

**New Carpenters Training Center Pleasanton:
Statement of Operational Details Narrative - 5/8/2017, Revised-7/18/2017**

Prepared by: David Crawford, RMW Architecture, & Mark Fuchs, Executive Director-Carpenters Training Committee for Northern California

The following narrative is structured in sections to address and describe in detail the following aspects of the Carpenters Training Center PUD application:

- 1. Daily Training Schedule**
- 2. Daily Class Description**
- 3. Daily Parking Demand**
- 4. Outdoor Training Area/Yard**
- 5. Employees**
- 6. Special events**
- 7. Future Office Building Uses**
- 8. Existing Carpenters Center Operations & Parking Demand**
- 9. Parking During Construction**

General Description

The Carpenters Training Trust Fund (CTTF) is a joint management-labor trust fund designated for the purpose of training apprentices and journeymen technicians in the fields of carpentry and carpenter sub-trades. Under the CTTF, the Carpenters Training Committee for Northern California (CTCNC) is registered at the Federal level with both the U.S. Department of Labor, Office of Apprenticeship, and the California Department of Industrial Relations, Division of Apprenticeship Standards. CTCNC provides training throughout the 46 northern California Counties for signatory contractor association members and independent contractors. We are an open enrollment program and strive to meet or exceed all EEOC and affirmative action goals where possible. Our primary goal is to provide a safe, highly-skilled trained workforce for our contractor members in carpentry and the sub-trades. We are governed by a joint Board of equal members of management and labor personnel.

Our current active registered enrollment is approximately 4,500 apprentices, with projected growth in 2017 to reach about 5,000 apprentices. Approximately 2,000 of those apprentices will be attending training at the Pleasanton facility. The apprenticeship program is designed to be four (4) years in duration, and each apprentice receives 144 hours of Related Supplemental Instruction at the facility per year while working on the job the rest of the time, gaining knowledge through on-the-job training. Each year the apprentice will attend four one-week training sessions on a quarterly rotation basis. We plan to run between 10 to 12 classes each week with 15 to 20 students in each class.

The premise of the concept of the New Training Center is to keep the Existing Training facility in operation during construction of the New Training Center. The current Training Center has to stay in operation during construction of the New Training Center in order to meet the apprentice training needs in the area. Please see Section 9-Parking During Construction, and Phasing Plans, sheets PH0.0-PH5.0, for a more detailed description of the phasing of the project from initial construction through completion.

1. Daily Training Schedule

Our typical daily training schedule is from 7:00 a.m. to 4:30 p.m., Monday through Thursday. The instructors arrive early at 6:00 a.m. to prepare for the day's class. On weeks when we have a holiday on Monday, we bump the schedule back to Tuesday through Friday. All classes are run simultaneously, and most of the classrooms will be used to provide training. Generally, the campus has students in class 48 to 50 weeks a year. We close the campus at least two weeks a year for maintenance and updates.

In addition to our daily training, the Cement Masons will lease approximately 2,000 square feet of office space on the second floor of the New Training Center. They will also utilize classrooms and the yard on Saturdays, 7:00 a.m. to 4:30 p.m., for training. On Saturday training, they have approximately 150 +/- students, with eight (8) classes at 20 +/- students per class. The nature of most of their projects are at grade level on slabs, with some projects involving low walls of 2 to 3 feet in height.

We also provide journeyman skill upgrade classes during the evenings and Saturdays, from 5:00 p.m. to 9:30 p.m. weekday evenings, and Saturdays, from 7:00 a.m. to 4:30 p.m., depending on the course of study. The size of the journeyman upgrade classes will range between 20-25 journeymen plus instructor. The weekday evening upgrade courses will be conducted in the classrooms and the indoor shops. On the weekends, 80% of the training is conducted outside in the training yard.

There may be occasions on the weekends, where the Cement Masons and the journeyman are using the Training Center at the same time. When this occurs, there will be a combined total of up to 175 masons, journeymen, and instructors on site.

2. Daily Class Description

The Pleasanton Carpenters Training Center will train apprentices in six specific occupational classifications at this facility:

Carpenters – about half of our apprentice population falls in this category; Rough framing, bridge building, concrete formwork, exterior finishes, interior finishes and trim, layout work, welding
There will be 4 to 6 classes running daily with 15 to 20 apprentices in each class

Drywall/Lathers – about a quarter of our apprentices fall in this category; light gauge metal framing, gauge metal welding, hollow metal doors and windows, drywall applications, and metal lathing.
There will be 2 to 4 classes running daily with 15 to 20 apprentices in each class

The other quarter of apprentices make up all the rest of the categories:

Millwrights – Setting and maintenance of heavy industrial equipment and conveyors, cutting and burning & welding of structural metal; usually one class per week, typically 10 to 15 per class

Acoustical Installers – Suspended acoustical and concealed ceiling systems, several small classes a quarter, 10 to 15 apprentices per class

Insulators – Applied thermal building insulation and sound attenuation materials, one or two classes a quarter, 5 to 10 apprentices per class

Hardwood Floorlayers – Placing and finishing both commercial and residential wood flooring. One class per quarter, 8 to 12 apprentices

3. Daily Parking Demand

Table 1: New CTC Parking Demand per Day

Group A Classes (weekly classes)	Classes per week	Students per class	Students per day (min-max)
Carpenters	4-6	15-20	80-120
Drywall/Lathers	2-4	15-20	40-80
Millwrights	1	15	15
Group A Sub-Totals	7-11	15-20	135-215
Group B Classes (quarterly classes)	Classes per Quarter	Students per Class	
Acoustic Installers	2-3	10-15	
Insulators	1-2	5-10	
Hardwood Floor Layers	1	8-12	
Group B Sub-Totals	4-6 (1 class/week)	5-15	5-15
SUB-TOTALS (per week) Group A + Group B Apprentices	8-12	10-20	140-230
Staff per day (admin/teachers)			30-35
TOTAL (Parking/day) (faculty + apprentices)			170-265

At maximum capacity, the Carpenters Training Center will have a parking demand of 265 parking spaces. This accommodates all apprentices, faculty, and staff. The proposed site plan provides 280 parking spaces to meet the parking requirements of the Training Center. Below are descriptions of the morning and afternoon peak traffic periods.

Morning Peak Traffic-

Faculty and staff will start arriving on site at 6:00 a.m. With classes starting at 7 a.m., most apprentices will be arriving on site between 6:15 and 7:00 a.m. The number of apprentices arriving during this period will range from 155-245 students depending on the number of classes offered and enrollment for the week.

Afternoon Peak Traffic-

The peak traffic period for the Training Center in the afternoon will be from 4:30-5:00 p.m. when classes end for the day. The number of apprentices exiting the site at this time will range from 155-245 students as described above. Faculty and staff will begin leaving the center from 5:00-6:00 p.m. when the facility closes for the day.

On evenings when journeyman training is offered, we anticipate a class size of 20-25 journeymen arriving on site between 4:30-5:00 p.m. This will occur 4 times a month typically. On these evenings, the apprentices will be leaving the center when journeymen are also arriving on site for their evening training class.

4. Outdoor Training Area/Yard

Most of the training will be done in classrooms and shops inside the building. Outside training will consist of layout and level with optical and laser instruments, rigging, forklift and aerial lift training. These courses will be held during the daytime training period, 7:00 a.m. to 4:30 p.m., Monday through Thursday. The noise levels will be that of typical construction circular saws, nail hammering, and motor vehicle/crane operation.

On Tuesdays and Wednesdays, the yard will be used for the building of class projects for approximately four hours in the afternoon. On Thursdays, the projects built on Tuesday and Wednesday are dismantled to make space for the next apprentices project. The heights of these temporary project structures will be no higher than eight feet high for wall framing projects.

One of the Carpenters goals with the New Training Center is to conduct as much hands-on teaching and project work inside the new shop, and to minimize the use of the outdoor yard for training purposes. The new shops will be constructed with double layer wood floors that allow students to nail and anchor into the upper layer floor, which can be replaced as needed, without damaging the lower permanent structural floor of the building. This will enable us to conduct courses year around regardless of the weather outside. Also, with the exception of the carpenters courses, the rest of the trades training at Pleasanton are interior based; the drywall/lathers, acoustic installers, insulators, and hardwood floor layers are all interior based trades, with their training being conducted within the new shop spaces.

The wall of the Outdoor Yard will be constructed of decorative CMU (concrete masonry units) and have been shown to reduce noise levels effectively and are used as sound barriers on freeways throughout California.

5. Employees

This facility will also be our headquarters for administrative staff. The anticipated staff, including administrators, coordinators, instructors, and support staff will be between 30 to 35 people on a daily basis.

6. Special Events

We have several special events on this site. Once, possibly twice a year we may host a career fair with multiple high schools invited to participate. This may be from 200 to 250 students on a rotation basis throughout the course of the day. We also host a weekend safety fair where we put on multiple classes in a single day for our members. This would be on a Saturday and may be around 100 trainees.

7. Future Office Building Uses

The Future Office building is planned to be a single-story office building, with an area of 17,327 square feet. The building will be rectangular in shape, with dimensions measuring roughly 158' x 109'. The

building will have frontage and visibility on Santa Rita Road, with a setback of 30 feet. Parking will be provided on three sides adjacent to the building. Walkways along these three sides provide access and path of travel from the parking areas to the building.

The proposed uses for the future office building will be public and private business and administrative offices, and technical services offices (including, but not limited to, accountants, architects, attorneys, engineers, insurance, real estate and similar professions). The future building parking is planned based on a requirement of one parking space for each 300 square feet of gross floor area, consistent with PMC 18.88.030-C.6 Public and Private Business and Administrative Offices, and Technical Services Offices. With a gross area of 17,327 square feet, the future office building will require 58 parking spaces. The proposed plan provides 58 parking spaces to meet this requirement.

At this time, there is no future date for the design and construction of the future office building. The intention of our proposal is to create the lot split to allow the sale of the future office building lot to another party who would then be responsible for design and construction of the future office building.

8. Existing Carpenters Center Operations and Parking Demand

The current Carpenters Training Center program provides training in the trades of Carpentry, drywall/lathers, millwrights, acoustic installers, insulators, and hardwood floor layers. The existing facility has eight classrooms and associated shop areas. The daily schedule and class descriptions are similar those described above in sections 1 and 2.

Table 2: Existing CTC Parking Demand per Day

Group A Classes (weekly classes)	Classes per week	Students per class	Students per day (min-max)
Carpenters	2-3	15-20	40-60
Drywall/Lathers	1-2	15-20	20-40
Millwrights	1	15	15
Pile Drivers	1	15	15
Group A Sub-Totals	5-7	15-20	90-130
Group B Classes (quarterly classes)	Classes per Quarter	Students per Class	
Acoustic Installers	2-3	10-15	
Insulators	1-2	5-10	
Scaffold Erectors	4-6	10-15	
Hardwood Floor Layers	1	8-12	
Group B Sub-Totals	8-12 (1 class/week)	5-15	5-15
SUB-TOTALS (per week) Group A + Group B Apprentices	6-8	10-20	105-145
Staff per day (admin/teachers)			30-35
TOTAL (Parking/day) (faculty + apprentices)			135-180

At maximum capacity, the existing Carpenters Training Center has a parking demand of 180 parking spaces. This accommodates all apprentices, faculty, and staff. The existing site provides 266 parking spaces to meet the parking requirements of the Training Center. Below are descriptions of the morning and afternoon peak traffic periods.

Morning Peak Traffic-

Faculty and staff start arriving on site at 6:00 a.m. Apprentices arrive on site between 6:15 and 7:00 a.m. The number of apprentices arriving range from 105-145 students depending on the number of classes offered and enrollment for the week.

Afternoon Peak Traffic-

The peak traffic period for the Training Center in the afternoon is from 4:30-5:00 p.m. when classes end for the day. The number of apprentices exiting the site ranges from 105-145 students. Faculty and staff will begin leaving the center at 5:00-6:00 p.m. when the facility closes for the day.

On evenings when journeyman training is offered, 20-25 journeymen arrive on site between 4:30-5:00 p.m. This occurs 4 times a month typically. On these evenings, the apprentices are exiting the center when journeymen are arriving for their evening training class.

9. Parking During Construction: Phases 0-5

Please refer to sheets PH0.0-PH5.0 for site plans associated with each phase.

Phase 0.0-Existing Site: This plan shows the existing site as it is used currently. Parking areas are shown. Under existing Training Center Operations, there are 266 parking spaces available. As shown in Table 2 above, the existing Center has a demand of up to 180 parking spaces a day.

Phase 1.0-Construction of New Carpenters Training Center: During Phase 1.0, the new building is constructed on the south half of the site. During this time, the existing Carpenters Training Center remains in operation, and there are 130 parking spaces available for on-site parking. Operating at full capacity, the site has a 50 parking stall shortfall. To address this shortfall, the Carpenter's Training Committee plans on entering into agreements with neighboring facilities that have available daytime parking. Construction personnel parking will be accommodated within the "Area Under Construction". The amount of parking for construction personnel will vary between 10-15 to 20-25 depending on which part of the site or building is under construction at the time.

Phase 2.0-Demolition of the Existing Carpenters Training Center: During Phase 2.0, the existing Carpenters Training Center is demolished on the North half of the site. At the same time, the newly constructed Carpenters Training Center is open and operating at near previous capacity. The Phase 2.0 Plan shows 180 parking spaces available to accommodate 145 students and 35 faculty. This will allow the center to utilize 8 of the new classrooms and associated shop areas. During this period, the yard will be limited in its use, as a portion of it is used as parking. Construction personnel parking will be within the area being demolished, and will be in the range of 5-10.

Phase 3.1-Construction of Future Building Pad and Parking: During Phase 3.1, the majority of the new parking area on the North half of the site is constructed along with the pad for the Future Office Building. The New Training Center will be operating at previous capacity of 180 (145 students, 35 faculty). As in Phase 2.0, the Center can utilize 8 classrooms and associated shop areas. During Phase 3.1 a temporary parking lot will be utilized North of the New Building. This is noted as “Temporary Parking Area” on the plan. This area can park 79 cars. This will allow the amount of parking in the Yard to be reduced to from 71 to 35 cars during this period. Construction personnel numbering 5-10, will park within the area under construction during this phase.

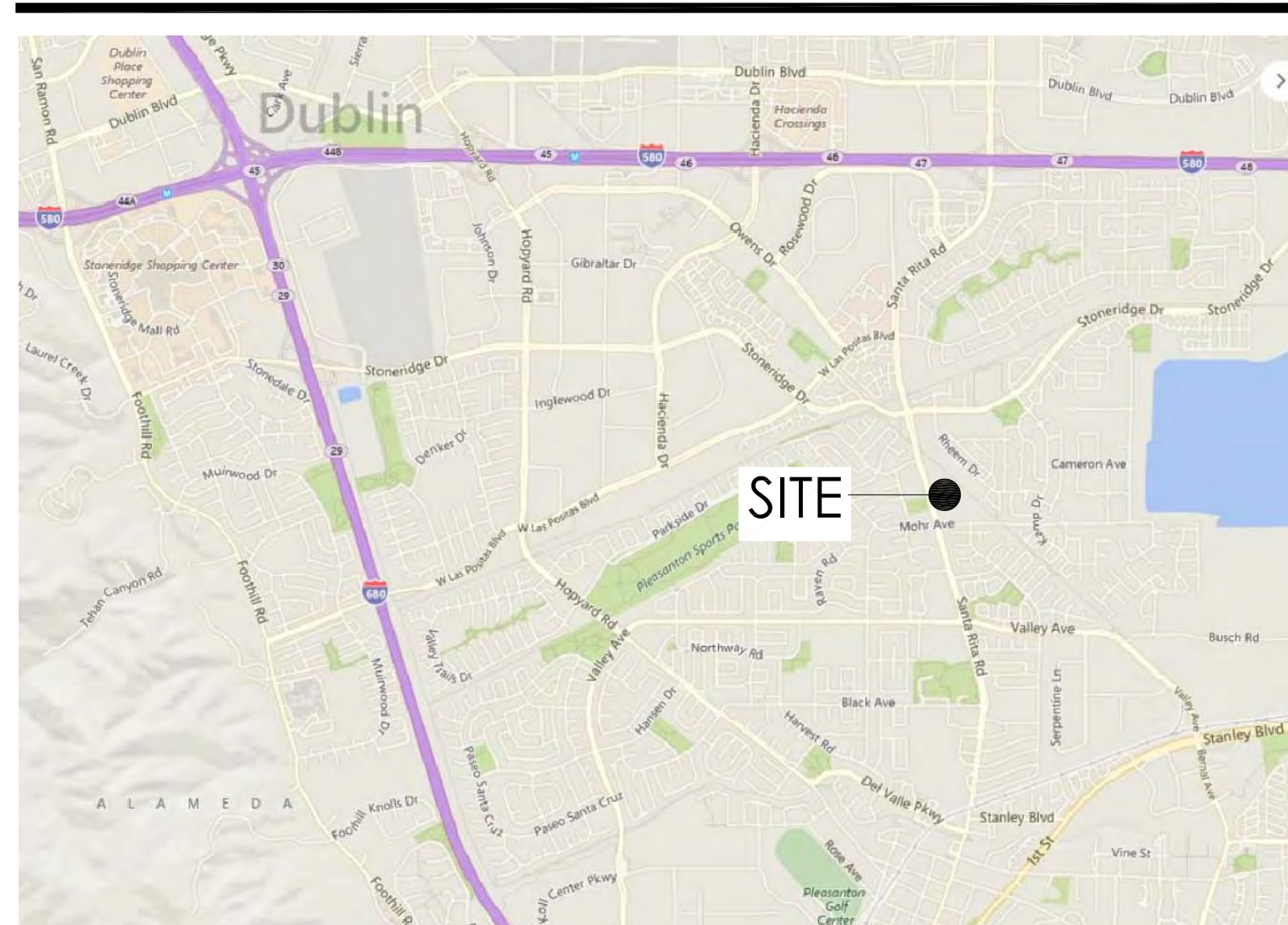
Phase 3.2-Construction of Permanent Parking in “Temporary Parking Area”: During Phase 3.2, the permanent parking improvements are constructed in the area designated “Temporary Parking Lot” during Phase 3.1. During Phase 3.2, 214 parking spaces are available for use by the Center and construction personnel. All temporary parking is removed from the Yard, so the Yard can be fully utilized.

Phase 4.0-Construction of Main Entry drive and Parking: During Phase 4.0, the last of the permanent parking improvements, the south access driveway and parking area are constructed. During this Phase, there are 268 parking spaces available to the Center and construction personnel. At this time, the New Training Center will be able to operate at 90% of full capacity.

Phase 5.0-Future Office Building Lot Split: During Phase 5.0, all of the parking lots are complete and the New Carpenters Training Center is in full operation. At this time, the lot split for the Future office building can take place. With the lot split completed, there are 280 parking spaces designated for use by the Carpenters Training center, and 58 parking spaces designated for use by the Future Office Building.

