR
OVERHANG WITH LARGE
SUPPORT BRACKETS —

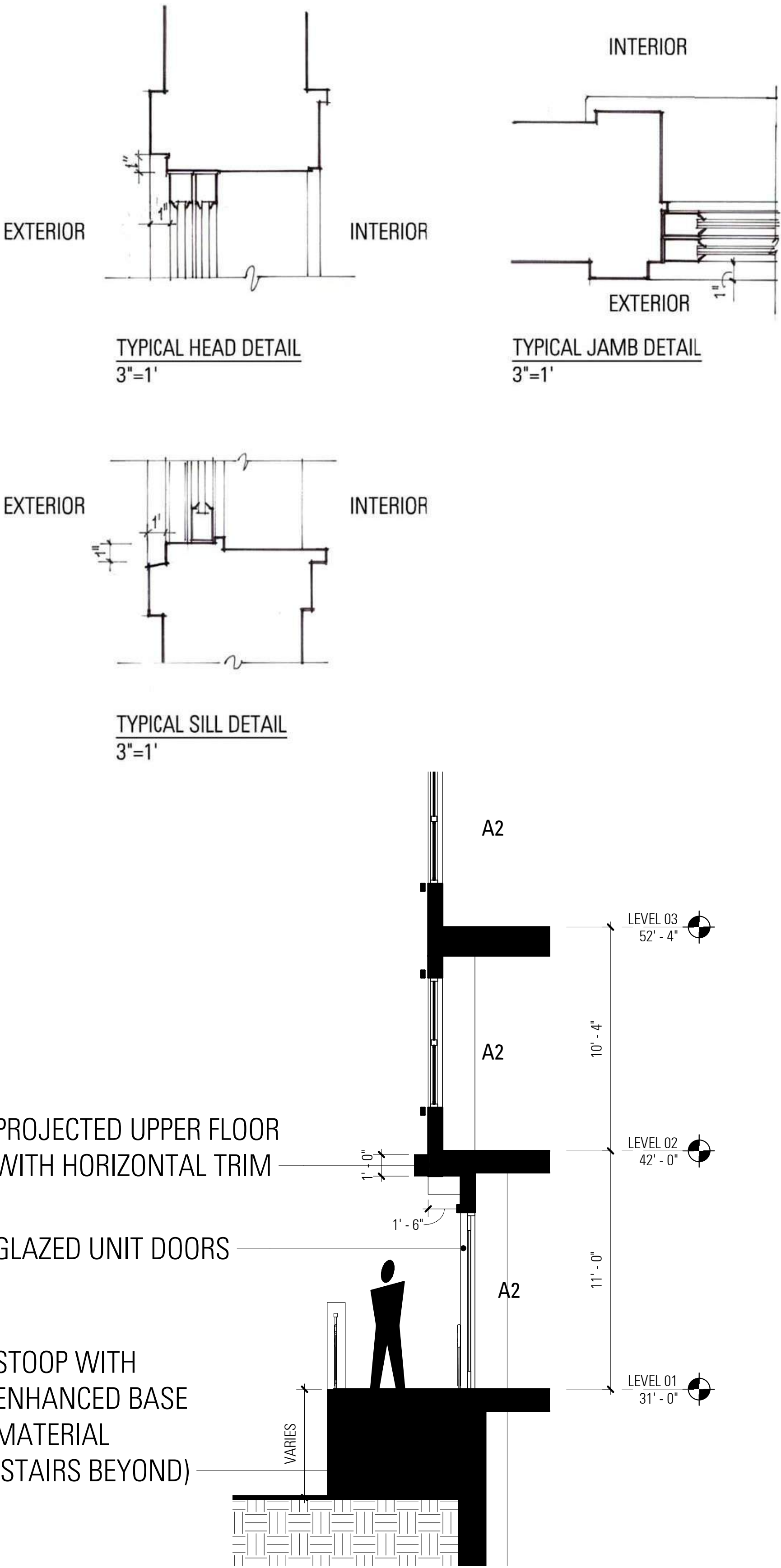
FABRIC AWNING

VERTICALLY PROPORTIONED STOREFRONT WINDOWS WITH TRIM

ARTICULATED BASE TO GROUND BUILDING —



WALL SECTION - STYLE 02



STYLE 02 - STOOP CONDITION



STYLE 03 - ENLARGED

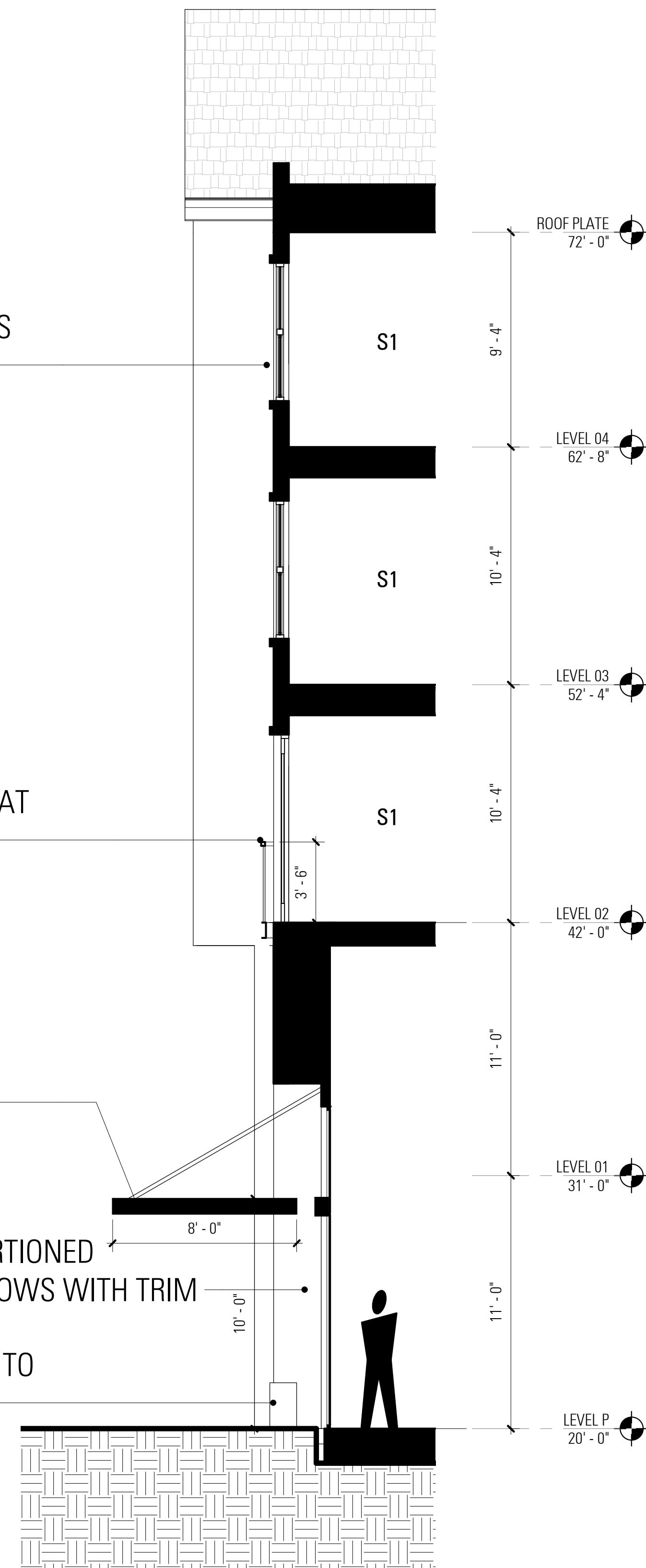
— VERTICAL WINDOWS WITH TRIM —

— JULIETTE BALCONY AT
UPPER FLOOR —————

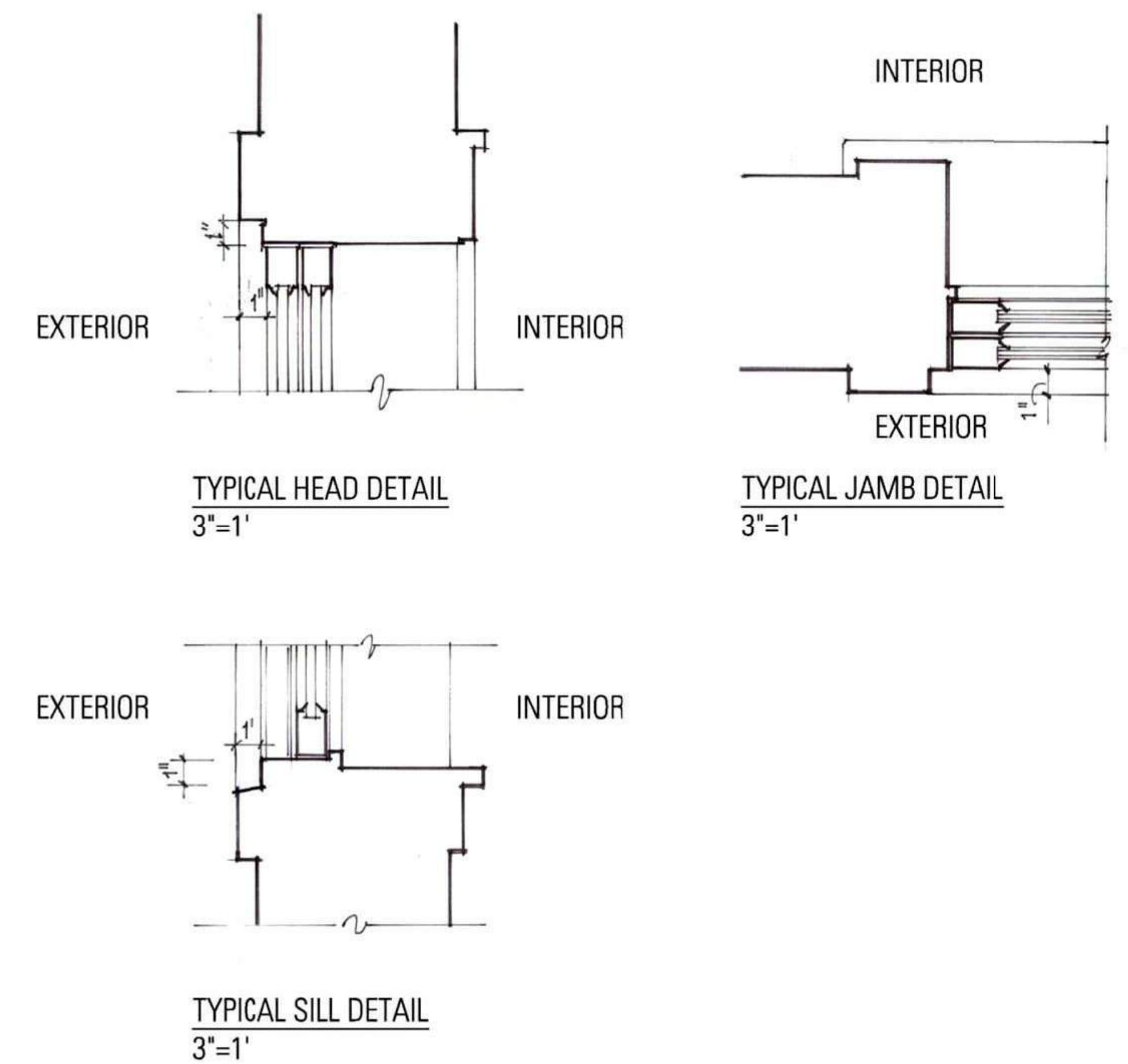
— ENTRY CANOPY

VERTICALLY PROPORTIONED
STOREFRONT WINDOWS WITH TRIM

— ARTICULATED BASE TO
GROUND BUILDING —



WALL SECTION - STYLE 03



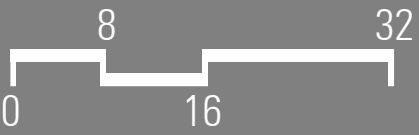
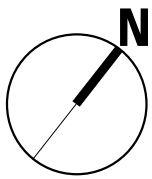
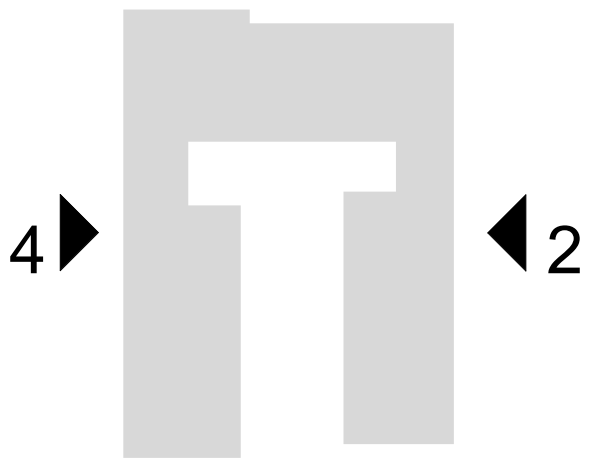


2 EAST ELEVATION - BAYFRONT LOOP
A29.1 1/16" = 1'-0"



4 WEST ELEVATION - JOHN MUIR PARKWAY
A29.1 1/16" = 1'-0"

- MATERIALS
- 1A - PAINTED SHINGLE
 - 1B - PAINTED SHINGLE
 - 1D - PAINTED SHINGLE
 - 2E - PAINTED LAP SIDING
 - 2C - PAINTED LAP SIDING
 - 3A - CEMENT BOARD PANEL/TRIM
 - 4A - METAL STOREFRONT
 - 5A - ADHERED TILE VENEER
 - 6A - ROOF SHINGLE



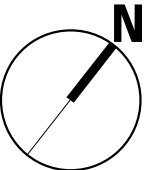


3 NORTH ELEVATION - BAYFRONT LOOP
A29.2 1/16" = 1'-0"



1 SOUTH ELEVATION - BAYFRONT LOOP
A29.2 1/16" = 1'-0"

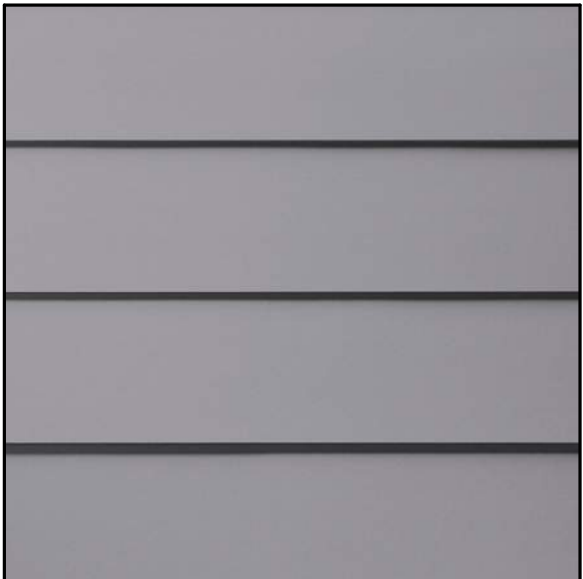
- MATERIALS**
- 1A - PAINTED SHINGLE
 - 1B - PAINTED SHINGLE
 - 1D - PAINTED SHINGLE
 - 2E - PAINTED LAP SIDING
 - 2C - PAINTED LAP SIDING
 - 3A - CEMENT BOARD PANEL/TRIM
 - 4A - METAL STOREFRONT
 - 5A - ADHERED TILE VENEER
 - 6A - ROOF SHINGLE