End of Narrative

VICINITY MAP



PROJECT DATA

ADDRESS 2350 SANTA RITA ROAD, PLEASANTON, CA 94566
 APN 946-4550-22
 ZONING PUD-O/C-C, Ordinance Number 988, adopted 8-11-81
 SITE AREA 354,355 S.F.
 PROJECT DESCRIPTION THIS PROJECT CONSISTS OF BUILDING A NEW CARPENTERS TRAINING CENTER BUILDING AND YARD AT THE EXISTING CARPENTERS TRAINING CENTER SITE. THE EXISTING TRAINING CENTER BUILDING WILL REMAIN IN OPERATION AS THE NEW TRAINING CENTER IS CONSTRUCTED. AFTER THE NEW TRAINING CENTER BUILDING IS COMPLETED, THE EXISTING TRAINING CENTER BUILDING WILL BE DEMOLISHED, AND REPLACED WITH PARKING.
 THE NEW PARKING FIELD WILL PROVIDE ADEQUATE CAPACITY FOR A FUTURE SINGLE STORY COMMERCIAL BUILDING FRONTING SANTA RITA ROAD. OUR SITE PLAN, SHEET A1.0, INDICATES A POTENTIAL LOT SPLIT & POTENTIAL BUILDING FOOTPRINT. HOWEVER, NO ENTITLEMENTS ARE BEING REQUESTED AT THIS TIME.

EXISTING BUILDING AREA 67,619 S.F. Density: 19.1% (67,619/354,355) HEIGHT: 33'-6"
 NEW BUILDING AREA 86,952 S.F. Density: 24.5% (86,952/354,355) HEIGHT: 37'-0"

SHEET INDEX

ARCHITECTURE	LANDSCAPE
A0.0 COVER SHEET	L-0 GENERAL CONSTRUCTION NOTES
A0.1 CONCEPTUAL VIEWS	L-1 OVERALL SITE PLAN
A0.2 CONCEPTUAL VIEWS	L-2 ILLUSTRATIVE SITE PLAN
A0.3 EXISTING SITE SURVEY	L-3 ILLUSTRATIVE SITE PLAN
A1.0 SITE PLAN	L-4 HYDROZONE PLAN
A2.1 1ST FLOOR PLAN	L-5 HYDROZONE PLAN
A2.2 2ND FLOOR PLAN	
A2.3 ROOF PLAN	
A3.1 WEST & NORTH EXTERIOR ELEVATIONS	SITE LIGHTING
A3.2 EAST & SOUTH EXTERIOR ELEVATIONS	LP-1 LIGHTING PLAN
A3.3 SITE WALL & TRASH ENCLOSURE ELEVATIONS	

PHASING PLANS

- PH 0.0 PHASING STUDY SITE PLAN-PHASE 0.0
- PH 1.0 PHASING STUDY SITE PLAN-PHASE 1.0
- PH 2.0 PHASING STUDY SITE PLAN-PHASE 2.0
- PH 3.1 PHASING STUDY SITE PLAN-PHASE 3.1
- PH 3.2 PHASING STUDY SITE PLAN-PHASE 3.2
- PH 4.0 PHASING STUDY SITE PLAN-PHASE 4.0
- PH 5.0 PHASING STUDY SITE PLAN-PHASE 5.0

CIVIL

- C1 TOPOGRAPHIC SURVEY
- C2 PRELIMINARY GRADING & DRAINAGE
- C3 PRELIMINARY UTILITY PLAN
- C4 PRELIMINARY EROSION CONTROL PLAN
- C5 PRELIMINARY SWQCP
- C6 PRELIMINARY SWQCP

CARPENTERS TRAINING CENTER



2350 SANTA RITA ROAD, PLEASANTON, CA 94566

PROJECT TEAM

BUILDING OWNER REPRESENTATIVE

McMORGAN & COMPANY LLC
 ONE FRONT STREET, STE. 500
 SAN FRANCISCO, CA 94111
 contact: Mark Taylor
 phone: 415-720-7105
 email: mtaylor@mcmorgan.com

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 1718 3RD ST, STE 101
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 email: dcrawford@rmw.com

CIVIL ENGINEER/SURVEYOR

KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 2850 COLLIER CANYON ROAD
 LIVERMORE, CA 94551
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 phone: 925-245-8788
 email: rmahoney@kierwright.com

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vanderToolen Associates
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 contact: Phil vanderToolen
 phone: 707-224-2299
 email: phil@vandertoolen.com

SITE LIGHTING

CJS Lighting
 290 DEREK PLACE
 ROSEVILLE, CA 95678
 contact: Jennifer Valadez
 phone: 916-787-6608
 email: jmv@cjslighting.com

PUD-125

RECEIVED May 10, 2017
Planning Commission Workshop

EXHIBIT B

Carpenters Training Committee
 for Northern California

CARPENTERS TRAINING CENTER

2350 SANTA RITA ROAD, PLEASANTON, CA 94566



vision
 function
 space
 culture
 ideas
 experience
RMW think
 listen
 build
 speak
 learn
 architecture & interiors

PUD REVIEW SUBMITTAL
COVER SHEET

RMW Proj No: 16408

5 / 08 / 17

A0.0

SHEET 1 OF 11



V1- VIEW OF NORTH FACADE



V2- VIEW OF ENTRY AND WEST FACADE



V3- VIEW FROM SANTA RITA ROAD OF WEST FACADE



V4- AERIAL VIEW FROM SANTA RITA ROAD OF MAIN ENTRY AND WEST FACADE

Carpenters Training Committee
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CARPENTERS TRAINING CENTER

2350 SANTA RITA ROAD, PLEASANTON, CA 94566



RMW think
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vision
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PUD REVIEW SUBMITTAL

CONCEPTUAL VIEWS

RMW Proj No: 16408

5 / 08 / 17

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SHEET 2 OF 11



V5- VIEW OF NORTH-WEST CORNER



V6- VIEW OF SOUTH-WEST CORNER AND WEST FACADE



V7- AERIAL VIEW LOOKING SOUTH-WEST AT NORTH AND EAST FACADES



V8- VIEW OF SOUTH FACADE AND SOUTH-WEST CORNER.

Carpenters Training Committee
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CARPENTERS TRAINING CENTER

2350 SANTA RITA ROAD, PLEASANTON, CA 94566



RMW think
architecture & interiors
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PUD REVIEW SUBMITTAL

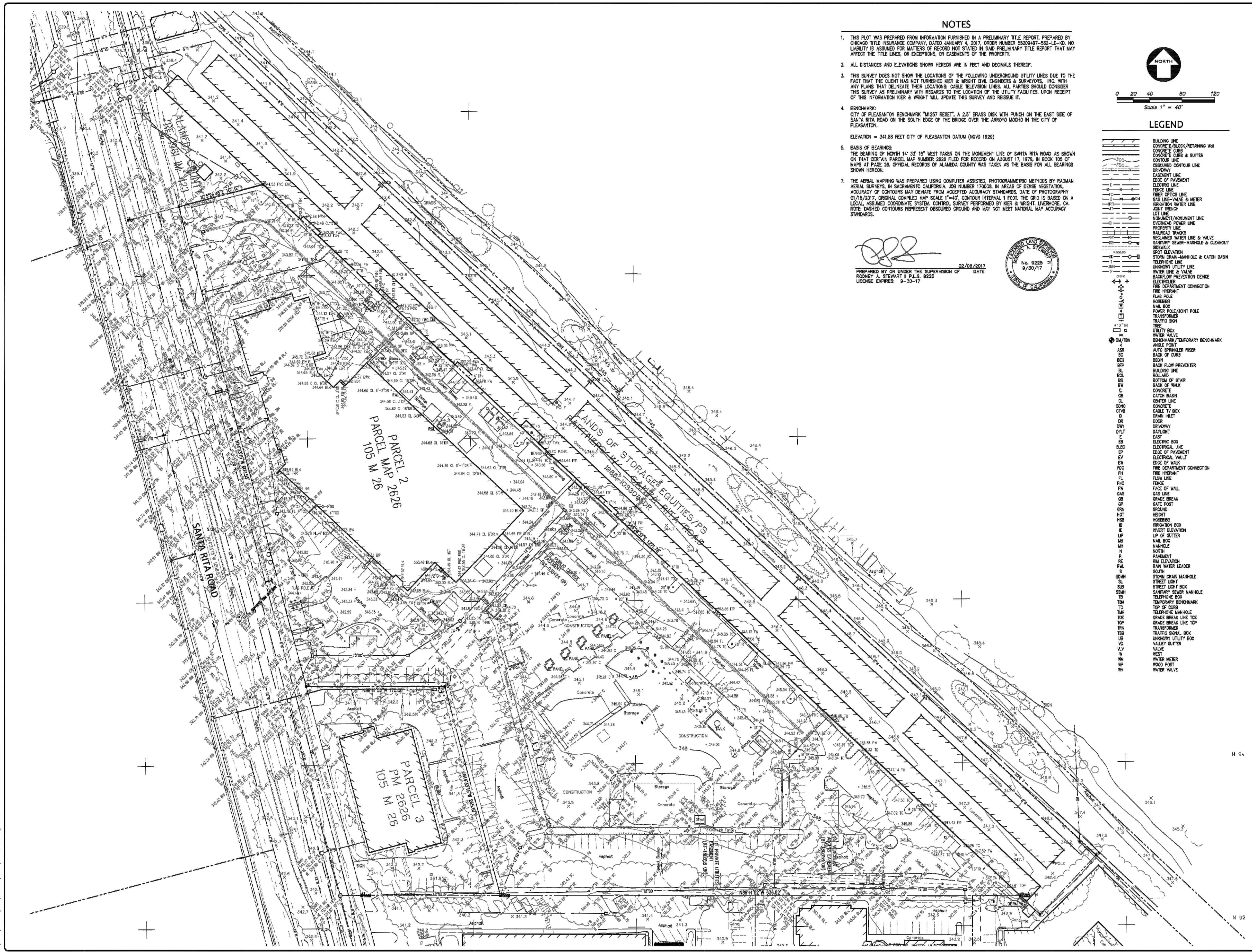
CONCEPTUAL VIEWS

RMW Proj No: 16408

5 / 08 / 17

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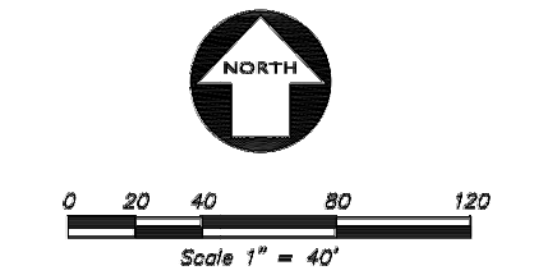
SHEET 3 OF 11



NOTES

- THIS PLOT WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY CHICAGO TITLE INSURANCE COMPANY, DATED JANUARY 4, 2017, ORDER NUMBER 5825997-502-LE-ND. NO LIABILITY IS ASSIGNED FOR MATTERS OF RECORD NOT STATED IN SAID PRELIMINARY TITLE REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
- ALL DISTANCES AND ELEVATIONS SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.
- THIS SURVEY DOES NOT SHOW THE LOCATIONS OF THE FOLLOWING UNDERGROUND UTILITY LINES DUE TO THE FACT THAT THE CLIENT HAS NOT FURNISHED KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC. WITH ANY PLANS THAT DELINEATE THEIR LOCATIONS: CABLE TELEVISION LINES, ALL PARTIES SHOULD CONSIDER THIS SURVEY AS PRELIMINARY WITH REGARD TO THE LOCATION OF THE UTILITY FACILITIES. UPON RECEIPT OF THIS INFORMATION KIER & WRIGHT WILL UPDATE THIS SURVEY AND REISSUE IT.
- BENCHMARK: CITY OF PLEASANTON BENCHMARK "M1257 RESET", A 2.5" BRASS DISK WITH PUNCH ON THE EAST SIDE OF SANTA RITA ROAD ON THE SOUTH EDGE OF THE BRIDGE OVER THE ARROYO MOJO IN THE CITY OF PLEASANTON. ELEVATION = 341.88 FEET CITY OF PLEASANTON DATUM (NVD1929)
- BASES OF BEARINGS: THE BEARING OF NORTH 14° 33' 15" WEST TAKEN ON THE MONUMENT LINE OF SANTA RITA ROAD AS SHOWN ON THAT CERTAIN PARCEL MAP NUMBER 2828 FILED FOR RECORD ON AUGUST 17, 1979, IN BOOK 105 OF MAPS AT PAGE 26, OFFICIAL RECORDS OF ALAMEDA COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.
- THE AERIAL MAPPING WAS PREPARED USING COMPUTER ASSISTED, PHOTODIAGRAMMETRIC METHODS BY RADAMAN AERIAL SURVEYS, IN SACRAMENTO CALIFORNIA, JOB NUMBER 170008, IN AREAS OF DENSE VEGETATION. ACCURACY OF CONTOURS MAY DEVIATE FROM ACCEPTED ACCURACY STANDARDS. DATE OF PHOTOGRAPHY 01/19/2017. ORIGINAL COMPILED MAP SCALE 1"=40', CONTOUR INTERVAL 1 FOOT. THE GRID IS BASED ON A LOCAL ASSUMED COORDINATE SYSTEM. CONTROL SURVEY PERFORMED BY KIER & WRIGHT, LIVERMORE, CA. NOTE: DASHED CONTOURS REPRESENT OBSOURED GROUND AND MAY NOT MEET NATIONAL MAP ACCURACY STANDARDS.

[Signature]
 PREPARED BY OR UNDER THE SUPERVISION OF DATE
 RODNEY A. STEWART II P.E. 9/30/17
 LICENSE EXPIRES: 9-30-17



LEGEND

[Symbol]	BUILDING LINE
[Symbol]	CONCRETE BLOCK/RETAINING WALL
[Symbol]	CONCRETE CURB
[Symbol]	CONCRETE CURB & OUTER
[Symbol]	CONTOUR LINE
[Symbol]	OBSOURED CONTOUR LINE
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[Symbol]	EDGE OF PAVEMENT
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[Symbol]	STORM DRAIN MANHOLE
[Symbol]	STREET LIGHT
[Symbol]	STREET LIGHT BOX
[Symbol]	SANITARY SEWER MANHOLE
[Symbol]	TELEPHONE BOX
[Symbol]	TEMPORARY BENCHMARK
[Symbol]	TOP OF CURB
[Symbol]	TELEPHONE MANHOLE
[Symbol]	GRADE BREAK LINE TO
[Symbol]	GRADE BREAK LINE TOP
[Symbol]	TRANSFORMER
[Symbol]	TRAFFIC SIGNAL BOX
[Symbol]	UNKNOWN UTILITY BOX
[Symbol]	VALLEY OUTER
[Symbol]	VALVE
[Symbol]	WEST
[Symbol]	WATER METER
[Symbol]	WOOD POST
[Symbol]	WATER VALVE

BY									
REVISION									
NO.									
BY									
REVISION									
NO.									
BY									

TOPOGRAPHIC SURVEY
 OF
2350 SANTA RITA ROAD
 FOR
RMW ARCHITECTURE & INTERIORS

PLEASANTON, CALIFORNIA

DATE	FEB. 2017
SCALE	1" = 40'
SURVEYOR	RAS I
DRAFTER	KEG
JOB NO.	A17504
SHEET	C1.1
OF	1 SHEETS

Carpenters Training Committee
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CARPENTERS TRAINING CENTER
 2350 SANTA RITA ROAD, PLEASANTON, CA 94566

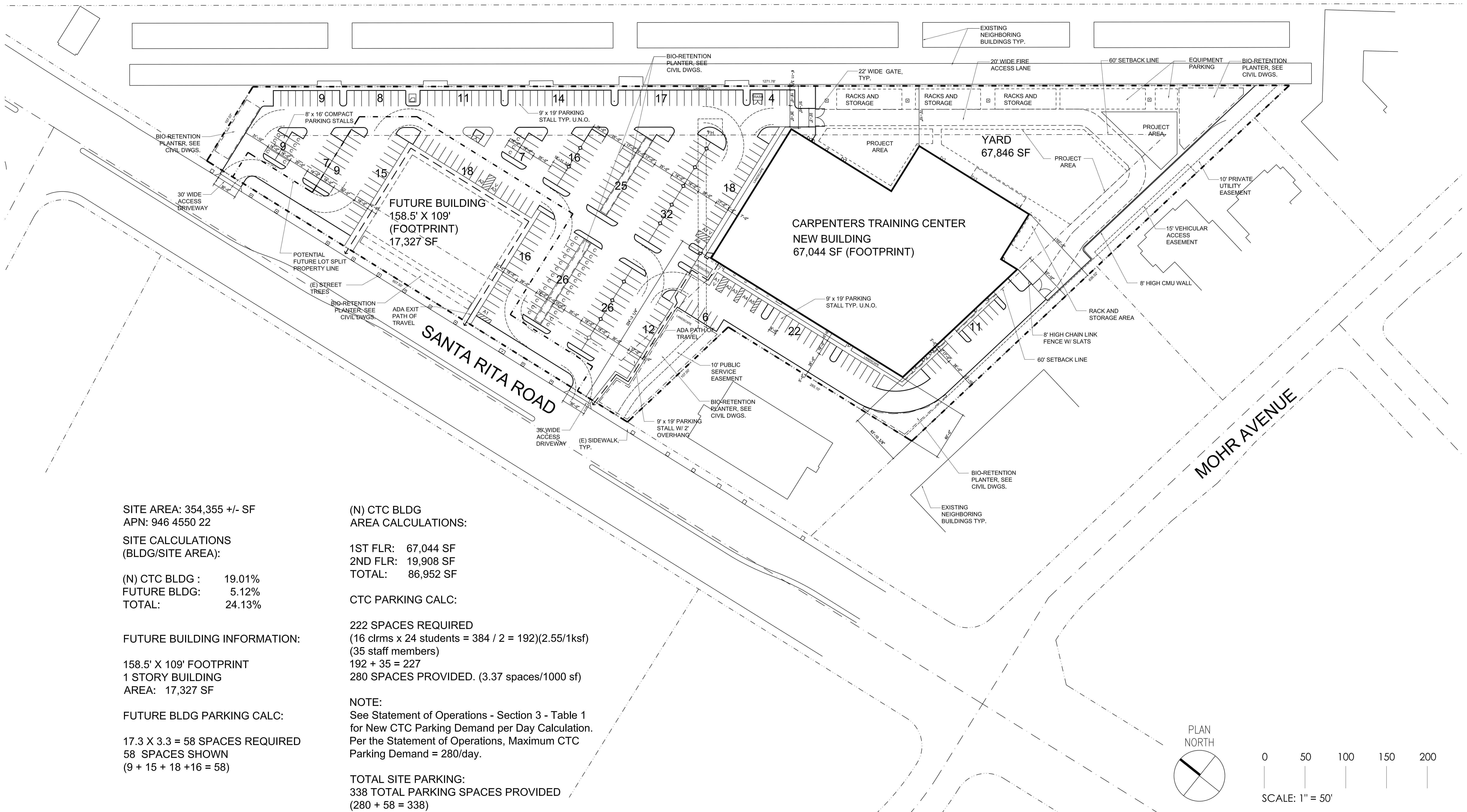


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PUD REVIEW SUBMITTAL
EXISTING SITE SURVEY

RMW Proj No: 16408 5 / 08 / 17

A0.3
 SHEET 4 OF 11



SITE AREA: 354,355 +/- SF
 APN: 946 4550 22

SITE CALCULATIONS
 (BLDG/SITE AREA):

(N) CTC BLDG : 19.01%
 FUTURE BLDG: 5.12%
 TOTAL: 24.13%

FUTURE BUILDING INFORMATION:

158.5' X 109' FOOTPRINT
 1 STORY BUILDING
 AREA: 17,327 SF

FUTURE BLDG PARKING CALC:

17.3 X 3.3 = 58 SPACES REQUIRED
 58 SPACES SHOWN
 (9 + 15 + 18 + 16 = 58)

(N) CTC BLDG
 AREA CALCULATIONS:

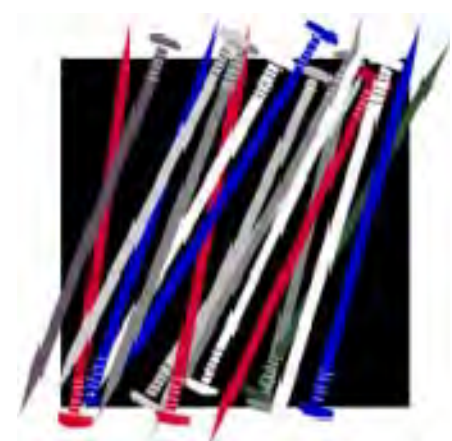
1ST FLR: 67,044 SF
 2ND FLR: 19,908 SF
 TOTAL: 86,952 SF

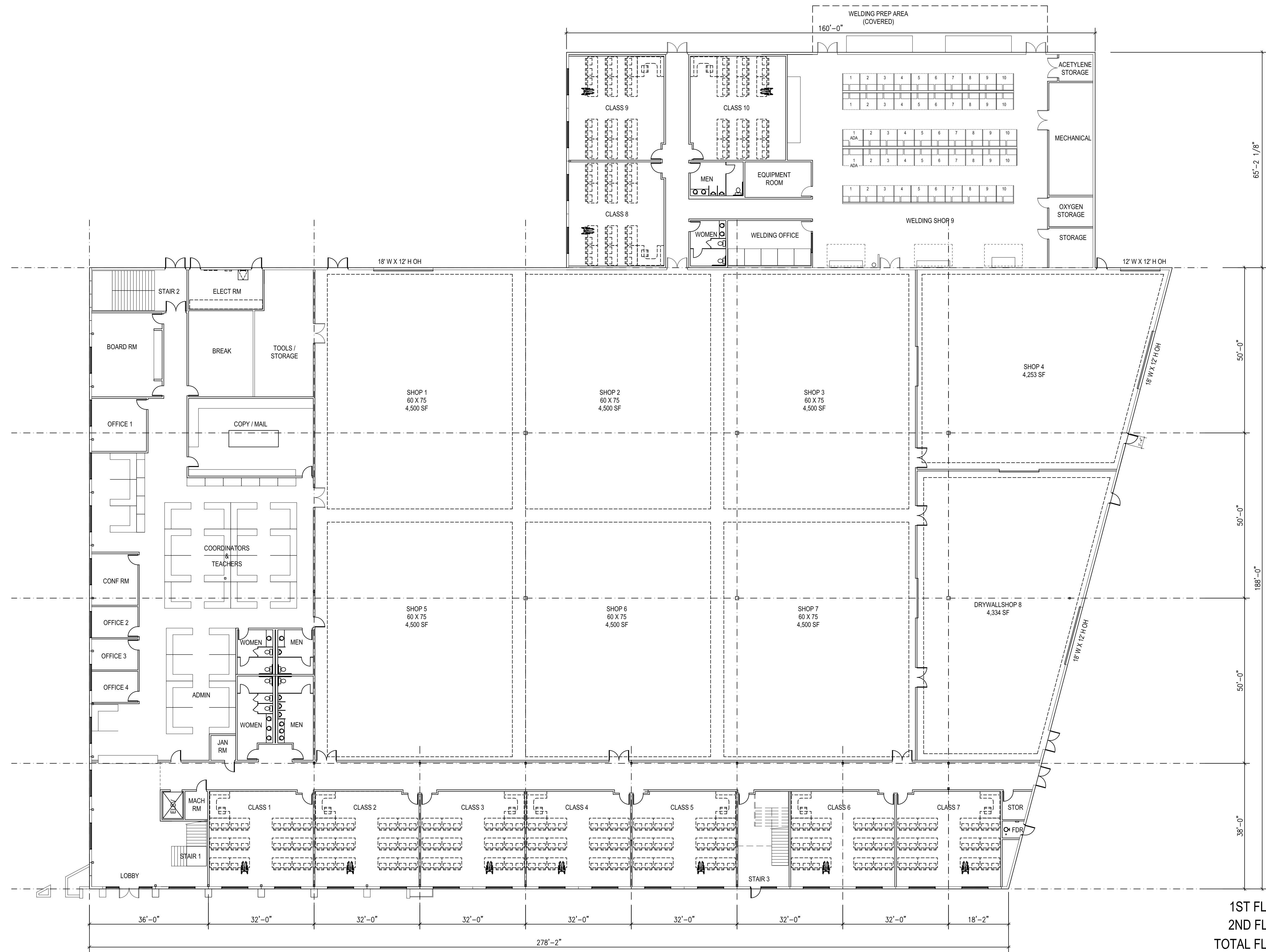
CTC PARKING CALC:

222 SPACES REQUIRED
 (16 clrms x 24 students = 384 / 2 = 192)(2.55/1ksf)
 (35 staff members)
 192 + 35 = 227
 280 SPACES PROVIDED. (3.37 spaces/1000 sf)

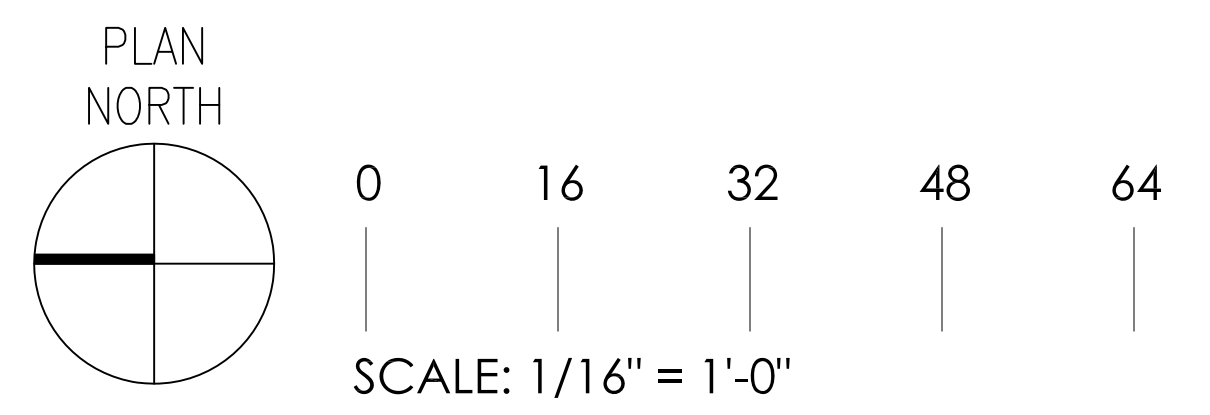
NOTE:
 See Statement of Operations - Section 3 - Table 1
 for New CTC Parking Demand per Day Calculation.
 Per the Statement of Operations, Maximum CTC
 Parking Demand = 280/day.

TOTAL SITE PARKING:
 338 TOTAL PARKING SPACES PROVIDED
 (280 + 58 = 338)





1ST FLR PLAN AREA: 67,044 SF
 2ND FLR PLAN AREA: 19,908 SF
 TOTAL FLR PLAN AREA: 86,952 SF



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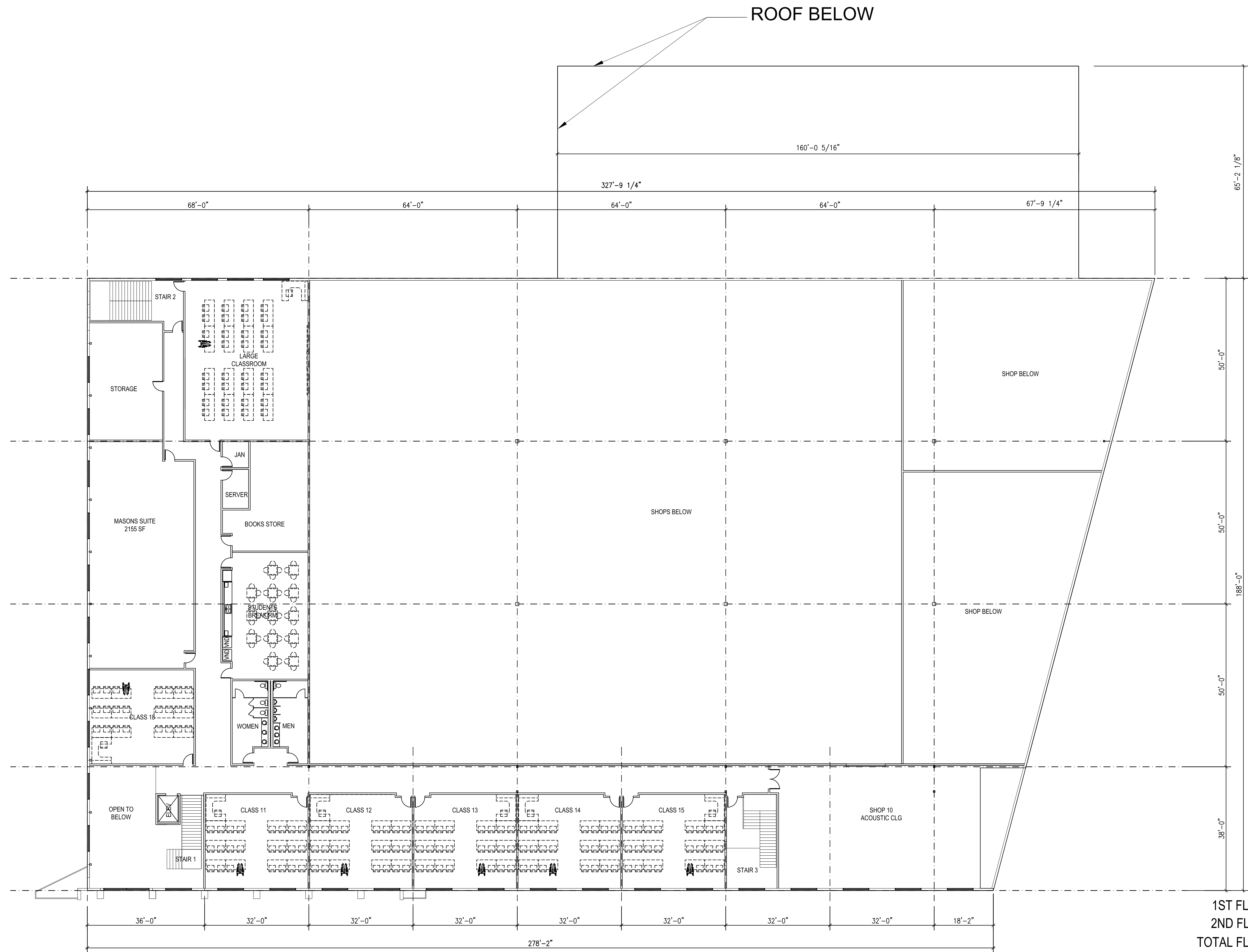
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PUD REVIEW SUBMITTAL
FIRST FLOOR PLAN

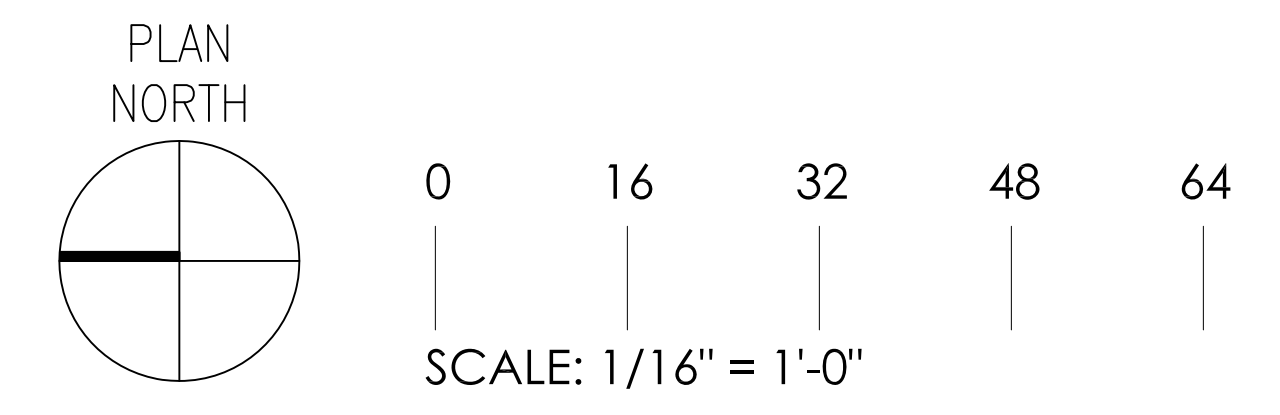
RMW Proj No: 16408 5 / 08 / 17

A2.1

SHEET 6 OF 11



1ST FLR PLAN AREA: 67,044 SF
 2ND FLR PLAN AREA: 19,908 SF
 TOTAL FLR PLAN AREA: 86,952 SF



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PUD REVIEW SUBMITTAL

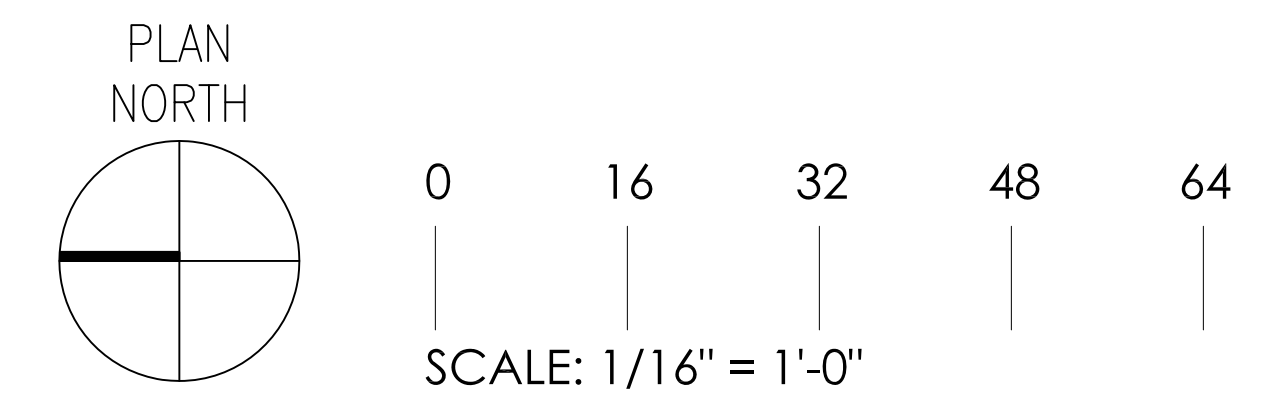
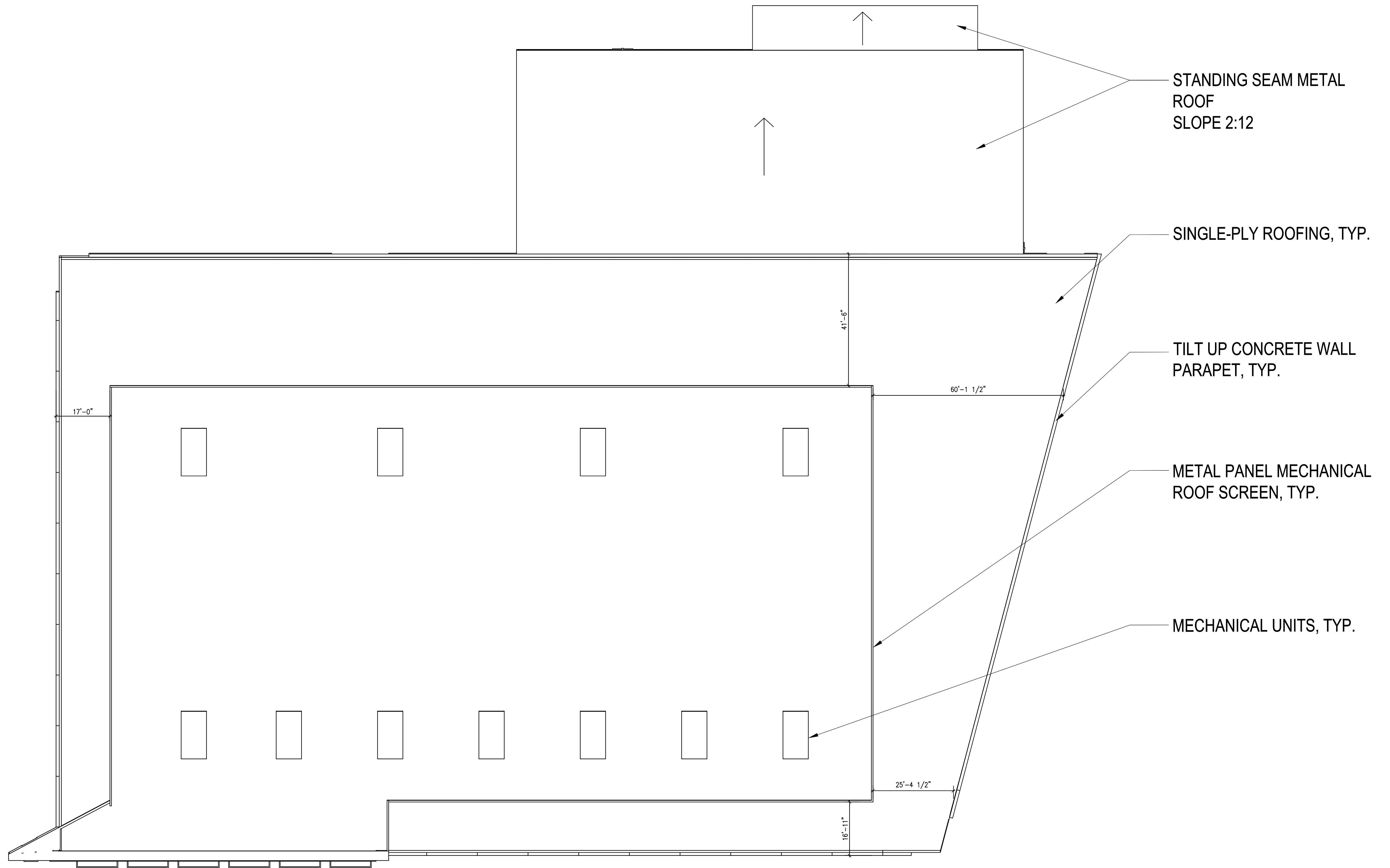
SECOND FLOOR PLAN

RMW Proj No: 16408

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SHEET 7 OF 11



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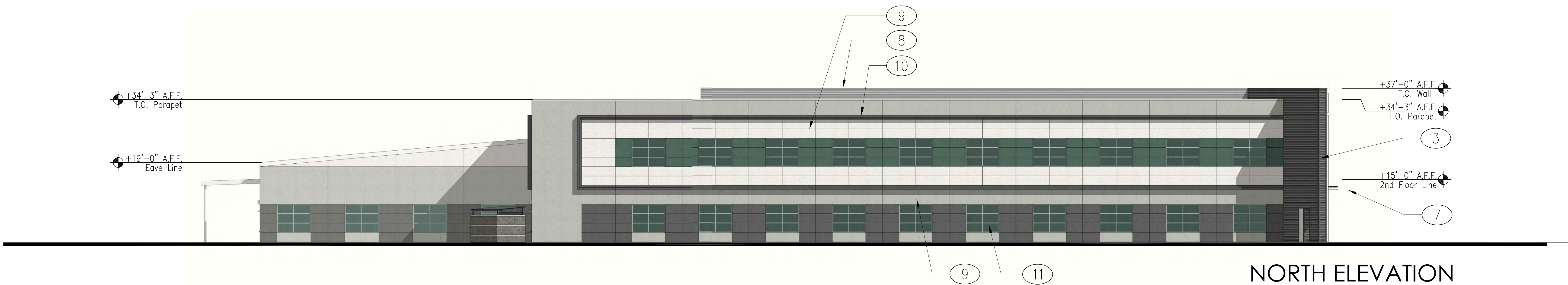
PUD REVIEW SUBMITTAL
ROOF PLAN