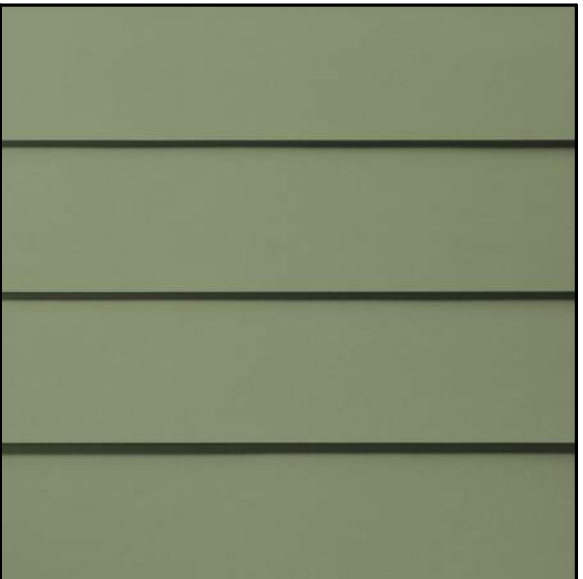
BLOCK O - MATERIALS



2B - LAP SIDING



2C - LAP SIDING



2E - LAP SIDING



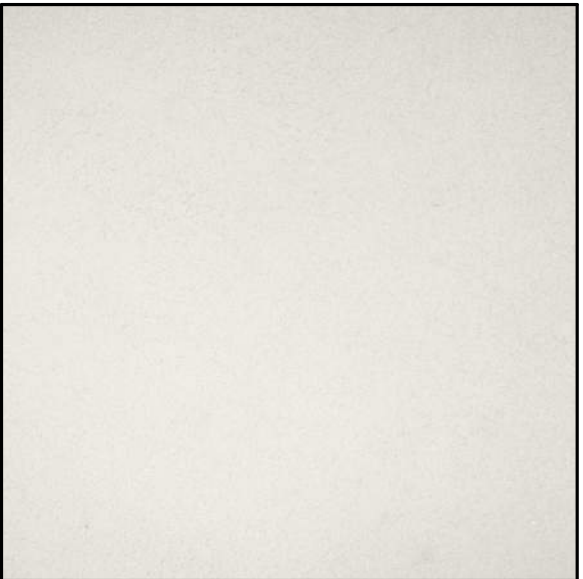
1A - SHINGLE



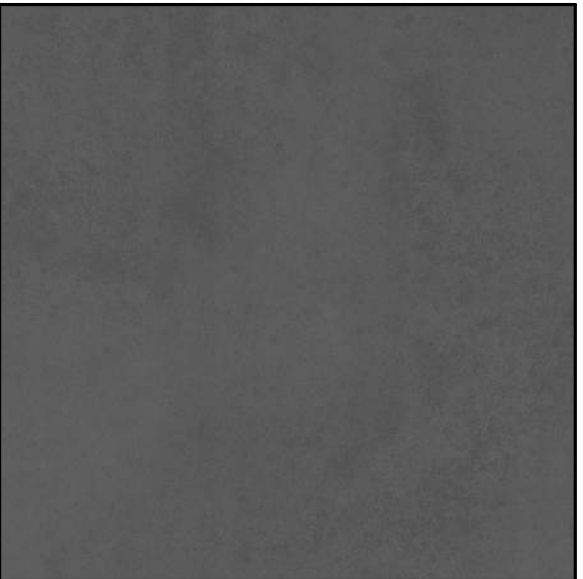
1B - SHINGLE



1D - SHINGLE



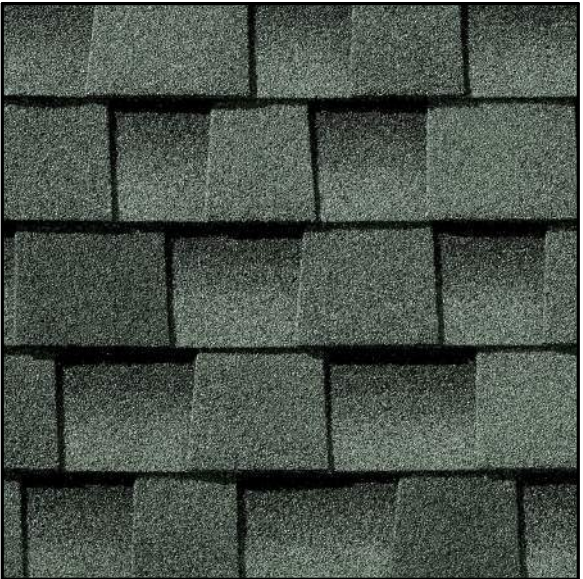
3A - CEMENT BOARD PANEL



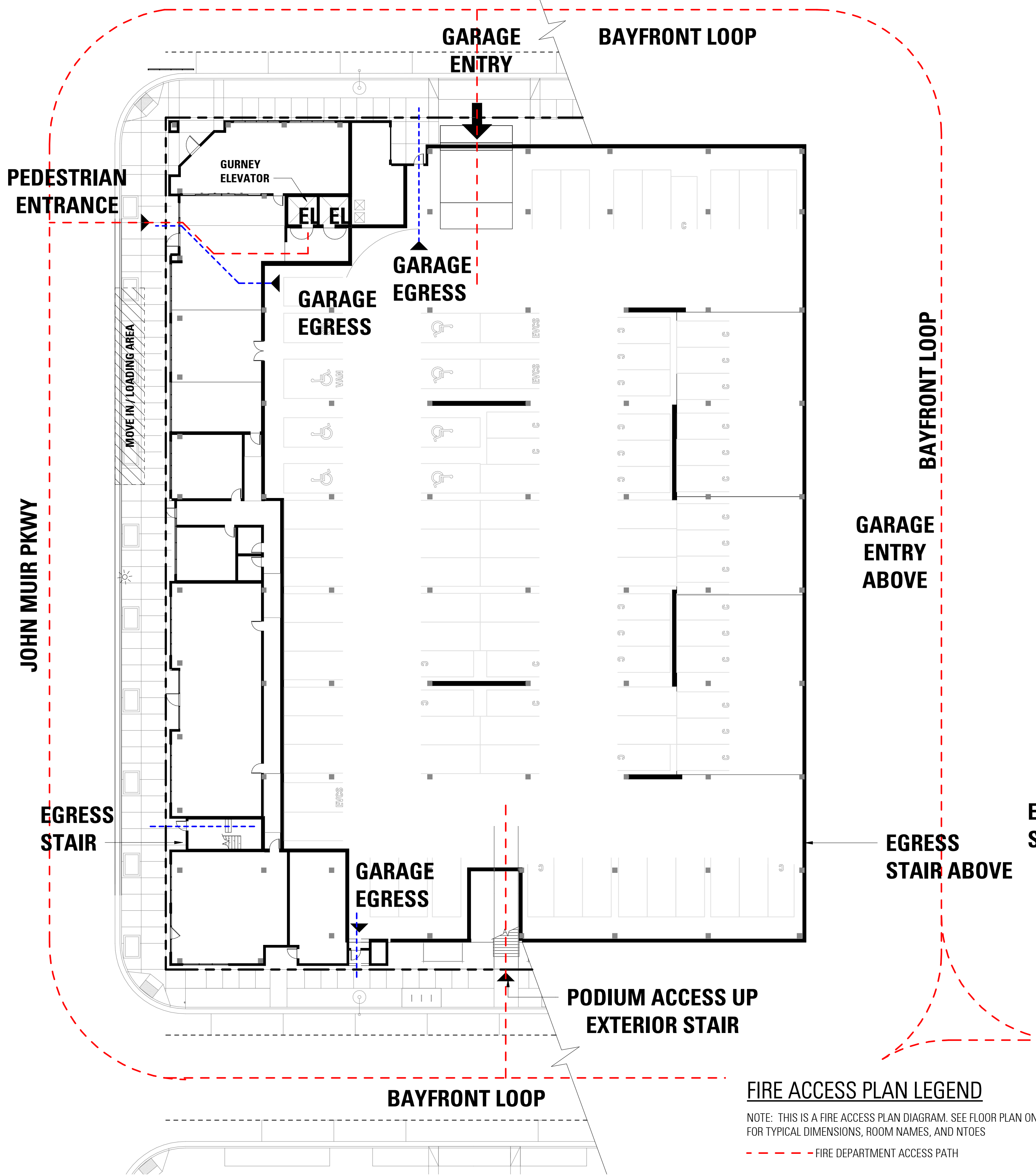
4A - METAL STOREFRONT



5A - ADHERED TILE

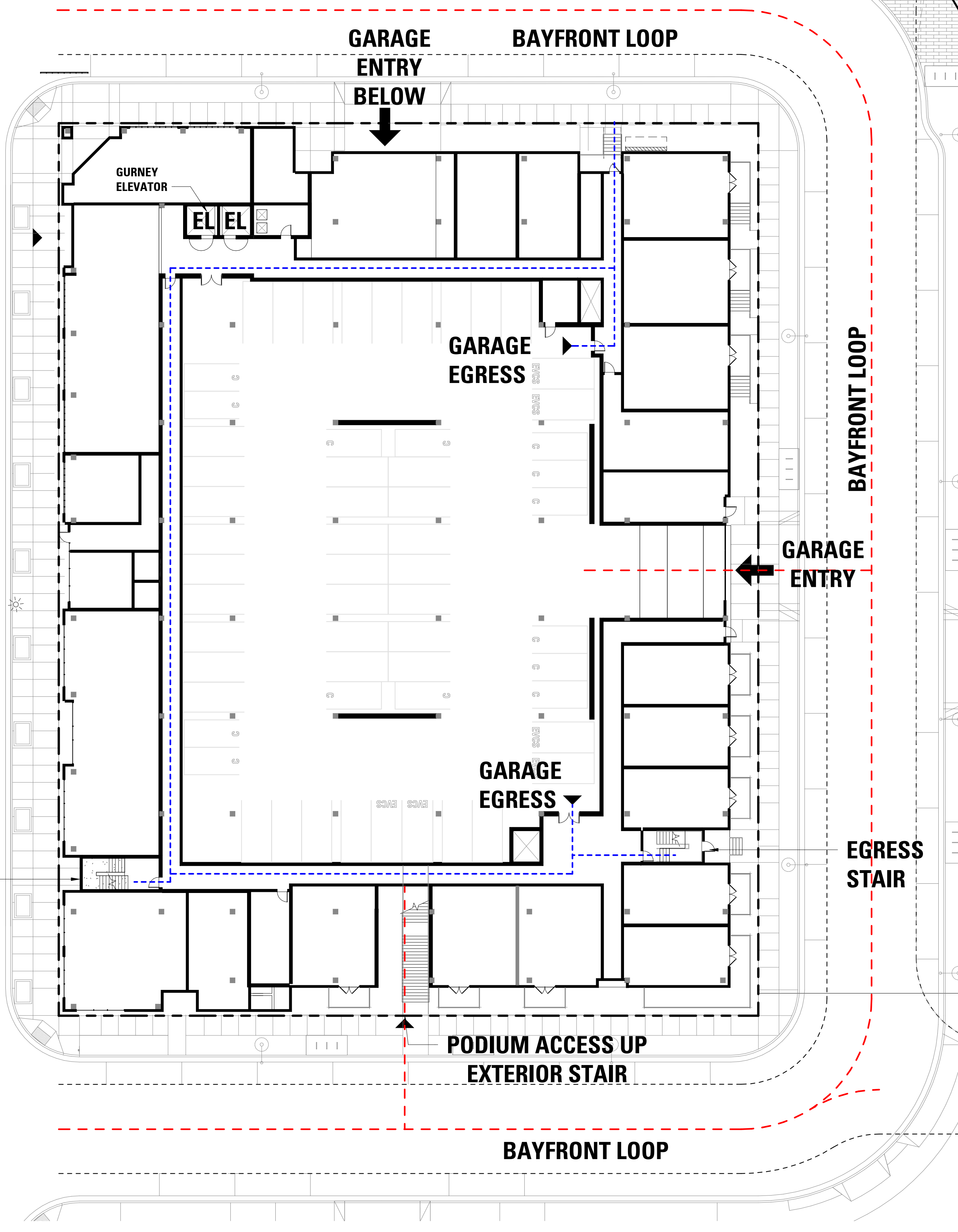