RMW Proj No: 16408

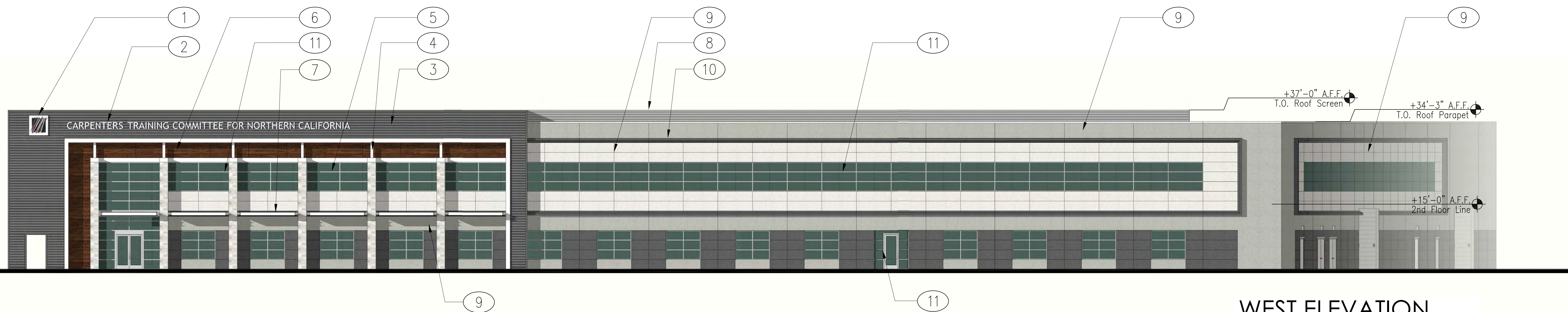
5 / 08 / 17

A2.3

SHEET 8 OF 11



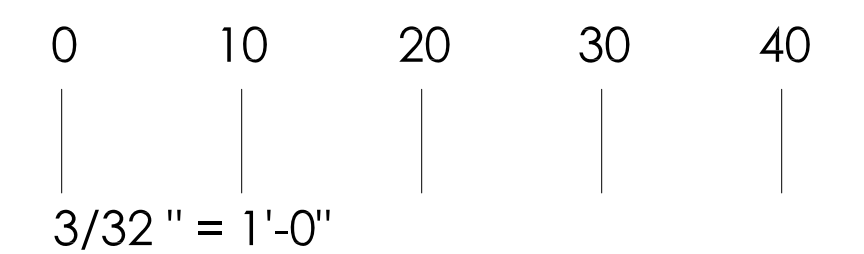
NORTH ELEVATION



WEST ELEVATION

KEY NOTES

- ① LOGO GRAPHIC ON ALUMINUM PANEL
- ② BUILDING SIGNAGE, 1'-6" TALL, 1/2" THICK ALUMINUM BLOCK STYLE LETTERING
- ③ METAL PANEL SIDING, HORIZONTAL ORIENTATION, COLOR: METALLIC DARK GREY
- ④ WALL TILE, DARK WALNUT PATTERN & COLOR
- ⑤ STONE TILE
- ⑥ PAINTED TUBE STEEL COLUMN
- ⑦ CANOPY, STEEL C-CHANNEL W/ PERFORATED METAL INFILL
- ⑧ METAL PANEL MECHANICAL SCREEN, HORIZONTAL ORIENTATION, COLOR: METALLIC SILVER
- ⑨ TILT-UP CONCRETE WALLS W/ REVEALS & PAINTED MULTIPLE COLORS
- ⑩ FOAM BAND TRIM- PAINTED
- ⑪ 1" INSULATED GLAZING, TINTED IN CLEAR ANNOIDIZED ALUMINUM FRAMING.
- ⑫ METAL ROLL-UP DOOR
- ⑬ HOLLOW METAL MAN DOORS



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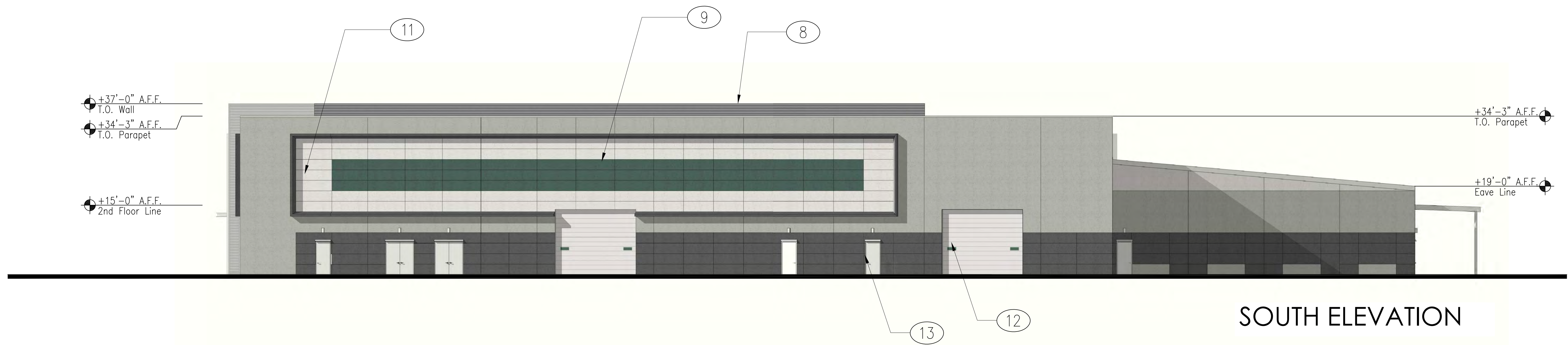
PUD REVIEW SUBMITTAL

**WEST & NORTH
EXTERIOR ELEVATIONS**

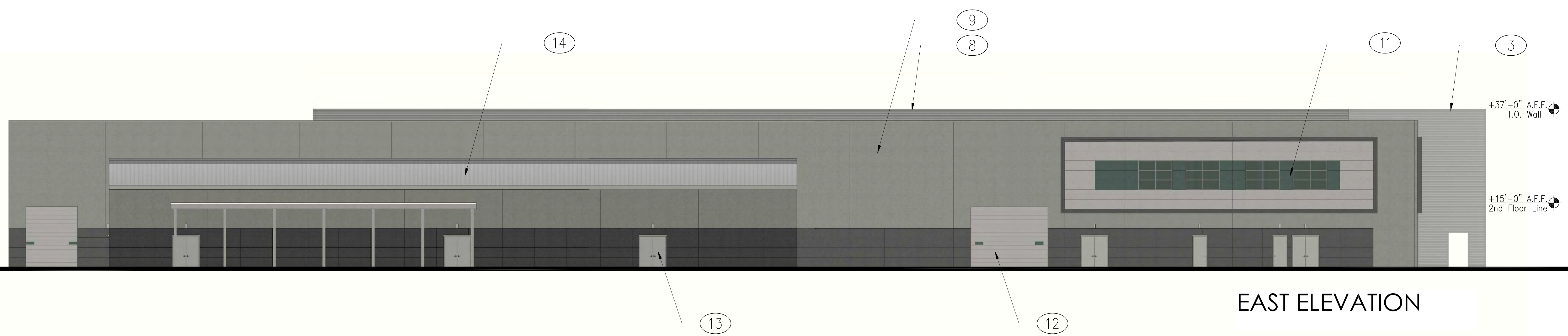
RMW Proj No: 16408 5 / 08 / 17

A3.1

SHEET 9 OF 11



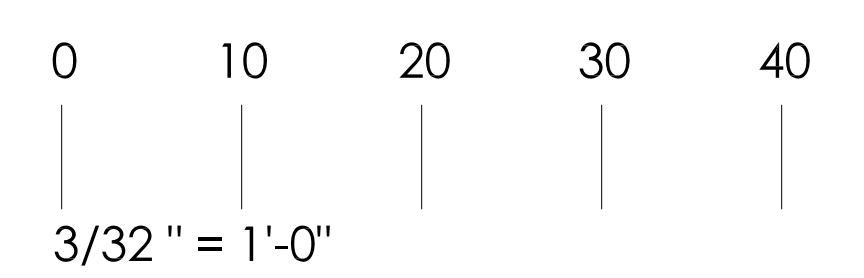
SOUTH ELEVATION



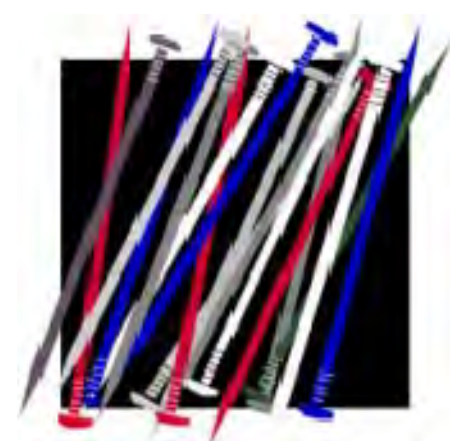
EAST ELEVATION

KEY NOTES

- ① LOGO GRAPHIC ON ALUMINUM PANEL
- ② BUILDING SIGNAGE, 1'-6" TALL, 1/2" THICK ALUMINUM BLOCK STYLE LETTERING
- ③ METAL PANEL SIDING, HORIZONTAL ORIENTATION, COLOR: METALLIC DARK GREY
- ④ WALL TILE, DARK WALNUT PATTERN & COLOR
- ⑤ STONE TILE
- ⑥ PAINTED TUBE STEEL COLUMN
- ⑦ CANOPY, STEEL C-CHANNEL W/ PERFORATED METAL INFILL
- ⑧ METAL PANEL MECHANICAL SCREEN, HORIZONTAL ORIENTATION, COLOR: METALLIC SILVER
- ⑨ TILT-UP CONCRETE WALLS W/ REVEALS & PAINTED MULTIPLE COLORS
- ⑩ FOAM BAND TRIM- PAINTED
- ⑪ 1" INSULATED GLAZING, TINTED IN CLEAR ANNODIZED ALUMINUM FRAMING.
- ⑫ METAL ROLL-UP DOOR
- ⑬ HOLLOW METAL MAN DOORS
- ⑭ STANDING SEAM METAL ROOF



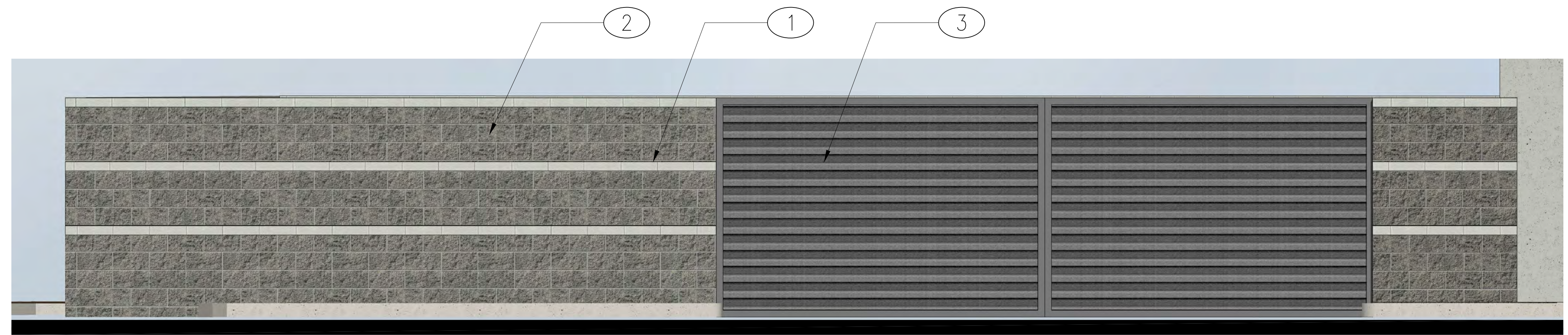
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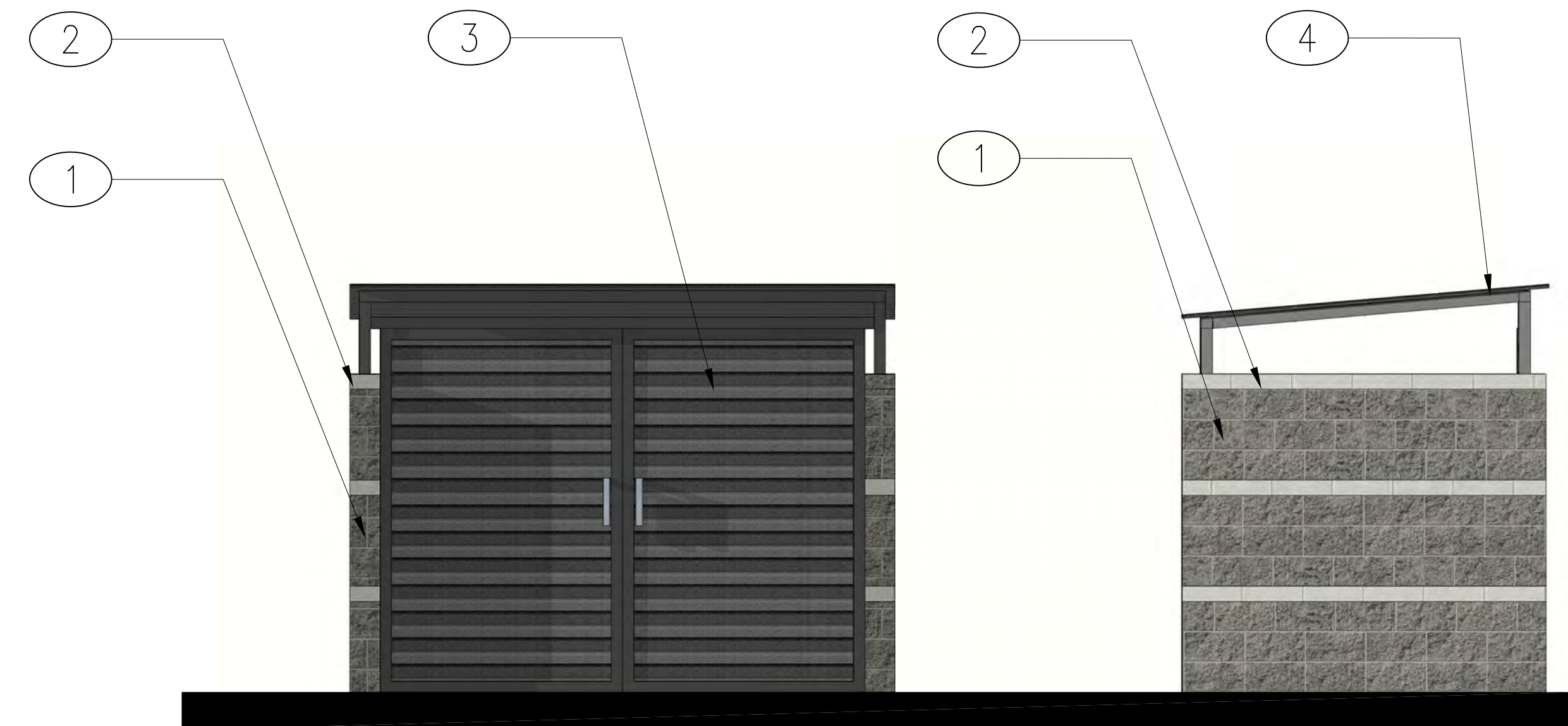
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PUD REVIEW SUBMITTAL
**EAST & SOUTH
EXTERIOR ELEVATIONS**
RMW Proj No: 16408 5 / 08 / 17

A3.2
SHEET 10 OF 11



TYPICAL SITE WALL ELEVATION



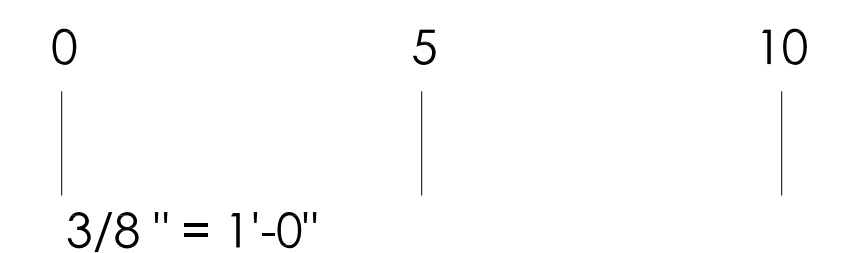
FRONT

SIDE

TRASH ENCLOSURE ELEVATIONS

KEY NOTES

- ① 8x16 SPLIT FACE CMU, DARK GREY
- ② 4x16 SMOOTH CMU CAP, WHITE GREY
- ③ STANDING SEAM METAL GATE, DARK GREY
- ④ STANDING SEAM METAL ROOF



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PUD REVIEW SUBMITTAL

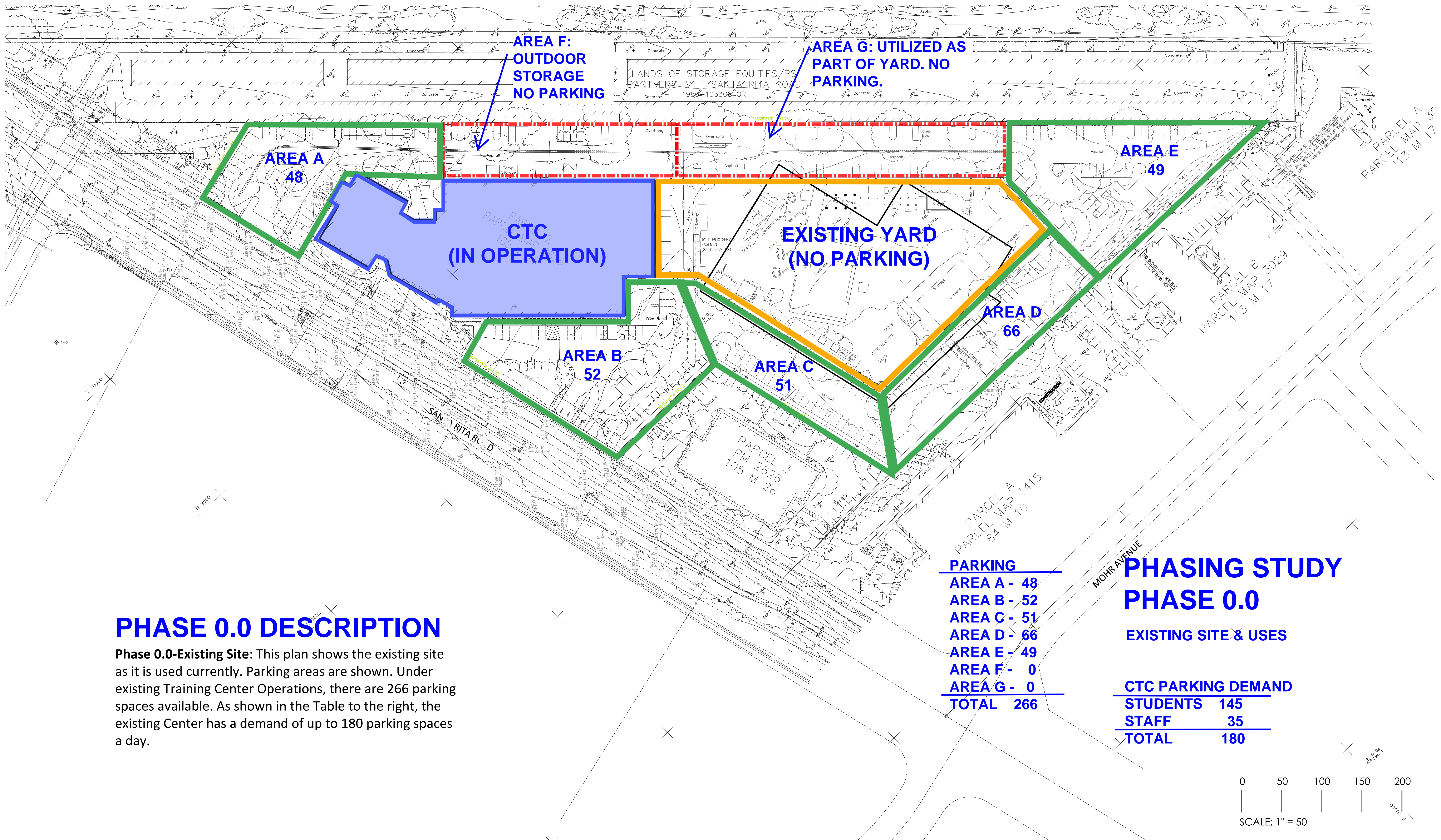
**SITE WALL AND TRASH
ENCLOSURE ELEVATIONS**

RMW Proj No: 16408

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A3.3

SHEET 11 OF 11



PHASE 0.0 DESCRIPTION

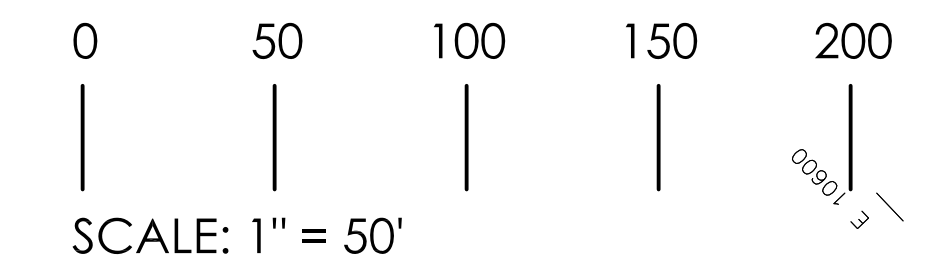
Phase 0.0-Existing Site: This plan shows the existing site as it is used currently. Parking areas are shown. Under existing Training Center Operations, there are 266 parking spaces available. As shown in the Table to the right, the existing Center has a demand of up to 180 parking spaces a day.

PARKING	
AREA A -	48
AREA B -	52
AREA C -	51
AREA D -	66
AREA E -	49
AREA F -	0
AREA G -	0
TOTAL	266

PHASING STUDY PHASE 0.0

EXISTING SITE & USES

CTC PARKING DEMAND	
STUDENTS	145
STAFF	35
TOTAL	180



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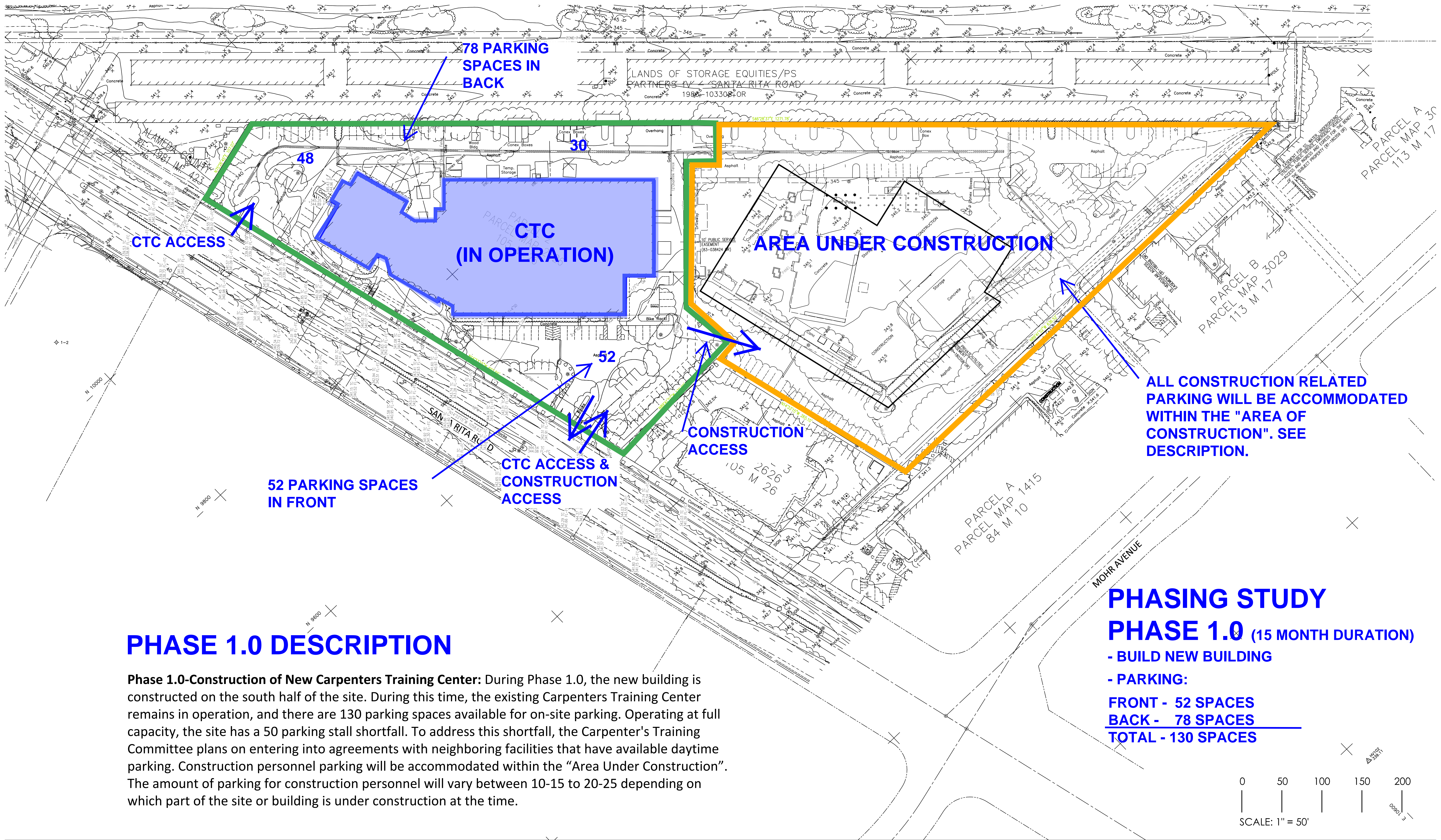
PUD REVIEW SUBMITTAL
**EXISTING SITE & USES
PARKING**

RMW Proj No: 16408

5 / 08 / 17

PH0.0

SHEET 1 OF 6

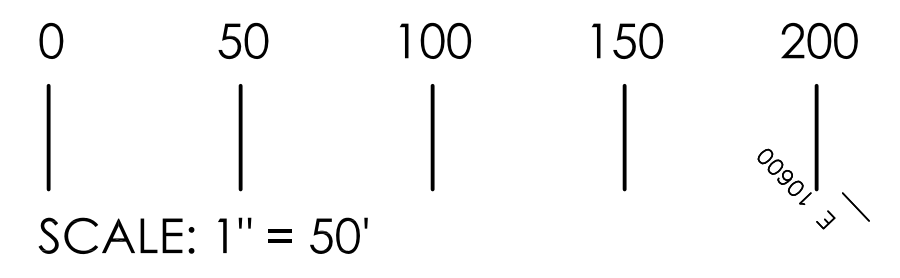


ALL CONSTRUCTION RELATED PARKING WILL BE ACCOMMODATED WITHIN THE "AREA OF CONSTRUCTION". SEE DESCRIPTION.

PHASE 1.0 DESCRIPTION

Phase 1.0-Construction of New Carpenters Training Center: During Phase 1.0, the new building is constructed on the south half of the site. During this time, the existing Carpenters Training Center remains in operation, and there are 130 parking spaces available for on-site parking. Operating at full capacity, the site has a 50 parking stall shortfall. To address this shortfall, the Carpenter's Training Committee plans on entering into agreements with neighboring facilities that have available daytime parking. Construction personnel parking will be accommodated within the "Area Under Construction". The amount of parking for construction personnel will vary between 10-15 to 20-25 depending on which part of the site or building is under construction at the time.

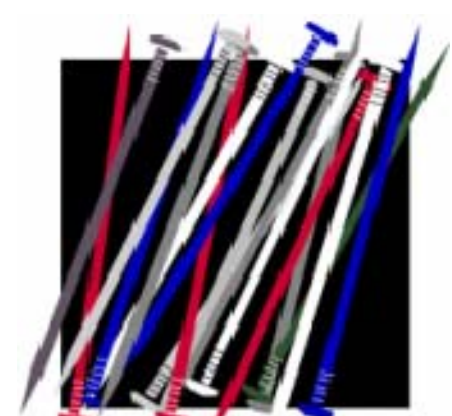
PHASING STUDY
PHASE 1.0 (15 MONTH DURATION)
 - BUILD NEW BUILDING
 - PARKING:
FRONT - 52 SPACES
BACK - 78 SPACES
TOTAL - 130 SPACES



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CARPENTERS TRAINING CENTER

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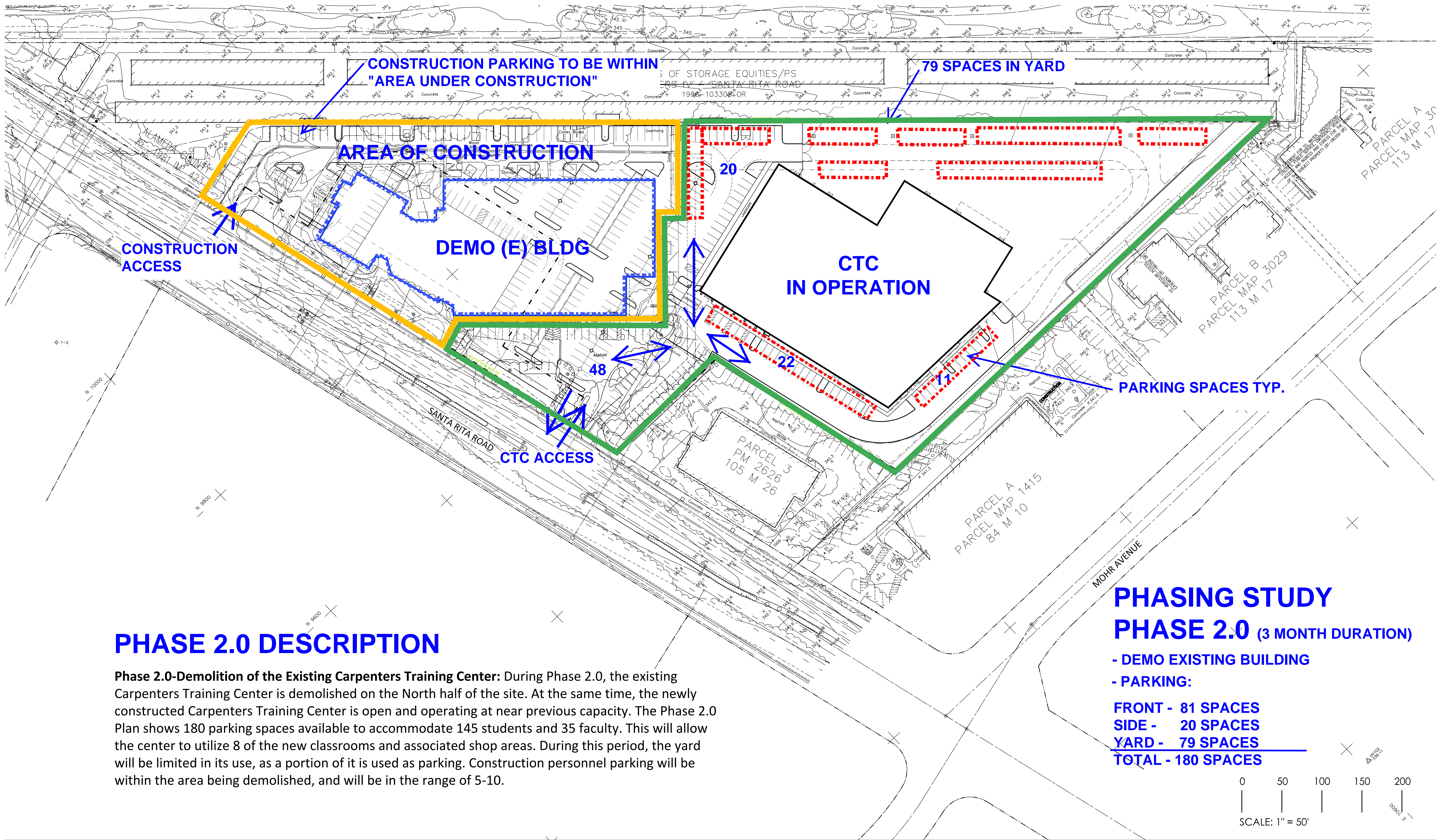
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PRELIMINARY REVIEW SUBMITTAL
PHASING STUDY SITE PLAN
PHASE 1.0

RMW Proj No: 16408 5 / 08 / 17

PH1.0

SHEET 2 OF 6



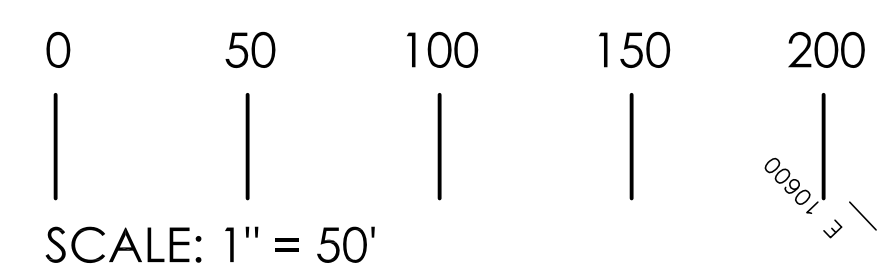
PHASE 2.0 DESCRIPTION

Phase 2.0-Demolition of the Existing Carpenters Training Center: During Phase 2.0, the existing Carpenters Training Center is demolished on the North half of the site. At the same time, the newly constructed Carpenters Training Center is open and operating at near previous capacity. The Phase 2.0 Plan shows 180 parking spaces available to accommodate 145 students and 35 faculty. This will allow the center to utilize 8 of the new classrooms and associated shop areas. During this period, the yard will be limited in its use, as a portion of it is used as parking. Construction personnel parking will be within the area being demolished, and will be in the range of 5-10.

PHASING STUDY PHASE 2.0 (3 MONTH DURATION)

- DEMO EXISTING BUILDING
- PARKING:

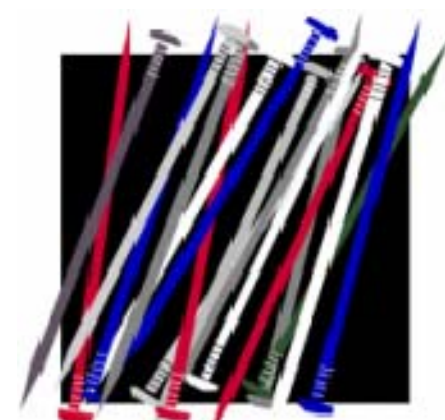
FRONT - 81 SPACES
 SIDE - 20 SPACES
 YARD - 79 SPACES
TOTAL - 180 SPACES



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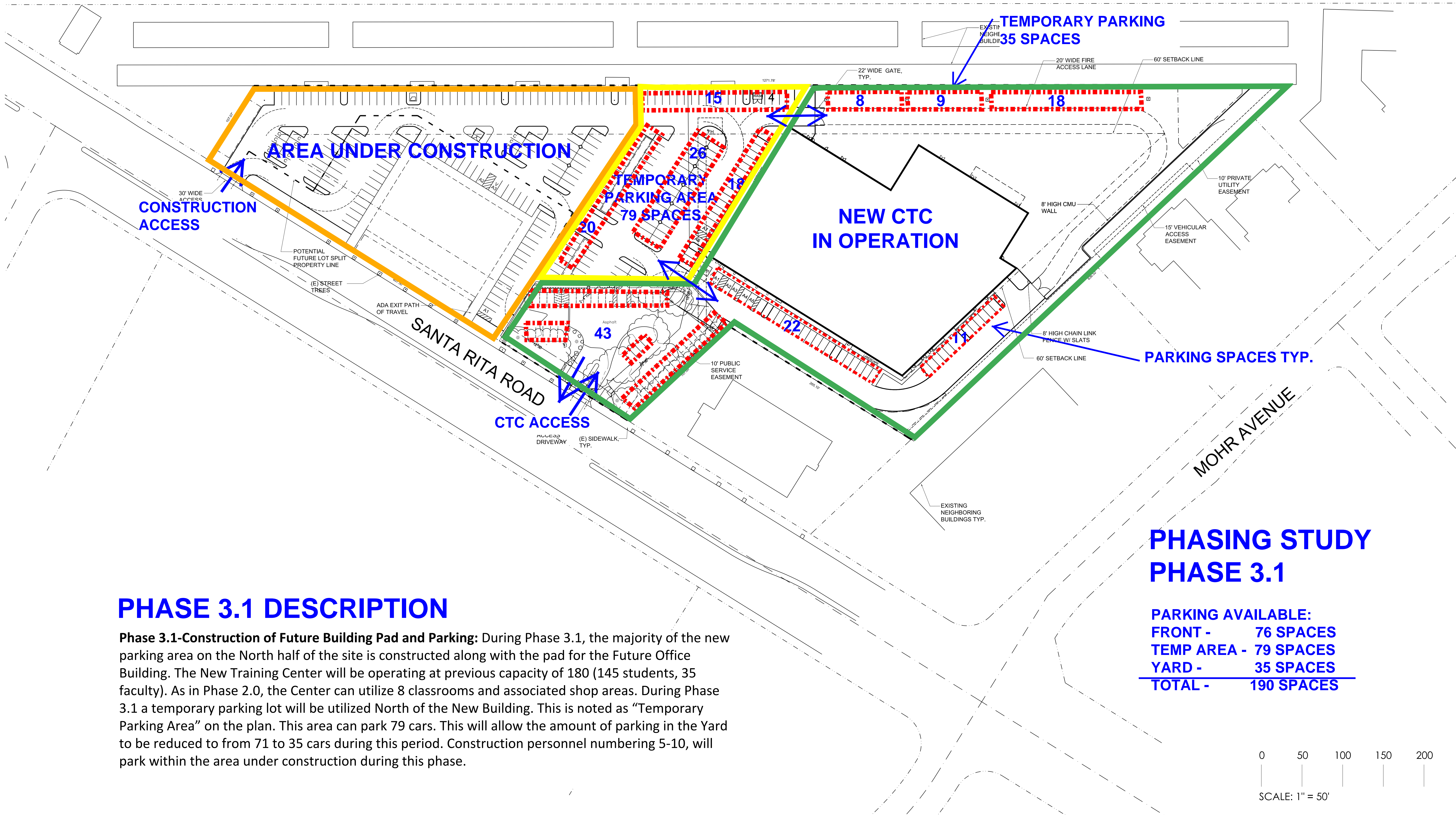
PUD REVIEW SUBMITTAL
PHASING STUDY SITE PLAN
PHASE 2.0