6A - ROOF SHINGLE

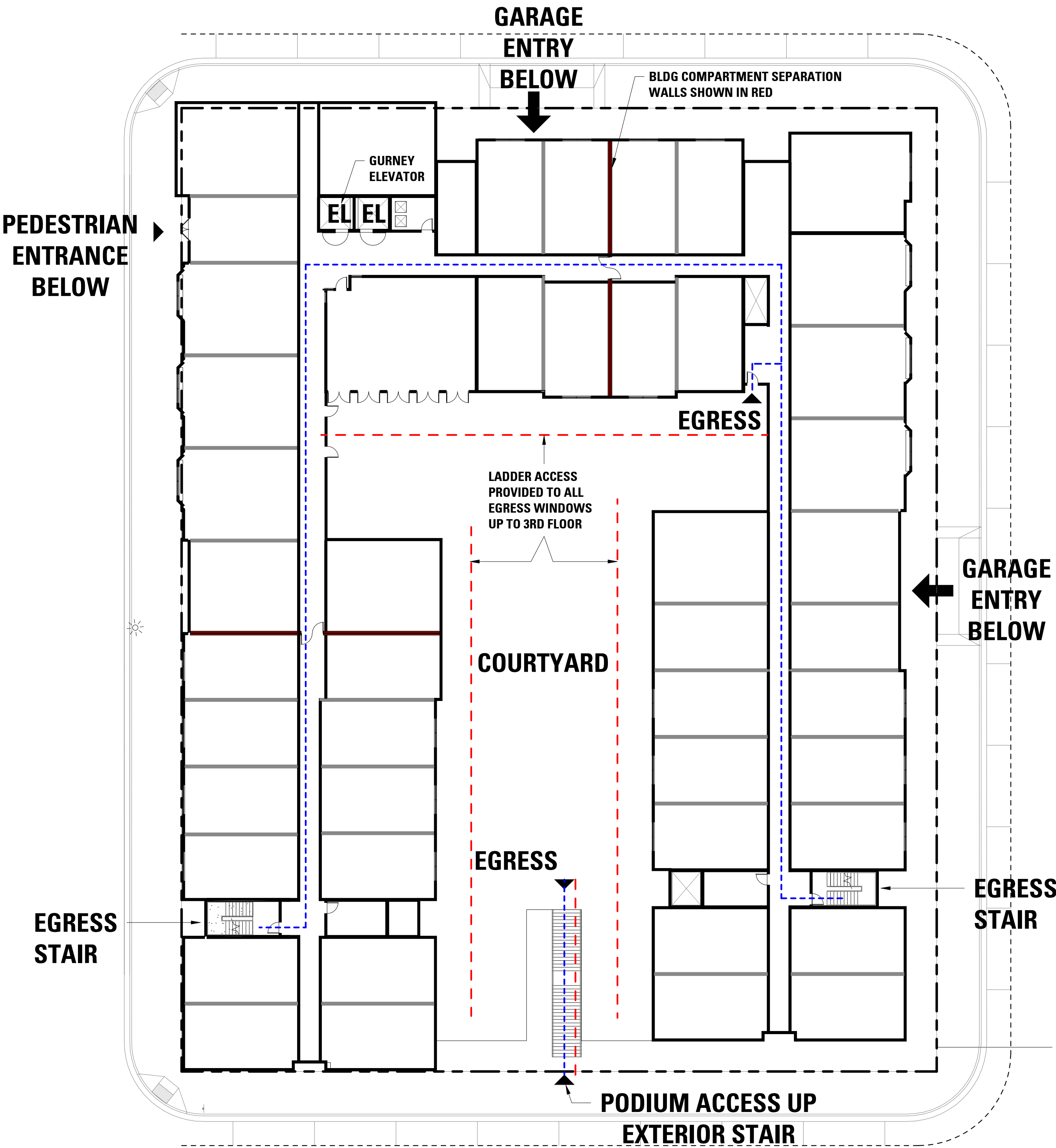


FIRE ACCESS PLAN - LEVEL P
1" = 20'-0"

FIRE ACCESS PLAN LEGEND
NOTE: THIS IS A FIRE ACCESS PLAN DIAGRAM. SEE FLOOR PLAN ON A26 SERIES FOR TYPICAL DIMENSIONS, ROOM NAMES, AND NT0ES
- - - - - FIRE DEPARTMENT ACCESS PATH
- - - - - PRIMARY RESIDENT EGRESS PATH (NOT ALL PATHS ARE SHOWN FOR CLARITY AT THIS STAGE)



FIRE ACCESS PLAN - LEVEL 01
1" = 20'-0"

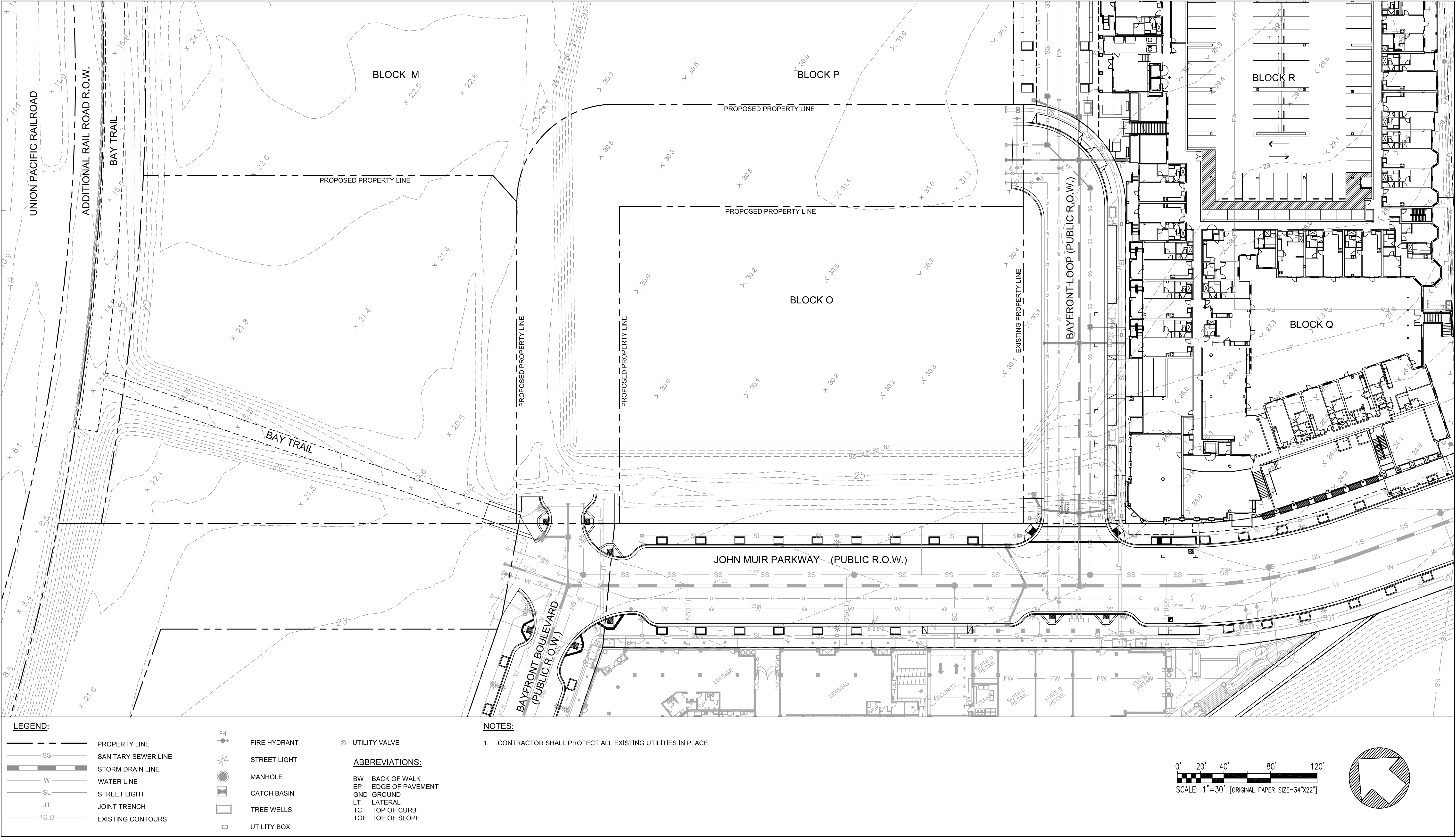


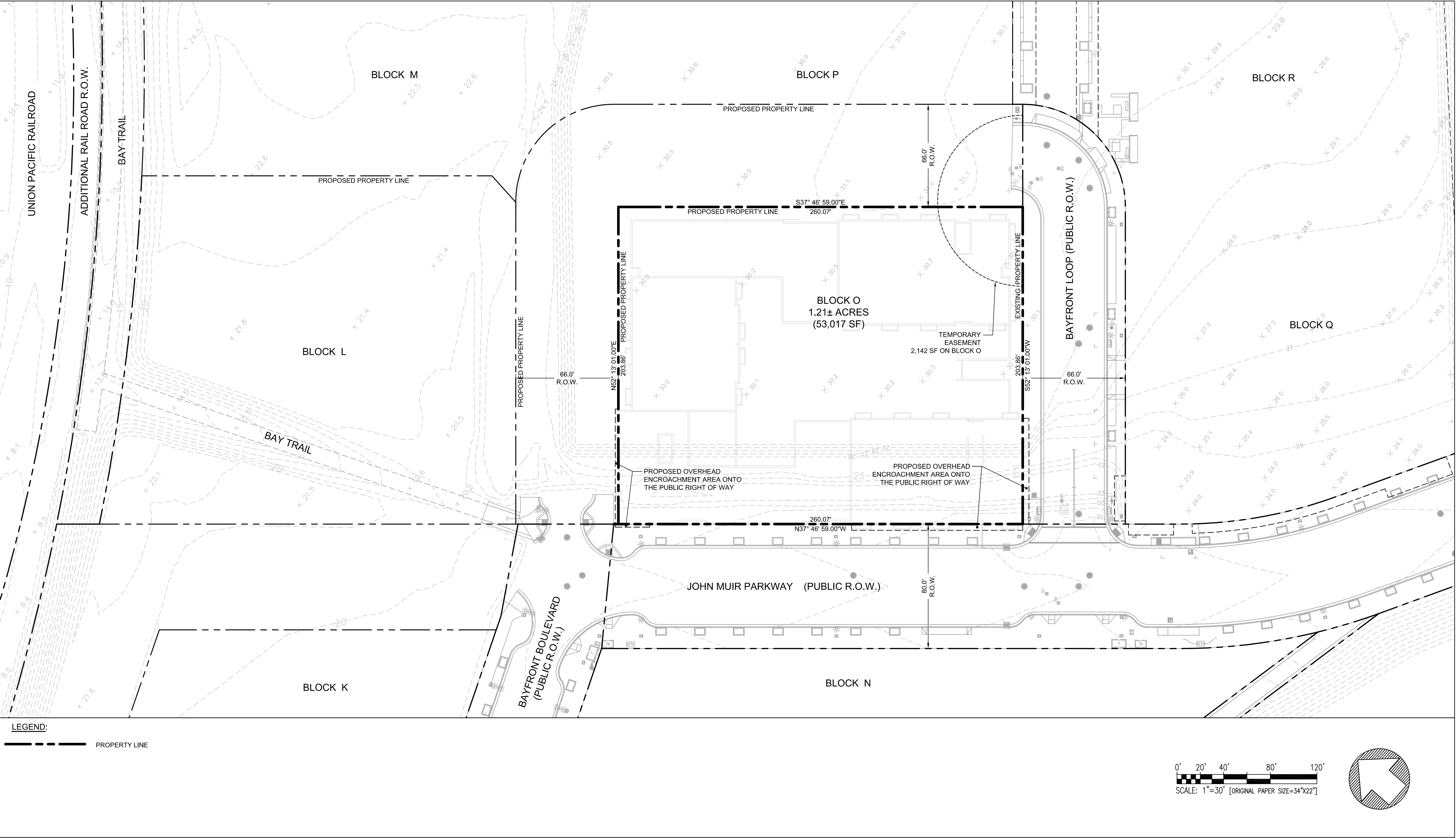
FIRE ACCESS PLAN LEGEND

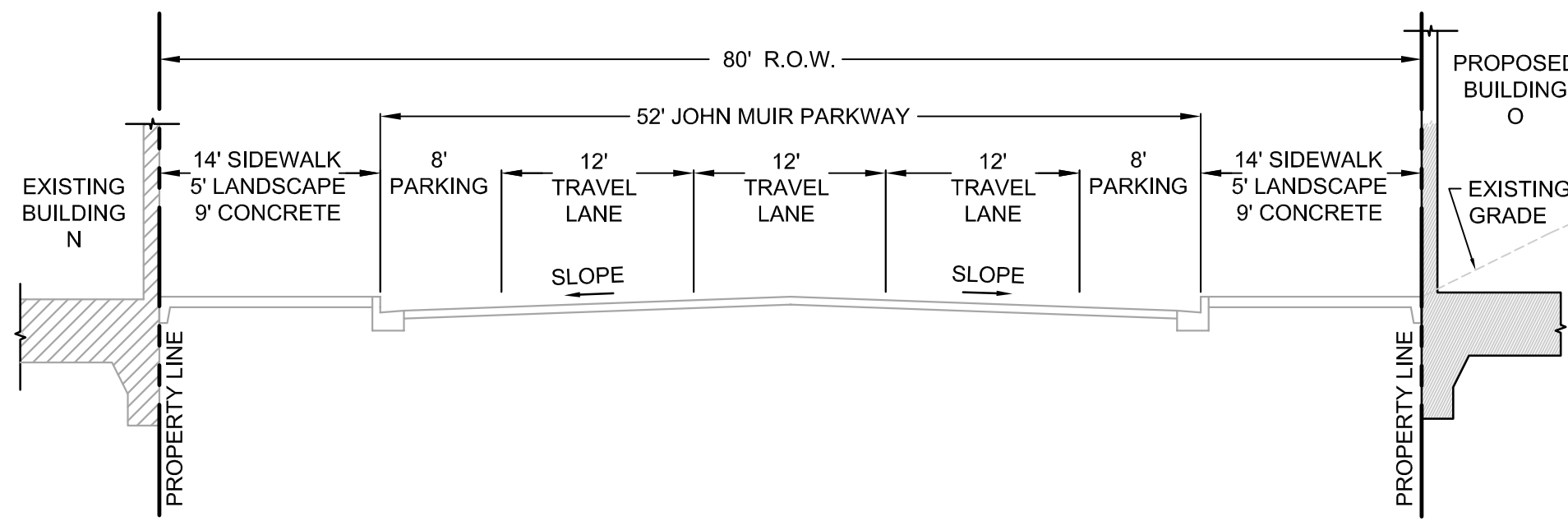
NOTE: THIS IS A FIRE ACCESS PLAN DIAGRAM. SEE FLOOR PLAN ON A26 SERIES FOR TYPICAL DIMENSIONS, ROOM NAMES, AND NTOES

--- FIRE DEPARTMENT ACCESS PATH

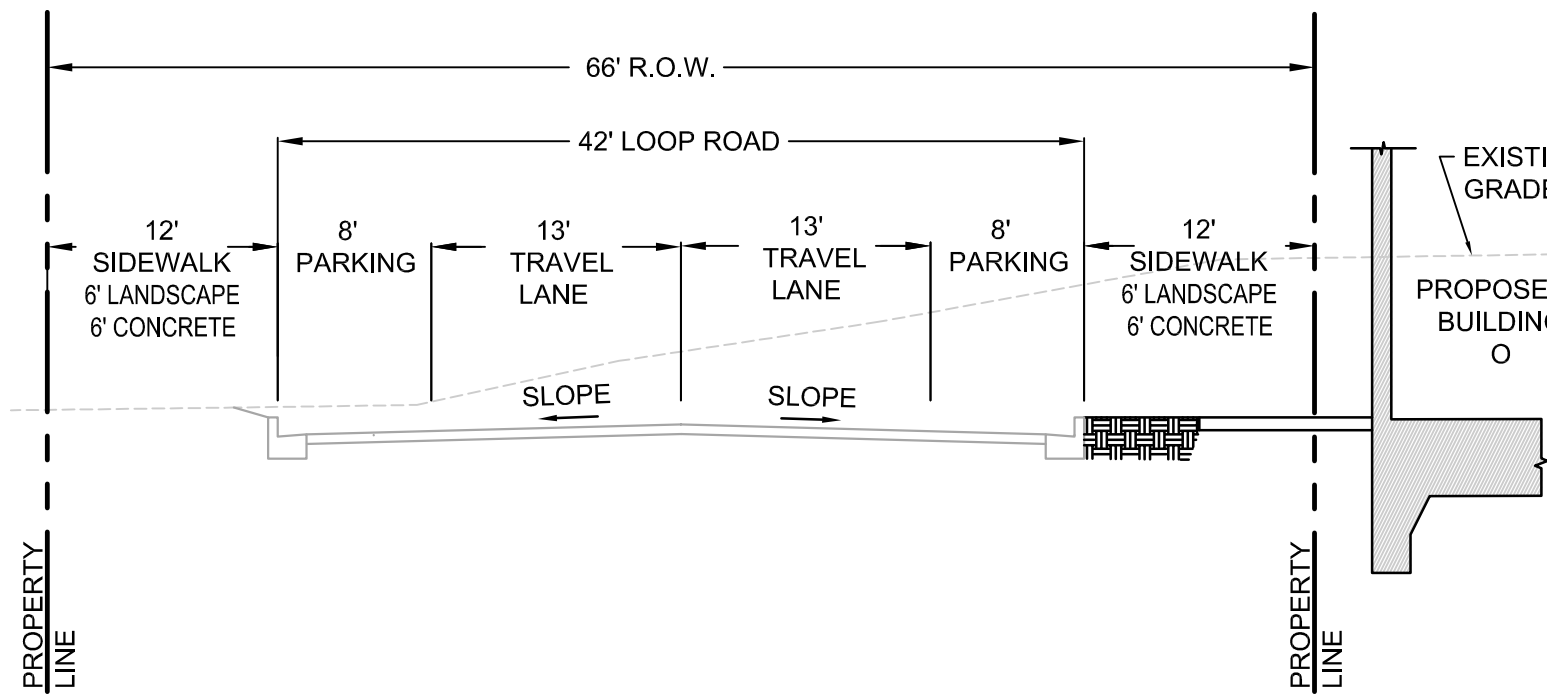
--- PRIMARY RESIDENT EGRESS PATH
(NOT ALL PATHS ARE SHOWN FOR CLARITY AT THIS STAGE)