RMW Proj No: 16408

5 / 08 / 17

PH2.0

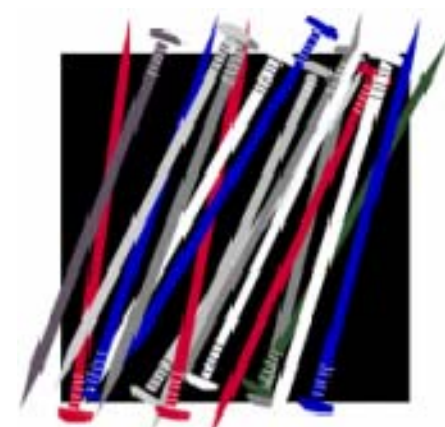
SHEET 3 OF 6



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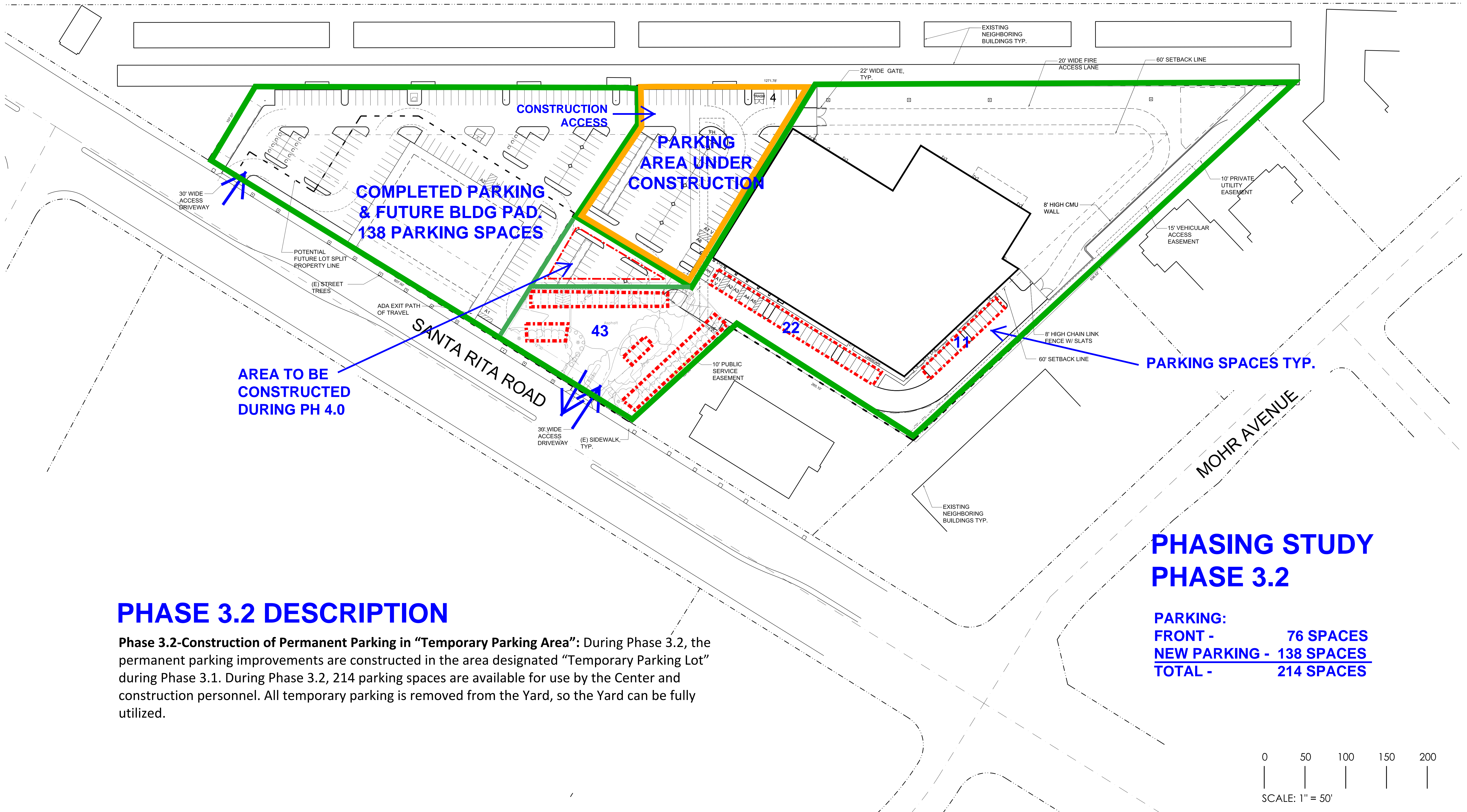
PUD SUBMITTAL
PHASING STUDY SITE PLAN
PHASE 3.1

RMW Proj No: 16408

5 / 8 / 17

PH3.1

SHEET 4 OF 7

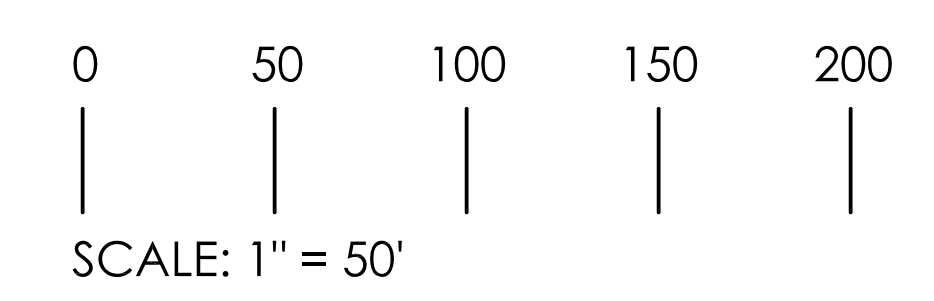


PHASE 3.2 DESCRIPTION

Phase 3.2-Construction of Permanent Parking in “Temporary Parking Area”: During Phase 3.2, the permanent parking improvements are constructed in the area designated “Temporary Parking Lot” during Phase 3.1. During Phase 3.2, 214 parking spaces are available for use by the Center and construction personnel. All temporary parking is removed from the Yard, so the Yard can be fully utilized.

PHASING STUDY PHASE 3.2

PARKING:	
FRONT -	76 SPACES
<u>NEW PARKING -</u>	<u>138 SPACES</u>
TOTAL -	214 SPACES



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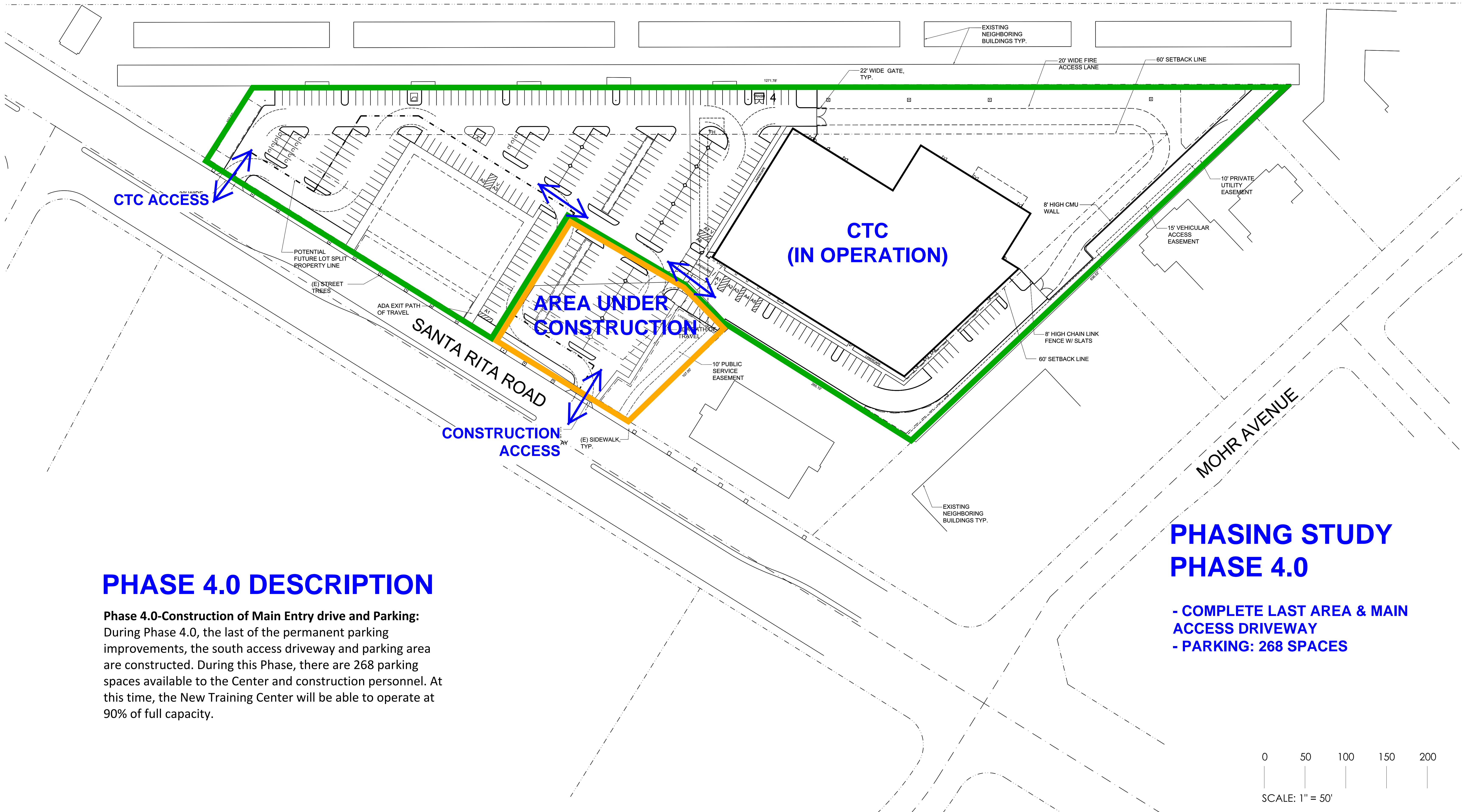
PUD SUBMITTAL
PHASING STUDY SITE PLAN
PHASE 3.2

RMW Proj No: 16408

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PH3.2

SHEET 4 OF 7

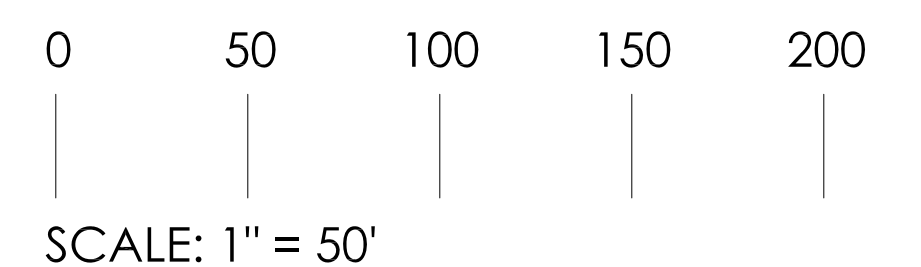


PHASE 4.0 DESCRIPTION

Phase 4.0-Construction of Main Entry drive and Parking:
 During Phase 4.0, the last of the permanent parking improvements, the south access driveway and parking area are constructed. During this Phase, there are 268 parking spaces available to the Center and construction personnel. At this time, the New Training Center will be able to operate at 90% of full capacity.

PHASING STUDY PHASE 4.0

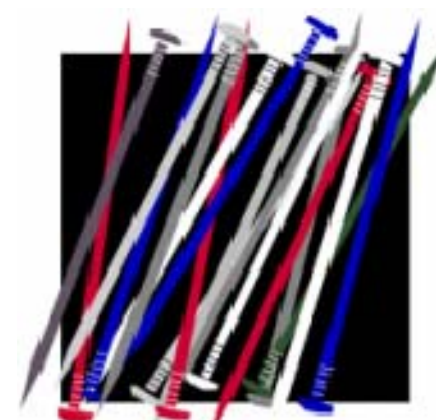
- COMPLETE LAST AREA & MAIN ACCESS DRIVEWAY
- PARKING: 268 SPACES



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PUD REVIEW SUBMITTAL
PHASING PLAN SITE PLAN
PHASE 4.0

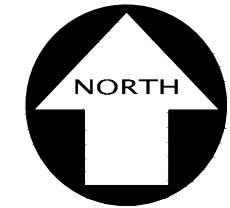
RMW Proj No: 16408

5 / 8 / 17

PH4.0

SHEET 6 OF 7

SUTTER GATE AVENUE



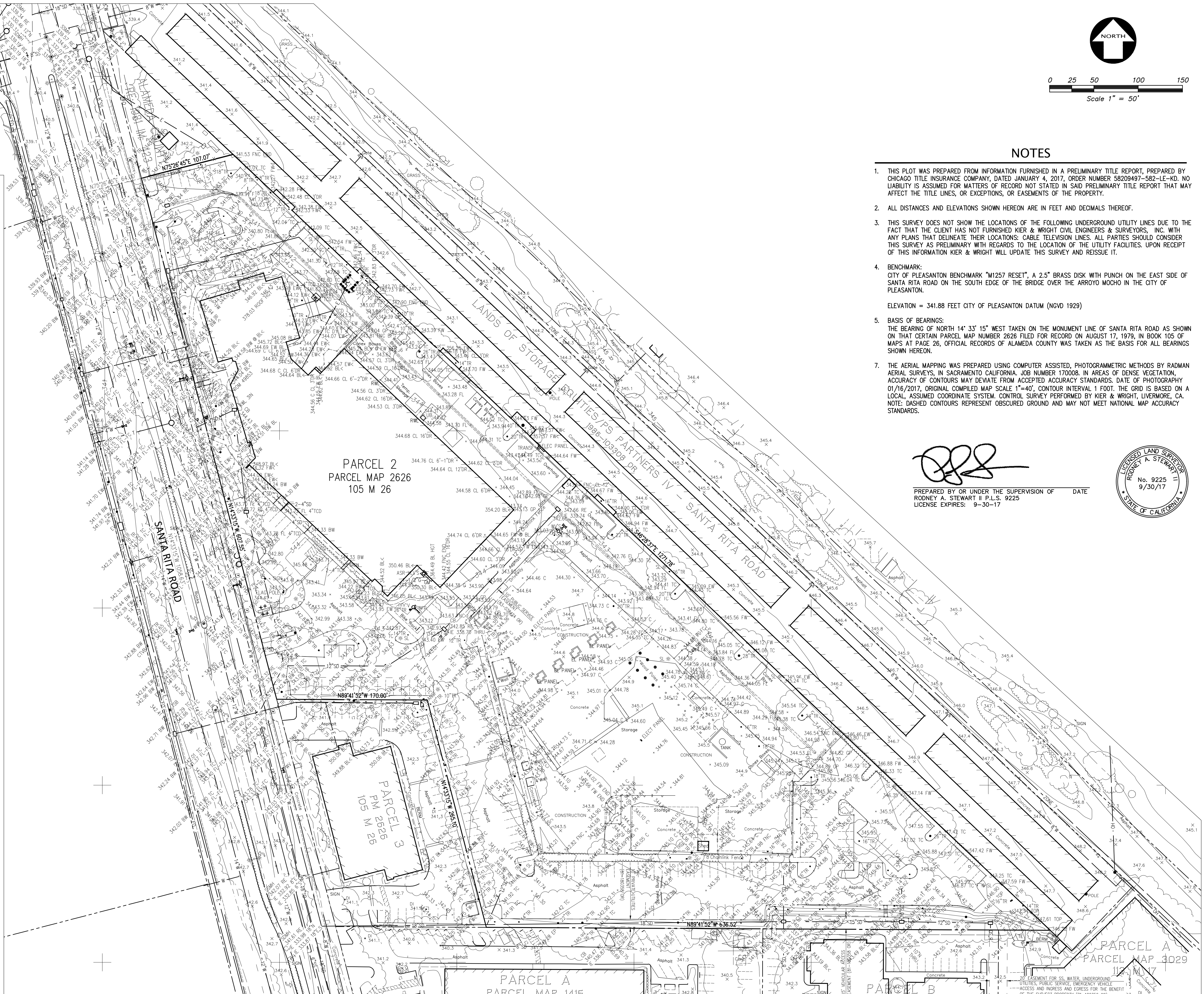
0 25 50 100 150
Scale 1" = 50'

NOTES

1. THIS PLOT WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY CHICAGO TITLE INSURANCE COMPANY, DATED JANUARY 4, 2017, ORDER NUMBER 58209497-582-LE-KD. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID PRELIMINARY TITLE REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
2. ALL DISTANCES AND ELEVATIONS SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.
3. THIS SURVEY DOES NOT SHOW THE LOCATIONS OF THE FOLLOWING UNDERGROUND UTILITY LINES DUE TO THE FACT THAT THE CLIENT HAS NOT FURNISHED KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC. WITH ANY PLANS THAT DELINEATE THEIR LOCATIONS: CABLE TELEVISION LINES. ALL PARTIES SHOULD CONSIDER THIS SURVEY AS PRELIMINARY WITH REGARDS TO THE LOCATION OF THE UTILITY FACILITIES. UPON RECEIPT OF THIS INFORMATION KIER & WRIGHT WILL UPDATE THIS SURVEY AND REISSUE IT.
4. BENCHMARK:
CITY OF PLEASANTON BENCHMARK "M1257 RESET", A 2.5" BRASS DISK WITH PUNCH ON THE EAST SIDE OF SANTA RITA ROAD ON THE SOUTH EDGE OF THE BRIDGE OVER THE ARROYO MOCHO IN THE CITY OF PLEASANTON.
ELEVATION = 341.88 FEET CITY OF PLEASANTON DATUM (NGVD 1929)
5. BASIS OF BEARINGS:
THE BEARING OF NORTH 14° 33' 15" WEST TAKEN ON THE MONUMENT LINE OF SANTA RITA ROAD AS SHOWN ON THAT CERTAIN PARCEL MAP NUMBER 2626 FILED FOR RECORD ON AUGUST 17, 1979, IN BOOK 105 OF MAPS AT PAGE 26, OFFICIAL RECORDS OF ALAMEDA COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.
7. THE AERIAL MAPPING WAS PREPARED USING COMPUTER ASSISTED, PHOTOGAMMETRIC METHODS BY RADMAN AERIAL SURVEYS, IN SACRAMENTO CALIFORNIA. JOB NUMBER 170008. IN AREAS OF DENSE VEGETATION, ACCURACY OF CONTOURS MAY DEVIATE FROM ACCEPTED ACCURACY STANDARDS. DATE OF PHOTOGRAPHY 01/16/2017, ORIGINAL COMPILED MAP SCALE 1"=40", CONTOUR INTERVAL 1 FOOT. THE GRID IS BASED ON A LOCAL, ASSUMED COORDINATE SYSTEM. CONTROL SURVEY PERFORMED BY KIER & WRIGHT, LIVERMORE, CA. NOTE: DASHED CONTOURS REPRESENT OBSCURED GROUND AND MAY NOT MEET NATIONAL MAP ACCURACY STANDARDS.

LEGEND

- | | |
|--|-------------------------------|
| | BUILDING LINE |
| | CONCRETE/BLOCK/RETAINING WALL |
| | CONCRETE CURB |
| | CONCRETE CURB & GUTTER |
| | CONTOUR LINE |
| | OBSCURED CONTOUR LINE |
| | DRIVEWAY |
| | EASEMENT LINE |
| | EDGE OF PAVEMENT |
| | ELECTRIC LINE |
| | FENCE LINE |
| | FIBER OPTICS LINE |
| | GAS LINE - VALVE & METER |
| | IRRIGATION WATER LINE |
| | JOINT TRENCH |
| | LOT LINE |
| | MONUMENT/MONUMENT LINE |
| | OVERHEAD POWER LINE |
| | PROPERTY LINE |
| | RAILROAD TRACKS |
| | RECLAIMED WATER LINE & VALVE |
| | SIDEWALK |
| | SPOT ELEVATION |
| | TELEPHONE LINE |
| | UNKNOWN UTILITY LINE |
| | WATER LINE & VALVE |
| | BACKFLOW PREVENTION DEVICE |
| | ELECTROLINER |
| | FIRE DEPARTMENT CONNECTION |
| | FIRE HYDRANT |
| | FLAG POLE |
| | HOSEBIB |
| | MAIL BOX |
| | POWER POLE/JOINT POLE |
| | TRANSFORMER |
| | TRAFFIC SIGN |
| | TREE |
| | UTILITY BOX |
| | WATER VALVE |
| | BENCHMARK/TEMPORARY BENCHMARK |
| | ANGLE POINT |
| | AUTO SPRINKLER RISER |
| | BACK OF CURB |
| | BEGN |
| | BACK FLOW PREVENTER |
| | BUILDING LINE |
| | BOLLARD |
| | BOTTOM OF STAIR |
| | BACK OF WALK |
| | CONCRETE |
| | CATCH BASIN |
| | CENTER LINE |
| | CONCRETE |
| | CABLE TV BOX |
| | DRAIN INLET |
| | DOOR |
| | DRIVEWAY |
| | DAYLIGHT |
| | EAST |
| | ELECTRIC BOX |
| | ELECTRICAL LINE |
| | EDGE OF PAVEMENT |
| | ELECTRICAL VAULT |
| | EDGE OF WALK |
| | FIRE DEPARTMENT CONNECTION |
| | FIRE HYDRANT |
| | FLOW LINE |
| | FENCE |
| | FACE OF WALL |
| | GAS LINE |
| | GRADE BREAK |
| | GATE POST |
| | GROUND |
| | HEIGHT |
| | HOSEBIB |
| | IRRIGATION BOX |
| | INVERT ELEVATION |
| | LIP OF GUTTER |
| | MAIL BOX |
| | MANHOLE |
| | NORTH |
| | PAVEMENT |
| | RIM ELEVATION |
| | RAIN WATER LEADER |
| | SOUTH |
| | STORM DRAIN MANHOLE |
| | STREET LIGHT |
| | SANITARY SENER MANHOLE |
| | TELEPHONE BOX |
| | TEMPORARY BENCHMARK |
| | TOP OF CURB |
| | TELEPHONE MANHOLE |
| | GRADE BREAK LINE |
| | GRADE BREAK LINE |
| | TRANSFORMER |
| | TRAFFIC SIGNAL BOX |
| | UNKNOWN UTILITY BOX |
| | VALLEY GUTTER |
| | VALVE |
| | WEST |
| | WATER METER |
| | WOOD POST |
| | WATER VALVE |



[Handwritten Signature]

PREPARED BY OR UNDER THE SUPERVISION OF DATE
RODNEY A. STEWART II P.L.S. 9/30/17
LICENSE EXPIRES: 9-30-17



TOPOGRAPHIC SURVEY
OF
2350 SANTA RITA ROAD
FOR
RMW ARCHITECTURE & INTERIORS
PLEASANTON, CALIFORNIA

DATE	APRIL, 2017
SCALE	1" = 50'
DESIGNER	JAM
JOB NO.	A17504
SHEET	C1
OF	6 SHEETS

BY	
REVISION	
NO.	
BY	
NO.	
REVISION	
NO.	



KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

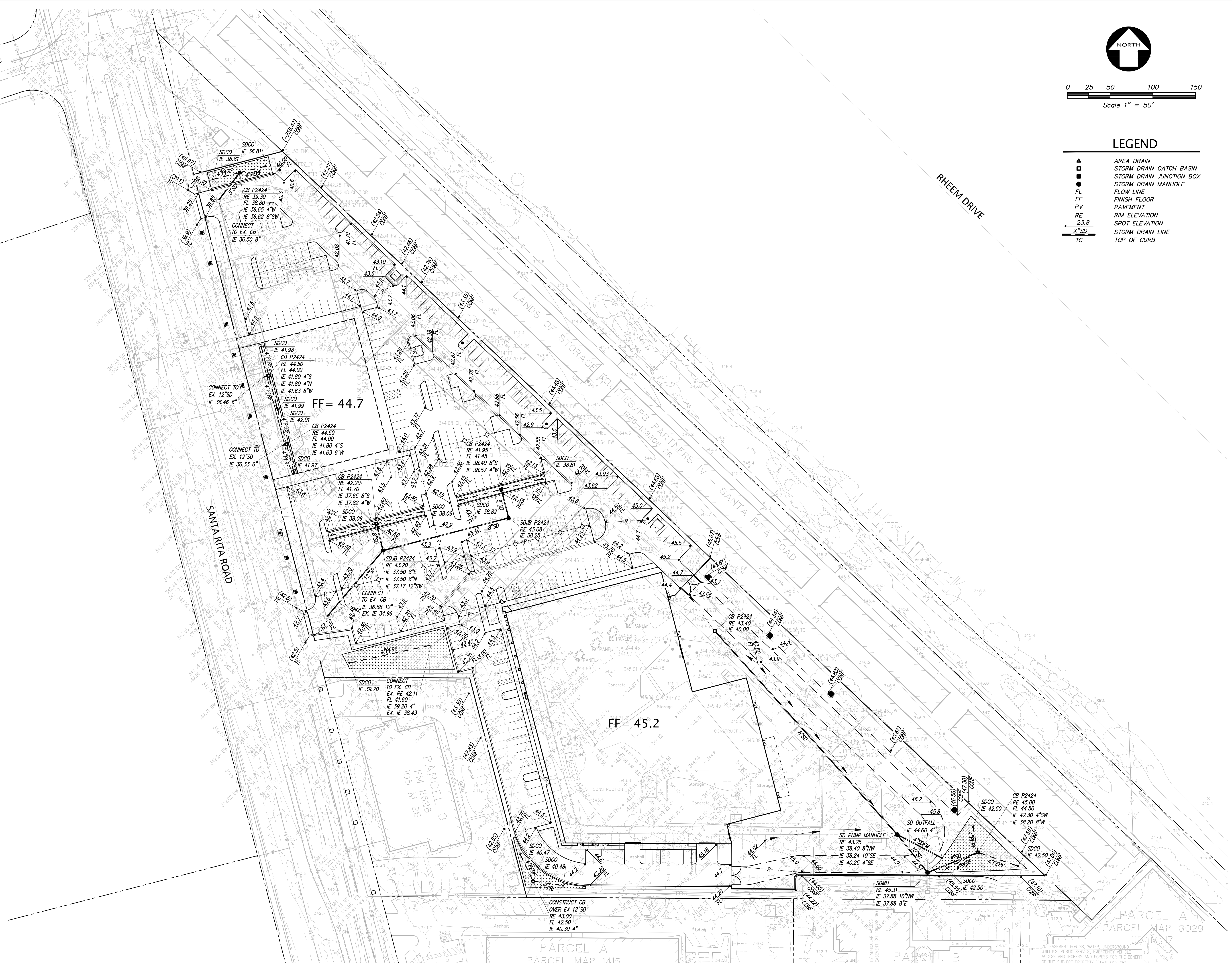
SUTTER GATE AVENUE



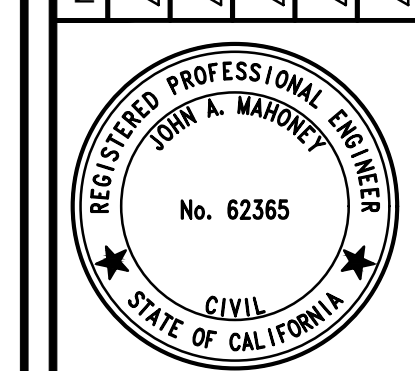
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Scale 1" = 50'

LEGEND

- ▲ AREA DRAIN
- STORM DRAIN CATCH BASIN
- STORM DRAIN JUNCTION BOX
- STORM DRAIN MANHOLE
- FL FLOW LINE
- FF FINISH FLOOR
- PV PAVEMENT
- RE RIM ELEVATION
- 23.8 SPOT ELEVATION
- X-SD STORM DRAIN LINE
- TC TOP OF CURB



NO.	BY	REVISION



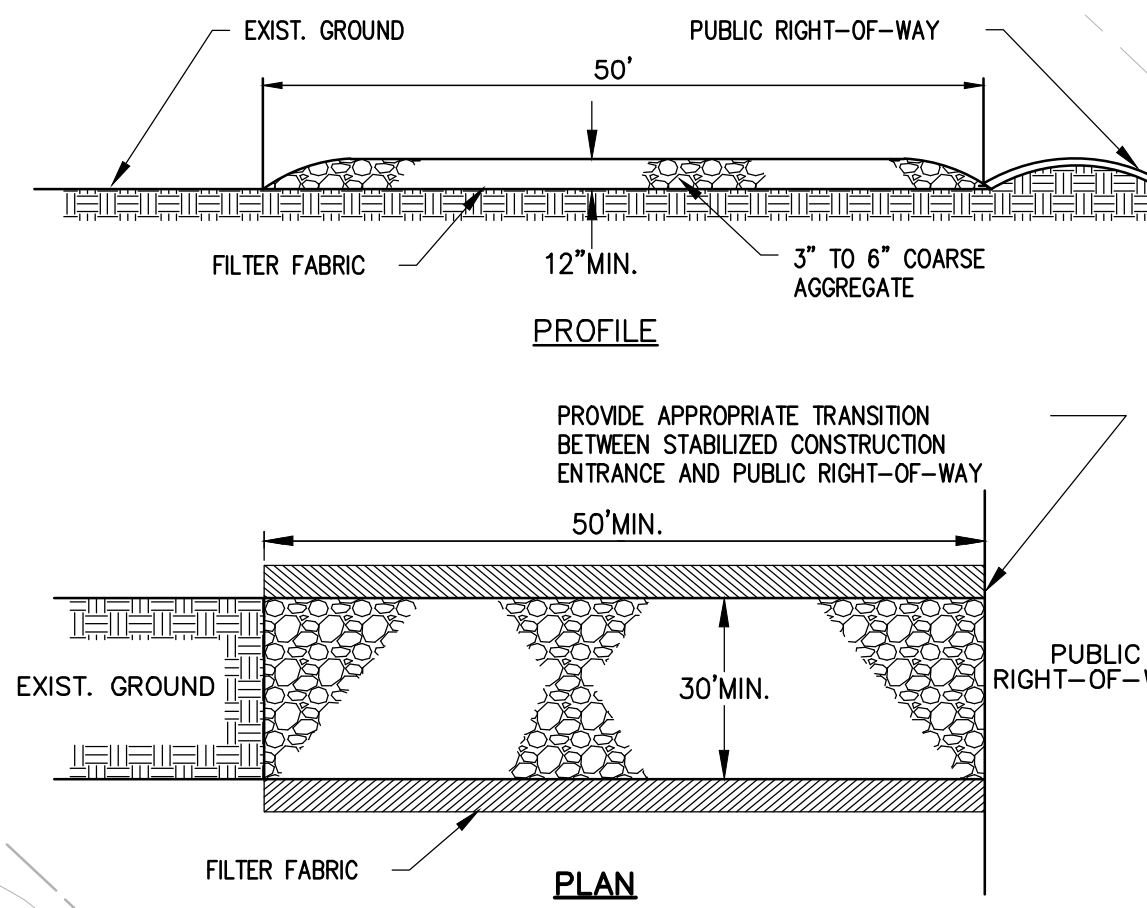
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PRELIMINARY GRADING PLAN
OF
2350 SANTA RITA ROAD
FOR
RMW ARCHITECTURE & INTERIORS
PLEASANTON, CALIFORNIA

DATE	APRIL, 2017
SCALE	1" = 50'
DESIGNER	JAM
JOB NO.	A17504
SHEET	C2
OF	6 SHEETS

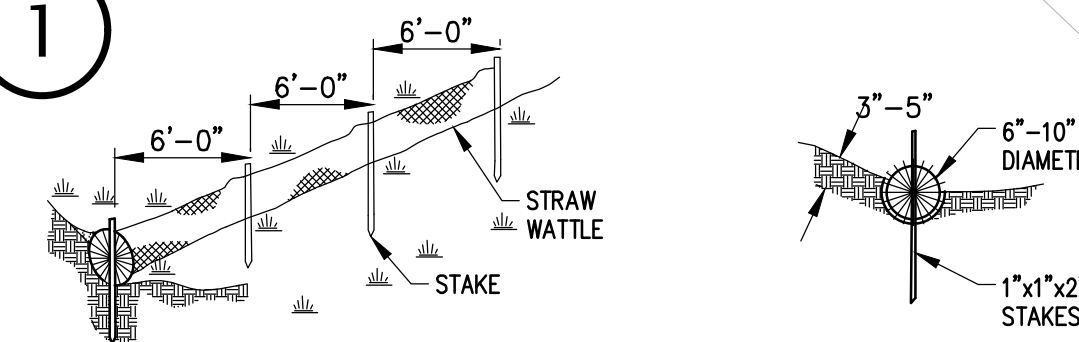
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SUTTER GATE AVENUE



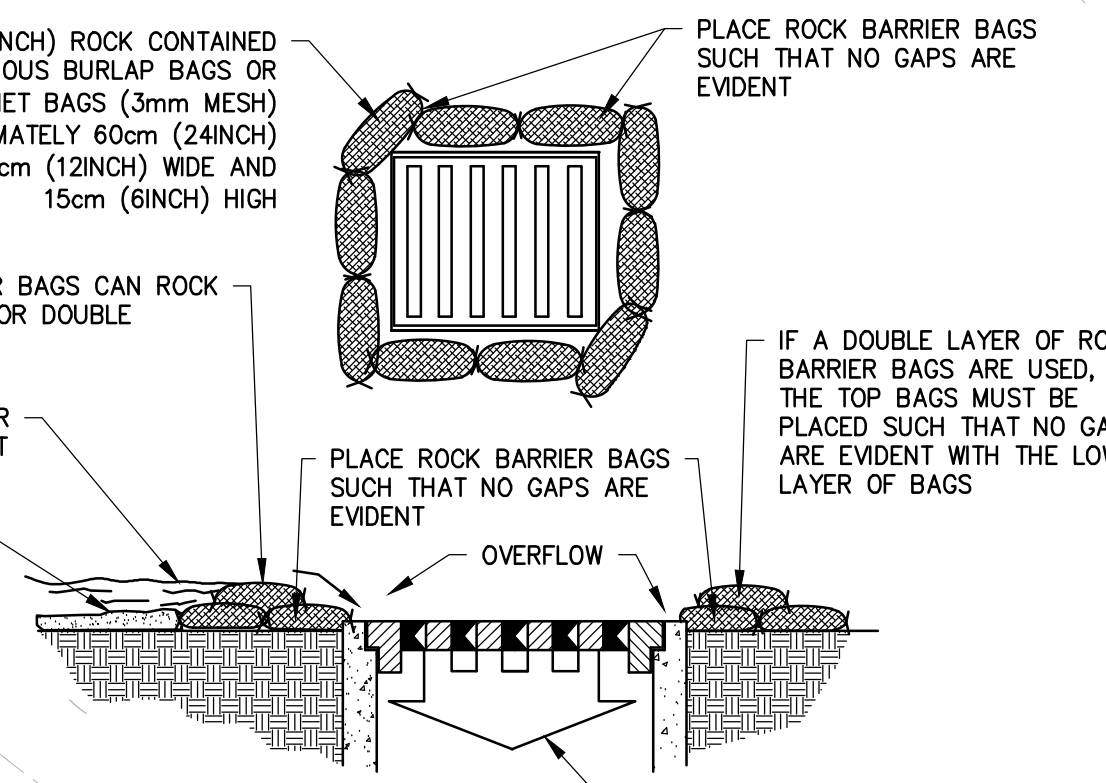
STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



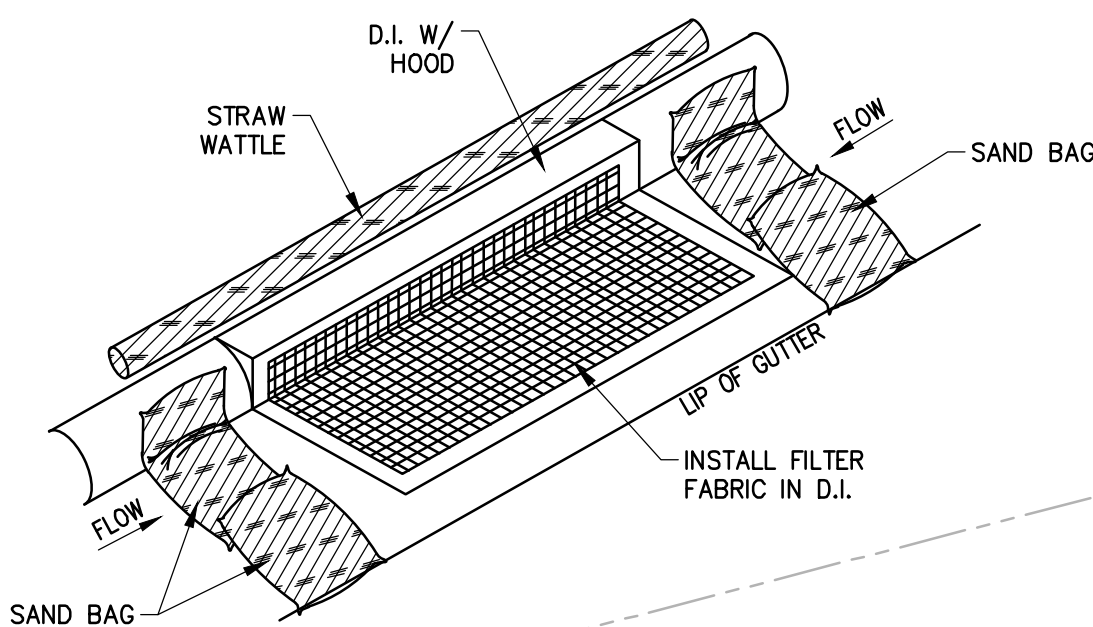
STRAW WATTLE SEDIMENT TRAP/FILTER

NOT TO SCALE



DROP INLET SEDIMENT FILTER UTILIZING ROCK BARRIER BAGS

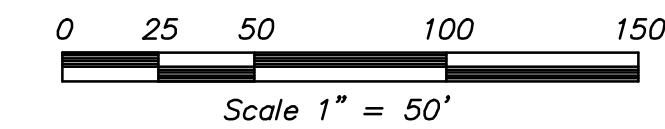
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EXISTING CURB INLET FILTER DETAIL

NOT TO SCALE

4



LEGEND

- 1 STABILIZED CONSTRUCTION ENTRANCE
- 2 STRAW WATTLE SEDIMENT TRAP/FILTER
- 3 DROP INLET SEDIMENT FILTER
- 4 EXISTING CURB INLET FILTER

EROSION & SEDIMENT CONTROL MEASURES

1. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE EFFECTIVE FOR THE DURATION OF CONSTRUCTION.
2. AFTER THE UNDERGROUND STORM DRAIN SYSTEM IS INSTALLED, THE CATCH BASINS WILL BE INSTALLED (AS SOON AS PRACTICAL) AND ROCK BARRIER BAGS WILL BE PLACED AROUND THOSE CATCH BASINS AS SHOWN ON THIS PLAN UNTIL THIS SITE IS PAVED.
3. SHOULD THE ON-SITE STORM DRAINS NOT BE INSTALLED COMPLETELY BY OCTOBER 15, THE CONTRACTOR SHALL CONSTRUCT TEMPORARY SEDIMENT BASINS AT THE EXISTING STORM PIPES STUBBED TO THE SITE.
4. PERSON RESPONSIBLE FOR IMPLEMENTATION OF EROSION AND SEDIMENTATION PLAN.
NAME: TBD
ADDRESS: TBD
TELEPHONE: TBD
5. THE CONTRACTOR SHALL PLACE 3"-6" COARSE AGGREGATE AS A GRAVEL ROADWAY (12" MIN. THICK FOR THE FULL WIDTH AND 50 FEET LONG) AT EACH D/W ENTRANCE TO SITE. ANY MUD THAT IS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THAT SAME DAY AND AS REQUIRED BY THE CITY OF PLEASANTON.
6. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED AND CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN SHALL BE MADE TO MEET FIELD CONDITIONS ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF THE CITY ENGINEER.
7. ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT-LADEN RUN-OFF TO ANY STORM DRAINAGE SYSTEM.
8. THIS PLAN COVERS ONLY THE FIRST WINTER FOLLOWING GRADING. PLANS ARE TO BE RESUBMITTED FOR CITY APPROVAL PRIOR TO THE SEPTEMBER FIRST OF EACH SUBSEQUENT YEAR UNTIL THE SITE IMPROVEMENTS ARE ACCEPTED BY THE CITY.
9. ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED AT THE END OF EACH WORKING DAY.
10. SEDIMENT BASINS SHALL BE CLEANED OUT WHENEVER SEDIMENT REACHES THE SEDIMENT CLEANOUT LEVEL INDICATED ON THE PLANS.
11. BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.
12. ALL CUT AND FILL SLOPES ARE TO BE PROTECTED TO PREVENT OVBANK FLOW.
13. INLETS WHICH ARE NOT USED IN CONJUNCTION WITH ROCK BARRIER BAGS OR SEDIMENT BASINS SHOULD BE COVERED, OR OTHERWISE ADJUSTED TO PREVENT INFLOW, UNLESS THE AREA DRAINED IS UNDISTURBED OR STABILIZED.
14. THIS PLAN MAY NOT COVER ALL THE SITUATIONS THAT ARISE DURING CONSTRUCTION DUE TO ANTICIPATED FIELD CONDITIONS. VARIATIONS MAY BE MADE TO THE PLAN IN THE FIELD SUBJECT TO THE APPROVAL OF THE ENGINEER.
15. DETAILS FOR THE CONSTRUCTION OF FACILITIES ARE SHOWN ON THESE PLANS.
16. THIS PLAN IS INTENDED TO BE USED FOR EROSION CONTROL ONLY. OTHER INFORMATION SHOWN HEREIN MAY NOT BE THE MOST CURRENT. SEE SHEET C2 FOR OTHER INFORMATION.