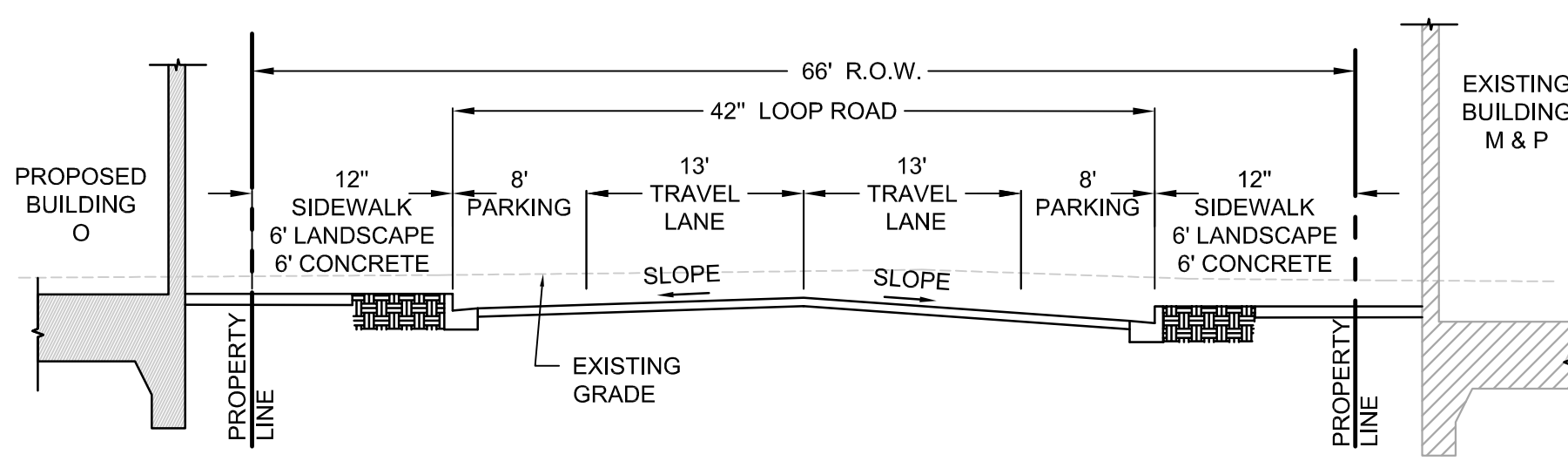




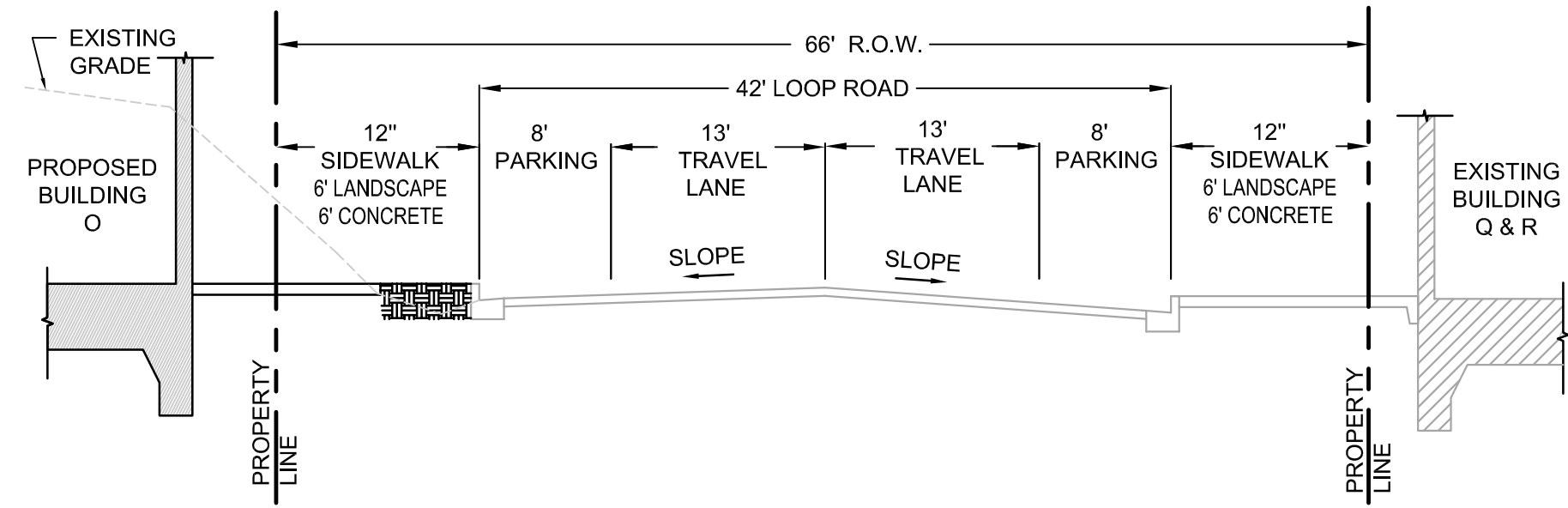
SECTION 'A': JOHN MUIR PARKWAY



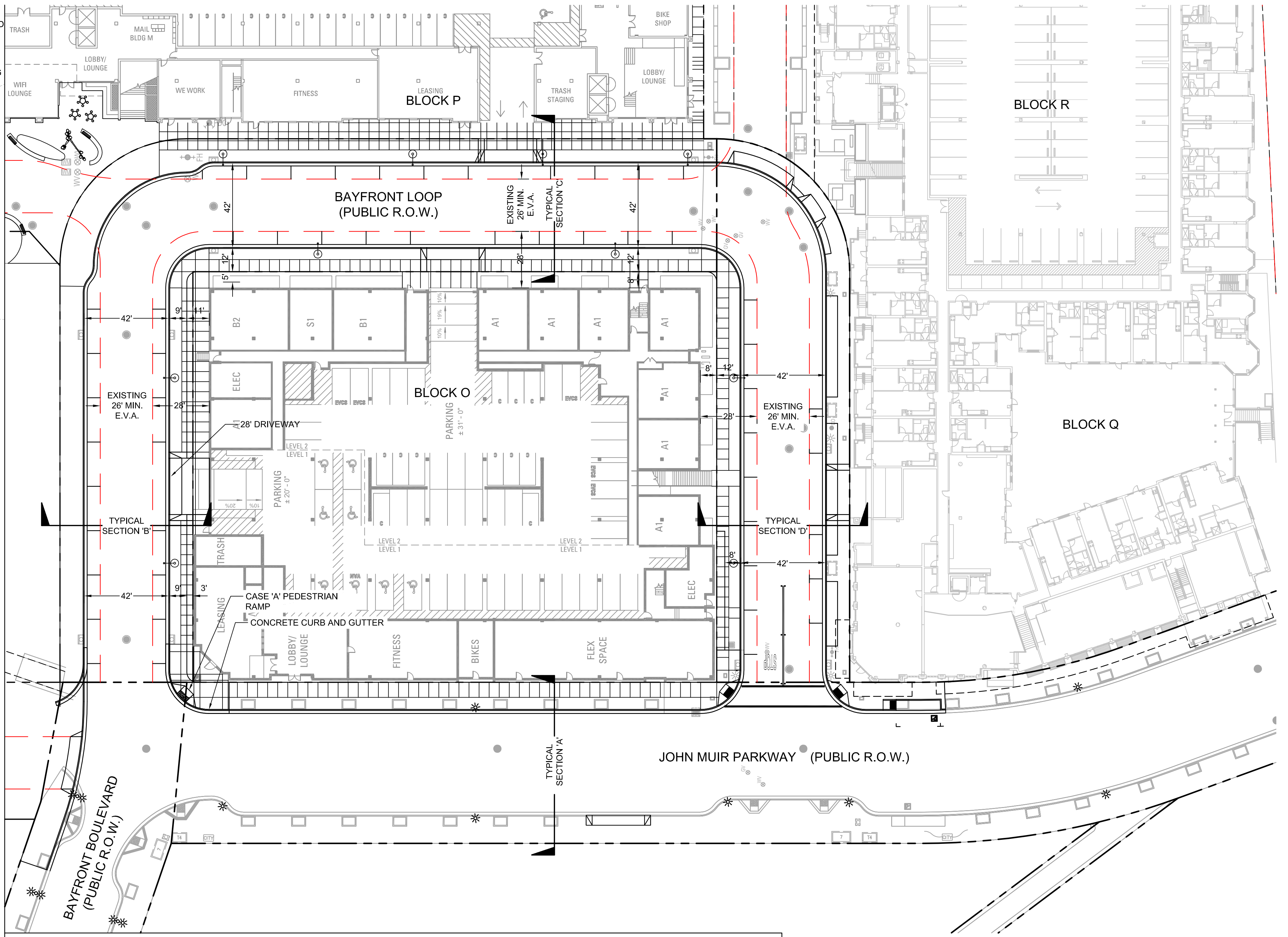
SECTION 'B': BAYFRONT LOOP



SECTION 'C': BAYFRONT LOOP



SECTION 'D': BAYFRONT LOOP



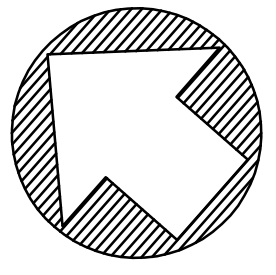
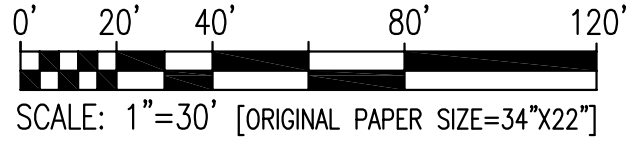
LEGEND:

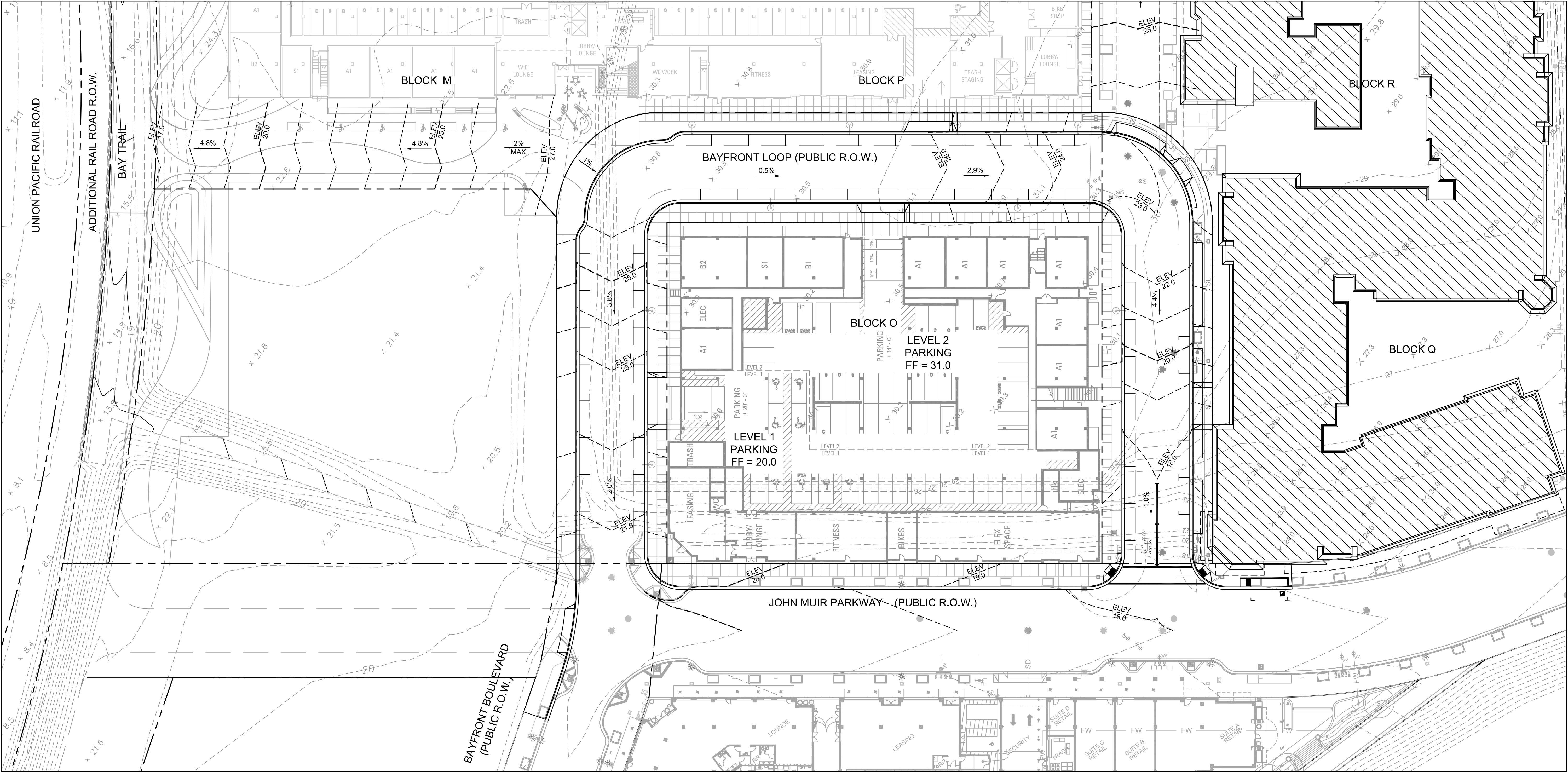
	PROPERTY LINE
	FIRE HYDRANT
	STREET LIGHT
	EVA OUTLINE, SEE SHEET C6.0

ABBREVIATIONS:

E.G.	EXISTING GRADE
E.V.A.	EMERGENCY VEHICLE ACCESS
F.F.	FINISHED FLOOR
F.G.	FINISHED GRADE

- NOTES:**
- PEDESTRIAN SAFETY IMPROVEMENTS SHALL BE ADDED TO VEHICULAR POINTS OF EGRESS ALONG LOOP ROAD AS APPROVED BY THE CITY ENGINEER AND PLANNING DIRECTOR.
 - ALL IMPROVEMENTS WITHIN THE PUBLIC RIGHT OF WAY SHALL BE PER THE CITY OF HERCULES STANDARD PLANS AND SPECIFICATIONS, THE PROPER UTILITY AGENCY AND PER THE STREET IMPROVEMENT PACKAGE TO BE APPROVED BY THE CITY OF HERCULES. ALL FINISHED GRADES SHALL MATCH EXISTING GRADES AT THE CONFORM LOCATIONS AS SHOWN ON SHEET C-100, EXISTING CONDITIONS PLANS.





LEGEND:

— — — — — PROPERTY LINE

- - - - - PROPOSED CONTOUR

4.4% PROPOSED SLOPE AND DIRECTION

- - - - -10.0- - - - - EXISTING CONTOUR

FH FIRE HYDRANT

STREET LIGHT

MANHOLE

CATCH BASIN

TREE WELLS

UTILITY BOX

EARTHWORK QUANTITIES:

CUT = 16,000 C.Y.

FILL = 0 C.Y.

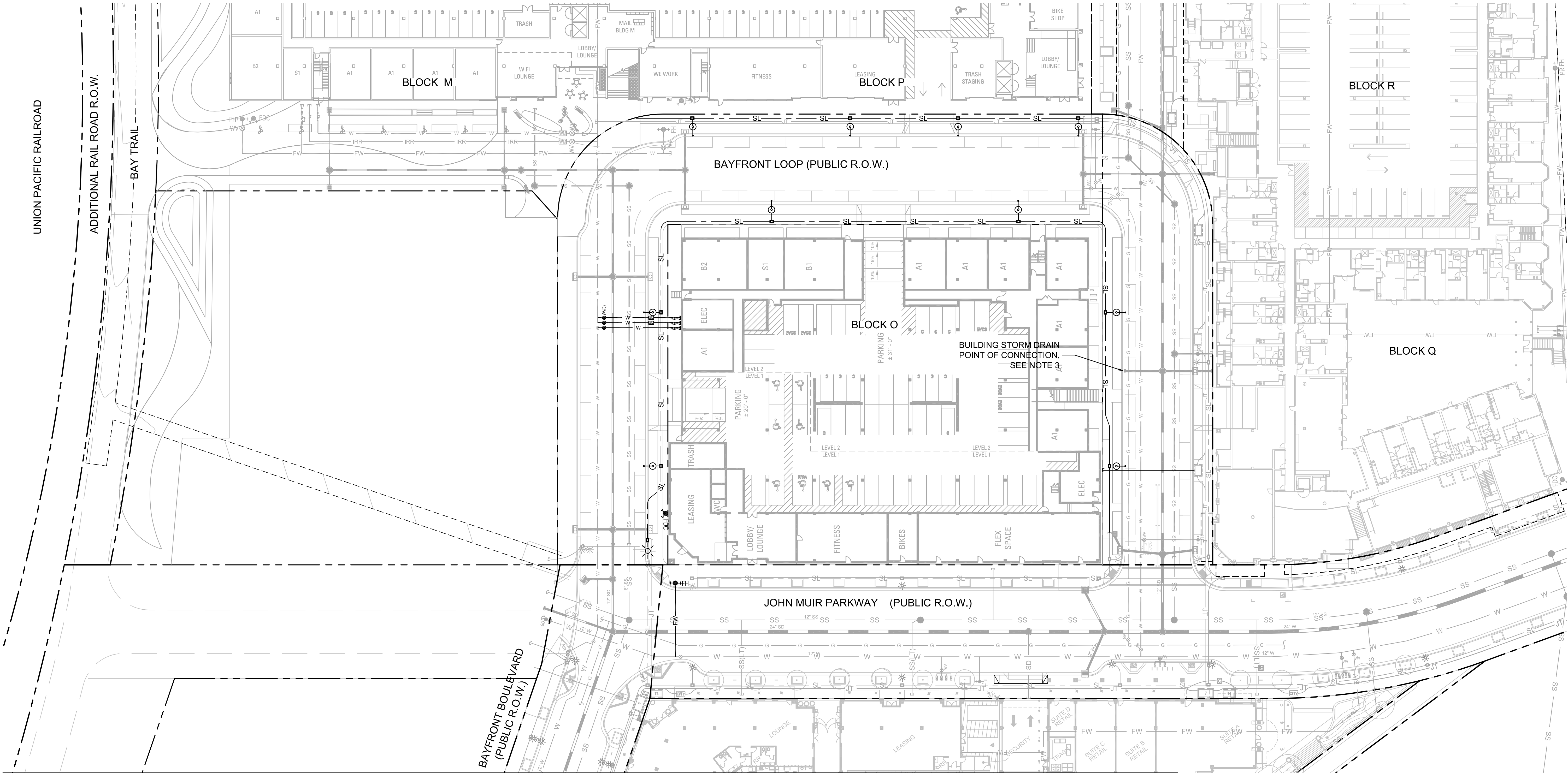
NET = 16,000 C.Y. OF EXPORT

BASE FLOOD ELEVATION: 14.0

THE BASE FLOOD ELEVATION PER THE LATEST FLOOD HAZARD INFORMATION MAP, MAP NUMBER 06013C0044H WITH AN EFFECTIVE DATE OF 3/21/2017, CREATED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) IS ELEVATION 14.0.

0' 20' 40' 80' 120'

SCALE: 1"=30' [ORIGINAL PAPER SIZE=34"x22"]



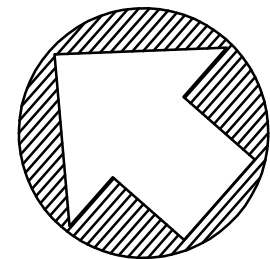
LEGEND:

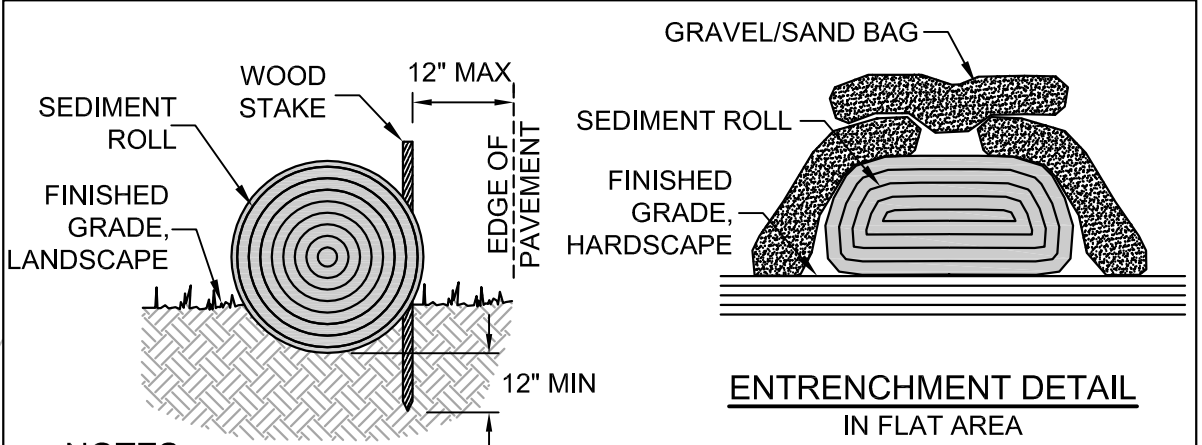
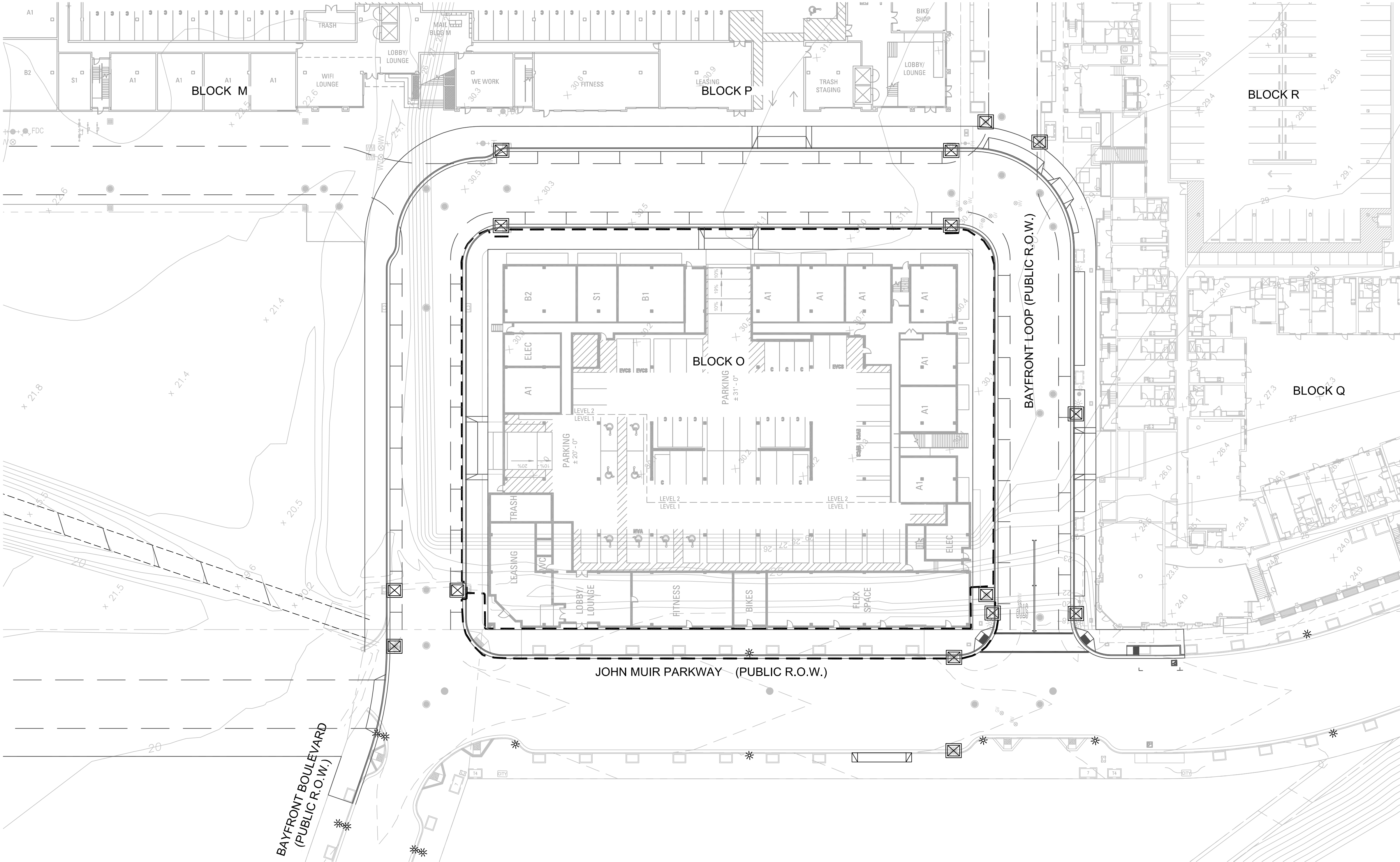
- | | | | |
|--|---------------------|--|----------------------------|
| | PROPERTY LINE | | FIRE HYDRANT |
| | SANITARY SEWER LINE | | FIRE DEPARTMENT CONNECTION |
| | STORM DRAIN LINE | | STREET LIGHT |
| | WATER LINE | | BACKFLOW PREVENTER |
| | FIRE WATER LINE | | |
| | STREET LIGHT | | |
| | JOINT TRENCH | | |

NOTES:

- UTILITY CROSSINGS SHALL BE INSTALLED TO MAINTAIN POTABLE WATER PIPES A MINIMUM 12" ABOVE ALL OTHER UTILITIES CROSSINGS AND PIPE SECTIONS SHALL BE CENTERED LENGTHWISE AT THE CROSSING LOCATION. SEE DETAIL 4 ON SHEET C-400 FOR TYPICAL UTILITY CROSSING.
- ALL EXISTING UTILITY LOCATION ARE BASED ON AN ENGINEERS REVIEW OF THE SITE AND RECORD INFORMATION PROVIDED. CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK. EXISTING UTILITY LOCATION MUST BE THE FIRST ORDER OR WORK.
- THE EXISTING PUBLIC STORM DRAIN INFRASTRUCTURE DISCHARGES INTO A REGIONAL WATER QUALITY BASIN INSTALLED PER THE PATH TO TRANSIT PROJECT, CITY PROJECT NUMBER 63001D.
- THE APPROACH FOR STORMWATER MANAGEMENT DURING CONSTRUCTION SHALL FOLLOW THE INSTALLATION OF PROJECT SPECIFIC BEST MANAGEMENT PRACTICES (BMPs), SEE DETAILS 1 & 2 ON SHEET C5.0 FOR TYPICAL DETAILS.
- PROPOSED WATER METER, WATER METER BANKS, WATER BACKFLOW PREVENTERS TO BE INSTALLED PER EAST BAY MUNICIPAL UTILITY DISTRICT STANDARDS.
- NEW CURB CUTS AT NEW VEHICULAR DRIVEWAYS SHALL BE INSTALLED PER CITY OF HERCULES STANDARD PLANS. LOCATION SHALL BE COORDINATED WITH ARCHITECTURAL PLANS.
- PEDESTRIAN SAFETY IMPROVEMENTS SHALL BE ADDED TO VEHICULAR POINTS OF EGRESS ALONG BAYFRONT BOULEVARD AND JOHN MUIR PARKWAY AS APPROVED BY THE CITY ENGINEER AND PLANNING DIRECTOR.
- FIRE WATER LINE TO BE DESIGNED BY FIRE PROTECTION CONSULTANT.
- ALL IMPROVEMENTS WITHIN THE PUBLIC RIGHT OF WAY SHALL BE PER THE CITY OF HERCULES STANDARD PLANS AND SPECIFICATIONS, THE PROPER UTILITY AGENCY AND PER THE STREET IMPROVEMENT PACKAGE FOR HERCULES BLOCK N. ALL FINISH GRADES SHALL MATCH EXISTING GRADES AS SHOWN ON SHEET C-100, EXISTING CONDITIONS PLAN.
- INSTALLING CONTRACTOR TO OBTAIN A PERMIT FROM THE FIRE DISTRICT PRIOR TO INSTALLATION OF UNDERGROUND FIRE MAIN.

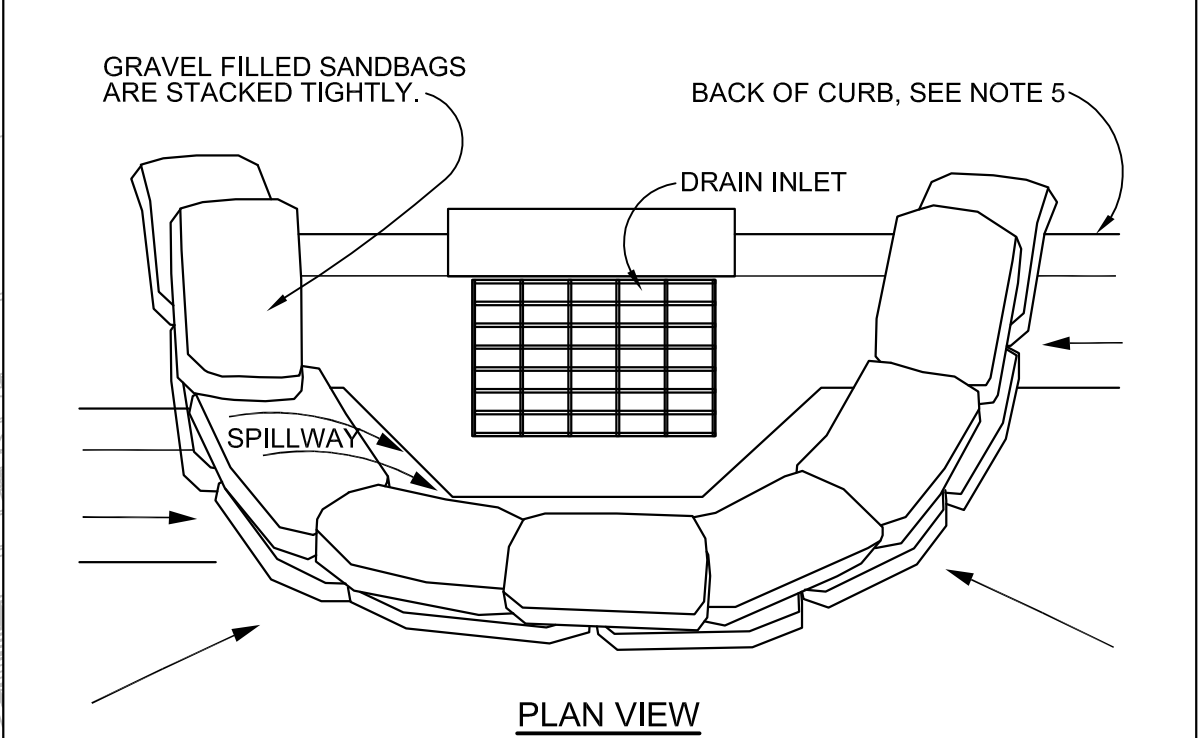
0' 20' 40' 80' 120'
SCALE: 1"=30' [ORIGINAL PAPER SIZE=34"x22"]





- NOTES:**
1. FIBER ROLLS ARE TUBES MADE FROM POROUS BIODEGRADABLE FIBER STUFFED IN A PHOTO-DEGRADABLE OPEN WEAVE NETTING. THEY ARE APPROXIMATELY 8" DIAMETER.
 2. FIBER ROLLS SHALL BE SECURED IN PLACE EITHER BY GRAVEL BAGS ON HARDSCAPE OR BY STAKING THE ROLL IN A TRENCH, 2"-4" DEEP, DUG ON CONTOUR IN LANDSCAPE. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND ROLL. ROLLS SHOULD BE ABUTTED SECURELY TO PROVIDE A TIGHT JOINT, NOT OVERLAPPED.
 3. TURN ENDS OF FIBER ROLLS UPSLOPE.
 4. SILT BUILD-UP AT THE UPSLOPE SIDE OF FIBER ROLLS SHALL BE REMOVED WHEN THE DEPRESSION BECOMES 50% FULL.
 5. ANY PLACE WHERE WATER HAS ERODED UNDER THE FIBER ROLL SHALL BE IMMEDIATELY FILLED AS NECESSARY TO PREVENT RECURRENCE.

1 FIBER ROLL NOT TO SCALE

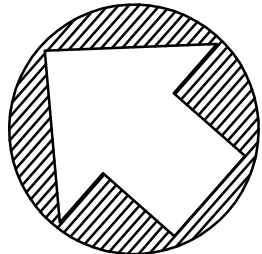
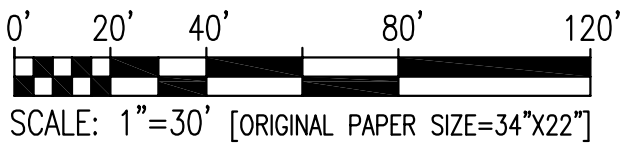


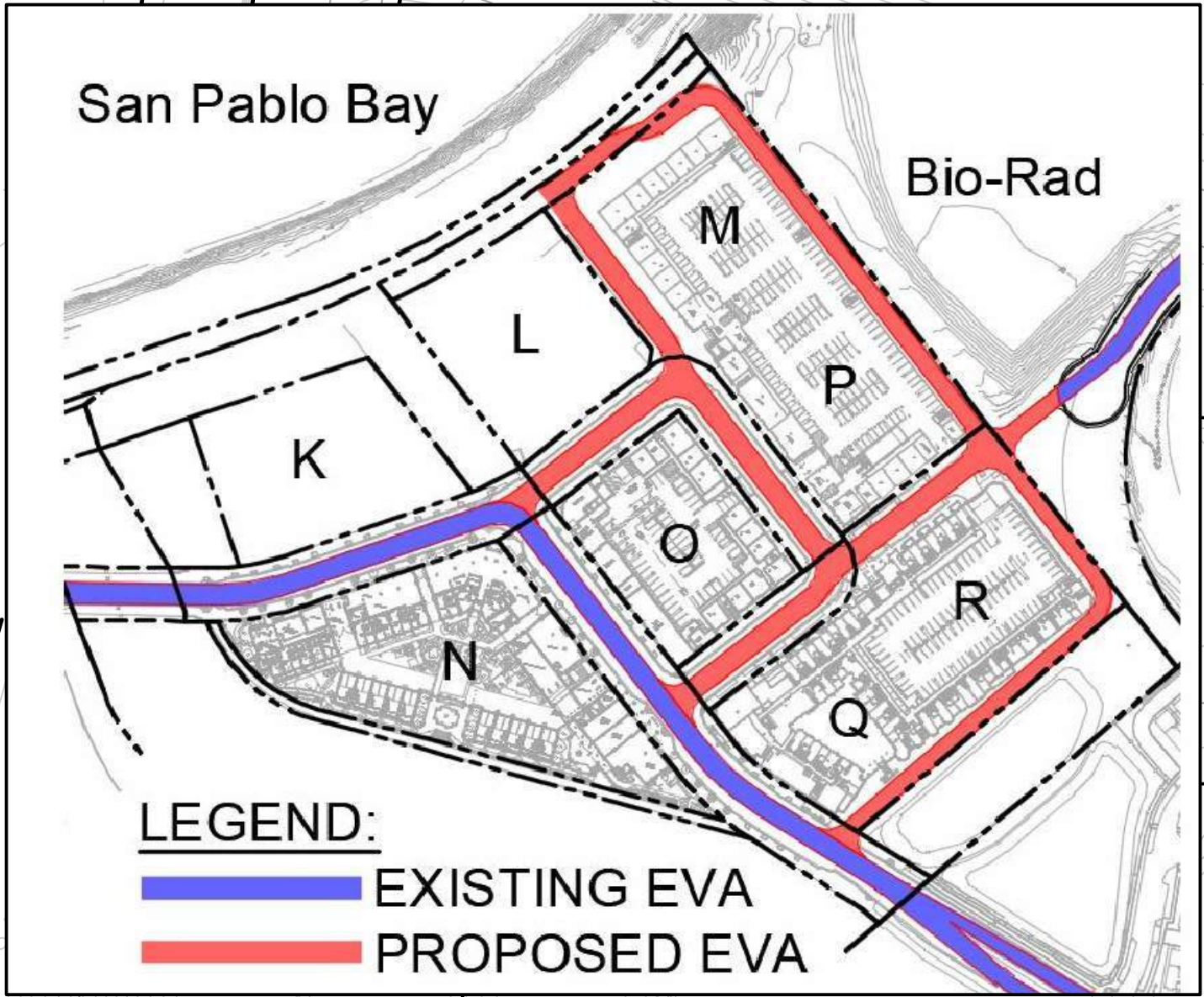
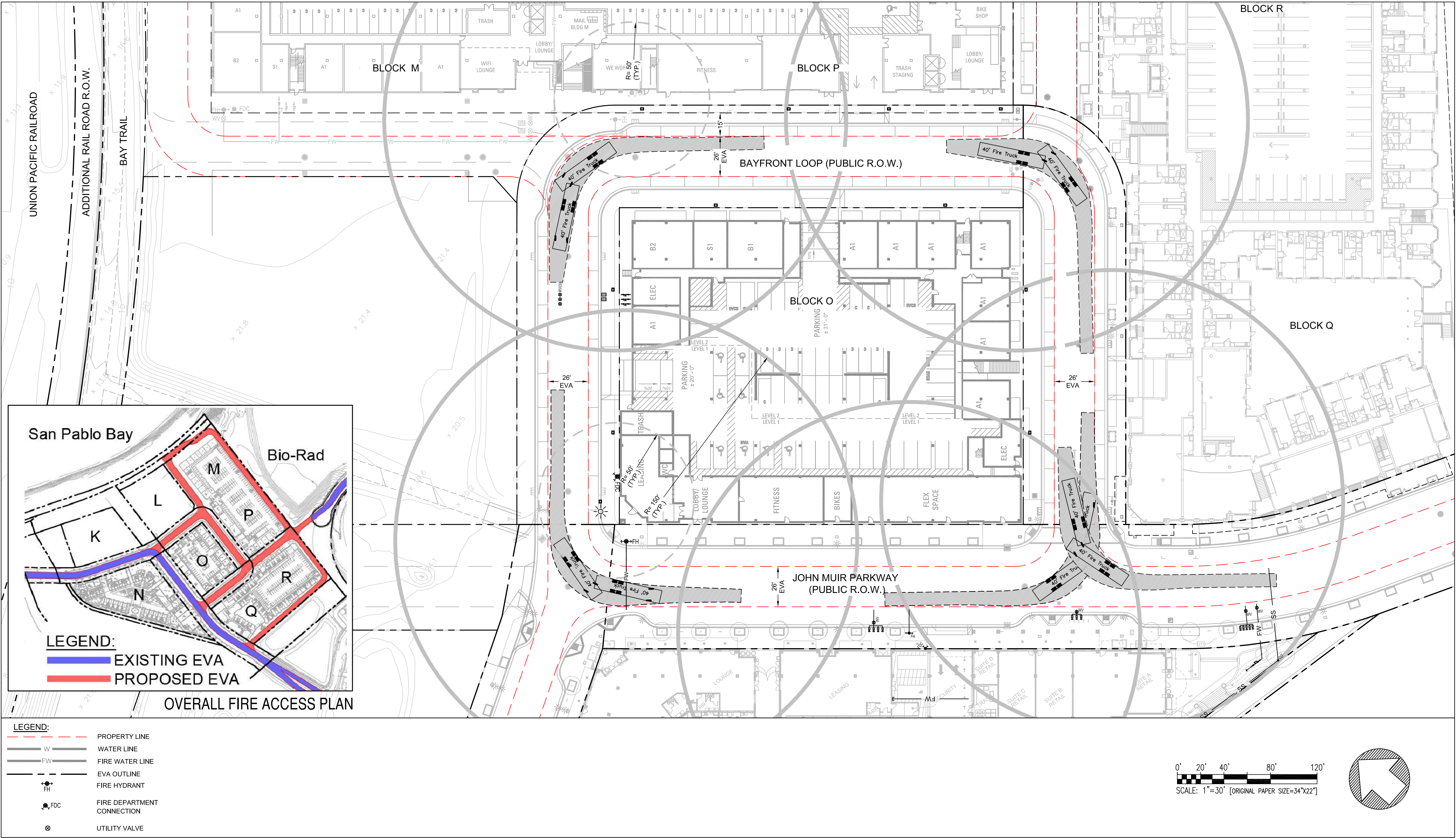
- NOTES:**
1. PLACE CURB TYPE SEDIMENT BARRIERS ON GENTLY SLOPING STREET SEGMENTS, WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNOFF.
 2. SANDBAGS OF EITHER BURLAP OR WOVEN 'GEOTEXTILE' FABRIC, ARE FILLED WITH GRAVEL LAYERED AND PACKED TIGHTLY.
 3. LEAVE A ONE SANDBAG GAP IN THE TOP ROW TO PROVIDE A SPILLWAY FOR OVERFLOW.
 4. INSPECT BARRIERS AND REMOVE SEDIMENT IMMEDIATELY BEFORE AND AFTER EACH STORM EVENT. SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.
 5. FOR INLETS NOT AGAINST A CURB, PLACE GRAVEL FILLED SANDBAGS FULLY SURROUNDING THE INLET, IN SIMILAR PATTERN, LEAVING A SPILLWAY EVERY THIRD BAG.

2 DRAIN INLET SEDIMENT BARRIER NOT TO SCALE

- LEGEND:**
- FIBER ROLL, SEE DETAIL 1, THIS SHEET
 - ☒ DRAIN INLET SEDIMENT BARRIER, SEE DETAIL 2, THIS SHEET

- NOTES:**
1. ALL EROSION CONTROL SHOWN ON THIS SHEET IS TEMPORARY FOR USE DURING CONSTRUCTION.
 2. TEMPORARY EROSION CONTROL DEVICES SHOWN ON THE EROSION CONTROL PLAN WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED AS AND WHEN THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES TO MEET "AS GRADED" CONDITIONS.
 3. CONTRACTOR IS RESPONSIBLE FOR PREVENTING SEDIMENT FROM LEAVING THE SITE AND ENTERING THE DOWNSTREAM DRAINAGE SYSTEM. THIS PLAN MAY NOT COVER ALL SITUATIONS THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. CONTRACTOR SHALL UPDATE PLANS TO REFLECT CHANGING SITE CONDITIONS AND MONITOR EROSION CONTROL EFFECTIVENESS.





OVERALL FIRE ACCESS PLAN

- LEGEND:**
- — — — — PROPERTY LINE
 - — — — — WATER LINE
 - — — — — FIRE WATER LINE
 - — — — — EVA OUTLINE
 - FH FIRE HYDRANT
 - FDC FIRE DEPARTMENT CONNECTION
 - ⊗ UTILITY VALVE

0' 20' 40' 80' 120'
SCALE: 1"=30' [ORIGINAL PAPER SIZE=34"x22"]