NOTE:

1. STRAW WATTLES ARE TUBES MADE FROM STRAW BOUND W/BIO-DEGRADABLE NETTING. THEY ARE APPROX. 6"-10" DIA AND 20-30 FT LONG.
2. STRAW WATTLES TRAP SEDIMENT AND REDUCE SHEET AND HILL EROSION BY REDUCING SLOPE GRADIENT, INCREASING INFILTRATION RATES AND BY PRODUCING A FAVORABLE ENVIRONMENT FOR PLANT ESTABLISHMENT.
3. STRAW WATTLE INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE WATTLE IN A TRENCH 3"-5" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND WATTLE.

BY		REVISION		NO.		REVISION		NO.	
NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.

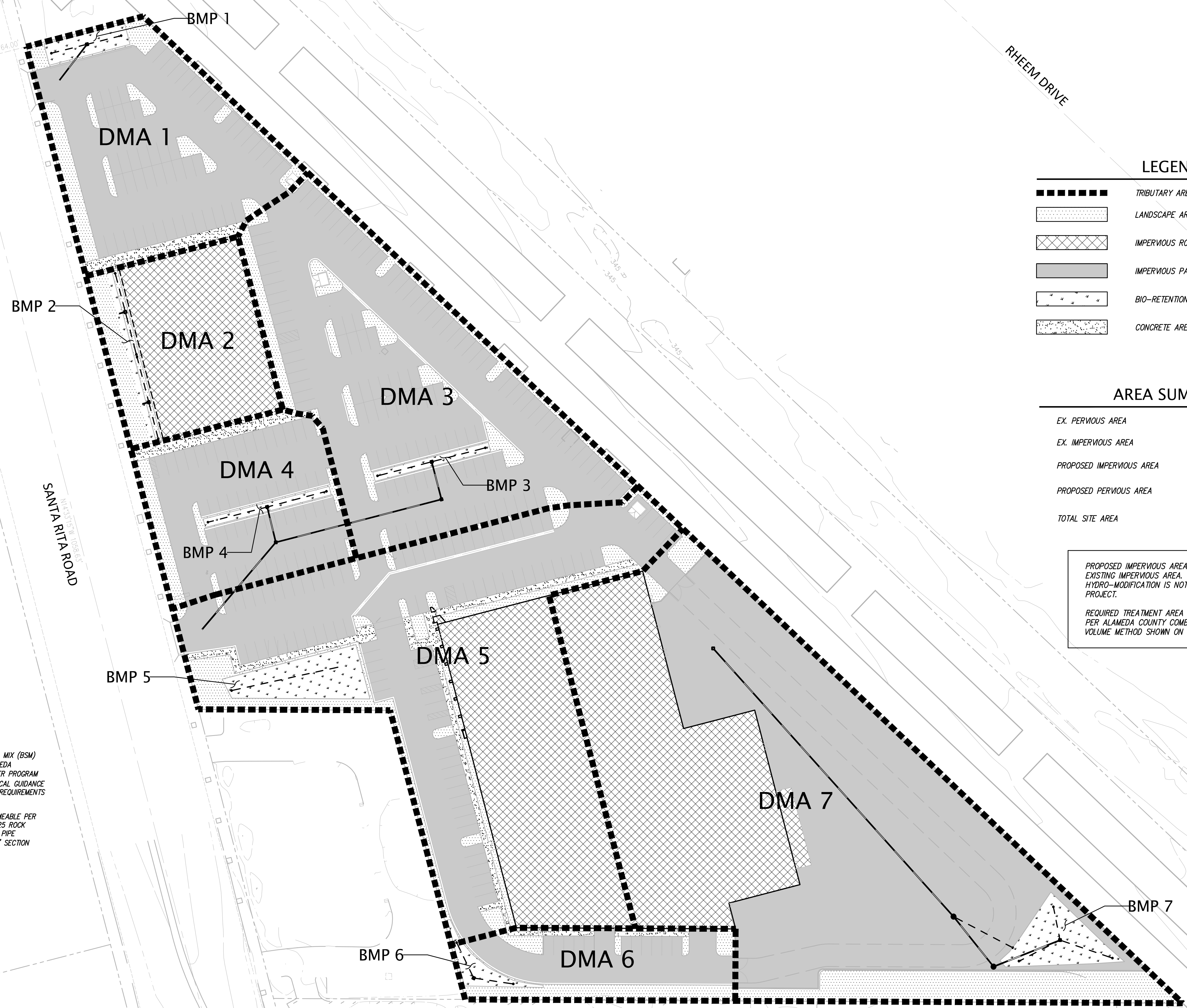
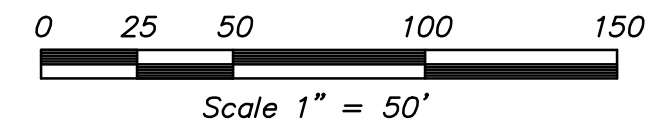
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 Livermore, California 94551
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 Fax (925) 245-8796

PRELIMINARY EROSION PLAN
 OF
2350 SANTA RITA ROAD
 FOR
RMW ARCHITECTURE & INTERIORS
 PLEASANTON, CALIFORNIA

DATE	APRIL, 2017
SCALE	
DESIGNER	JAM
JOB NO.	A17504
SHEET	C4
OF	6 SHEETS

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SUTTER GATE AVENUE



LEGEND

- TRIBUTARY AREA LIMITS
- LANDSCAPE AREA
- IMPERVIOUS ROOFTOP DRAINING TO BIO-RETENTION
- IMPERVIOUS PAVEMENT DRAINING TO BIO-RETENTION
- BIO-RETENTION TREATMENT AREA
- CONCRETE AREA

AREA SUMMARY

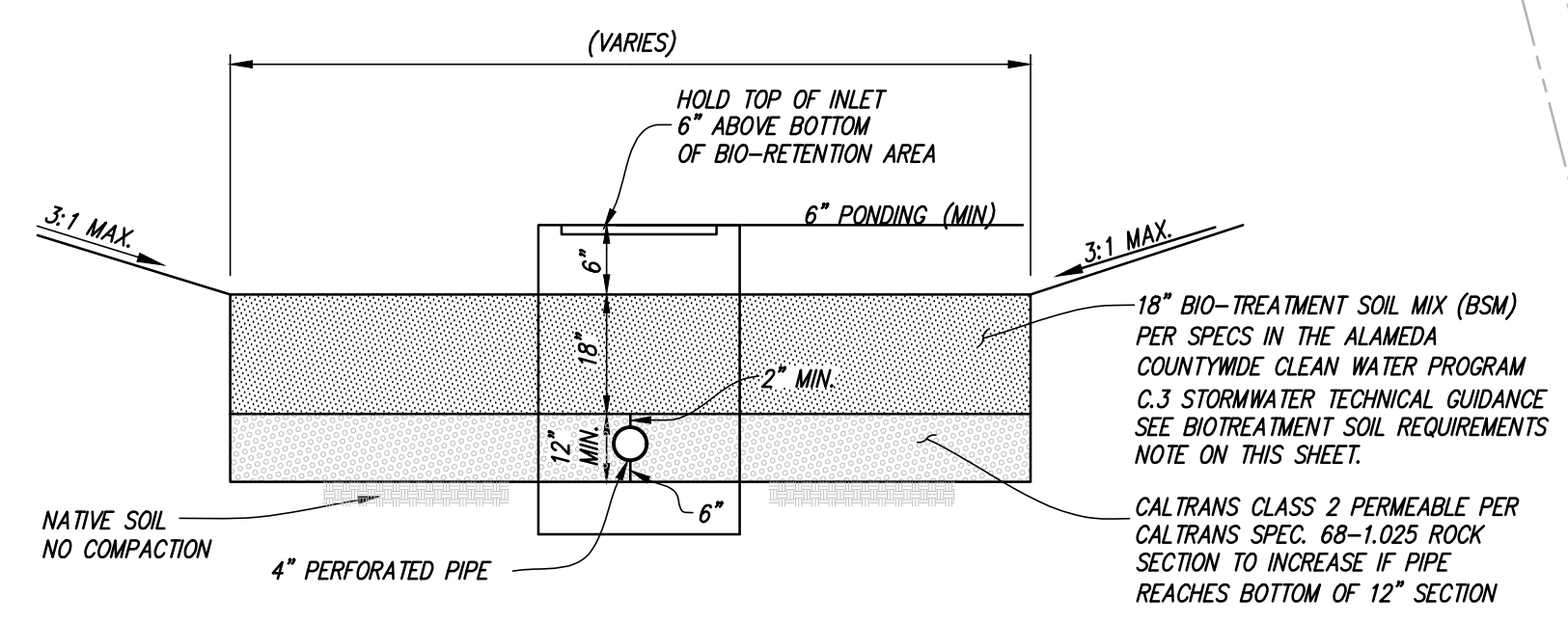
EX. PEROUS AREA	= 50,290 SQFT
EX. IMPERVIOUS AREA	= 304,077 SQFT
PROPOSED IMPERVIOUS AREA	= 273,118 SQFT
PROPOSED PEROUS AREA	= 81,238 SQFT
TOTAL SITE AREA	= 354,367 SQFT

PROPOSED IMPERVIOUS AREA IS LESS THAN EXISTING IMPERVIOUS AREA. THEREFORE, HYDRO-MODIFICATION IS NOT REQUIRED FOR THIS PROJECT.

REQUIRED TREATMENT AREA WAS CALCULATED PER ALAMEDA COUNTY COMBINATION FLOW & VOLUME METHOD SHOWN ON SHEET 06.

BIOTREATMENT SOIL REQUIREMENTS

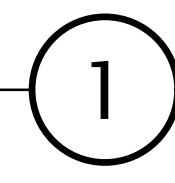
PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE, CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.



- NOTES:**
1. PLANTERS SHALL BE GRADED TO DRAIN TOWARD OUTLET AT A MINIMUM SLOPE OF 0.3%
 2. BIO-RETENTION PLANTERS SHALL CONFORM TO THE GUIDELINES SET FORTH IN THE ALAMEDA COUNTYWIDE CLEAN WATER PROGRAM C.3 STORMWATER TECHNICAL GUIDANCE, DATED MAY 2, 2016, VERSION 5.1.

BIO-RETENTION TREATMENT PLANTER

NOT TO SCALE



NO.	BY	REVISION



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PRELIMINARY SWQCP
 OF
2350 SANTA RITA ROAD
 FOR
RMW ARCHITECTURE & INTERIORS
 PLEASANTON, CALIFORNIA

DATE	APRIL, 2017
SCALE	
DESIGNER	JAM
JOB NO.	A17504
SHEET	C5
OF	6 SHEETS

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CONSTRUCTION SPECIFICATIONS

1. THE CONTRACTOR SHALL PROVIDE ALL LABOR, EQUIPMENT, AND MATERIALS TO FURNISH AND INSTALL DRAINAGE SYSTEMS AS INDICATED ON THE DRAWINGS.
2. THE CONTRACTOR SHALL MAINTAIN THE PROJECT SITE THROUGHOUT THE PROCESS OF WORK IN A REASONABLE, DRY, WORKABLE CONDITION, FREE OF SURFACE WATER.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLACEMENT OF ALL PIPES PRIOR TO THE INSTALLATION OF PAVING AND OTHER SITE IMPROVEMENTS THAT MAY CREATE CONFLICTS WITH INSTALLATION OF OTHER WORK.
4. THE BOTTOM OF TRENCHES SHALL BE GRADED AND PREPARED TO PROVIDE A FIRM AND UNIFORM BEARING SURFACE THROUGHOUT THE ENTIRE LENGTH OF PIPE.
5. ALL TRENCHES SHALL BE BACK-FILLED WITH CLEAN, ON-SITE MATERIAL COMPACTED TO 95% RELATIVE COMPACTION.
6. THE CONTRACTOR SHALL CONSTRUCT FINISH GRADES OF LANDSCAPE TO DIRECT WATER TOWARDS DRAINAGE STRUCTURES OR STREET AS APPLICABLE.
7. FINISH GRADES IN PLANTER AREAS SHALL BE 1 INCH BELOW TOP OF CURB OR PAVING IN TURF AREAS AND 2" BELOW TOP OF GRADE OR PAVING IN SHRUB AREAS.
8. ALL EXISTING GRADES AND PAD ELEVATIONS SHOWN ARE PER THE CIVIL ENGINEER'S PLANS.
9. GENERALLY, ALLOWABLE SLOPES FOR PAVING AND LANDSCAPE AREAS SHALL BE AS FOLLOWS:

	MINIMUM	MAXIMUM
CONCRETE WALKS (LONGITUDINAL):	0%	5%
CONCRETE WALKS (CROSS SLOPES):	1%	2%
LANDSCAPE AREAS:	2%	5%
10. GRADE BREAK TRANSITIONS CONSTRUCTED IN PAVED AREAS SHALL BE SMOOTH WITHOUT ANY NOTICEABLE POINT.
11. THE OWNER'S REPRESENTATIVE SHALL APPROVE ALL CONCRETE FRAMEWORK IN PLACE PRIOR TO THE PLACEMENT OF CONCRETE, AND RESERVES THE RIGHT TO MAKE ANY FIELD MODIFICATIONS AND GRADE ADJUSTMENTS DEEMED NECESSARY. THE FINISH GRADES OF ALL LANDSCAPE AREAS ARE TO BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO THE INSTALLATION OF ANY PLANT MATERIAL.
12. SOIL SHALL NOT BE WORKED WITH WHEN WET.
13. CONTRACTOR SHALL REFER TO AND INCORPORATE BAY-FRIENDLY LANDSCAPE GUIDELINES AND PRINCIPALS IN TO THE INSTALLATION OF THE LANDSCAPE. THE 7 PRINCIPALS OF BAY-FRIENDLY LANDSCAPING AND GARDENING ARE:
 1. LANDSCAPE LOCALLY
 2. LANDSCAPE FOR LESS TO THE LANDFILL
 3. NURTURE THE SOIL
 4. CONSERVE WATER
 5. CONSERVE ENERGY
 6. PROTECT WATER AND AIR QUALITY
 7. CREATE WILDLIFE HABITAT

CONCRETE

1. **GENERAL**
 - A. THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS, AND EQUIPMENT TO CONSTRUCT THE CONCRETE IMPROVEMENTS AS SHOWN ON THE DRAWINGS, AND NOTED HEREIN.
 - B. ALL CONCRETE SHALL CONSIST OF PORTLAND CEMENT FINE AGGREGATE (SAND), COARSE AGGREGATE AND WATER, PROPORTIONED AND MIXED TO ATTAIN 28 DAY COMPRESSIVE STRENGTH OF 2800 PSI WITH A SLUMP NOT TO EXCEED THREE INCHES. CONCRETE MIX SHALL CONTAIN 25% FLY ASH, CLASS C IN COMPLIANCE WITH ASTM C 618. CONCRETE REINFORCEMENT PER GEOTECHNICAL REPORTS.
 - C. THE CONTRACTOR SHALL CONFORM WITH ALL APPLICABLE RECOMMENDATIONS CONTAINED IN "RECOMMENDED PRACTICE FOR CONCRETE FORMWORK" PUBLICATION # 347-78 OF THE AMERICAN CONCRETE INSTITUTE.
 - D. THE CONTRACTOR SHALL FURNISH ONE 4' X 4' X 4" DEEP SAMPLE OF EACH CONCRETE FINISH WITH JOINT IN PLACE AT THE JOB SITE. APPROVED SAMPLES SHALL BE THE STANDARDS OF THE FLATWORK.
2. **MATERIALS**
 - A. CEMENT STYLE SHALL BE TYPE II LOW ALKALI PORTLAND CEMENT CONFORMING TO ASTM C-150. THE SAME BRAND OF CEMENT SHALL BE USED THROUGHOUT THE PROJECT.
 - B. WELDED WIRE MESH (WWM) SHALL CONFORM TO ASTM A-185.
 - C. COLOR: NATURAL GRAY EXCEPT WHERE NOTED ON PLANS.
 - D. REINFORCING STEEL FOR PAVING AND WALLS SHALL BE NEW BILLET STEEL BARS CONFORMING TO ASTM A615-68.
3. **FORMS**
 - A. FORMS SHALL BE FREE OF WARP, SET PLUMB AND TRUE TO LINE AND GRADE WITH UPPER EDGES FLUSH WITH SPECIFIED GRADE OR FINISH SURFACE OF THE CONSTRUCTED IMPROVEMENT, AND NOT MORE THAN 1/2" WIDER THAN THE SPECIFIED THICKNESS OF THE EDGE OF THE CONCRETE TO BE PLACED.
 - B. WOODEN FORMS SHALL HAVE A NET THICKNESS OF AT LEAST 1-1/2" AND SHALL BE FREE FROM IMPERFECTIONS WHICH WOULD IMPAIR THE STRENGTH FOR THE USE INTENDED. BENDERS OR THIN PLANK FORMS MAY BE USED ON CURVES. FORMS SHALL BE SECURED BY NAILING TO SIDE STAKES OF SUFFICIENT LENGTH AND CROSS SECTIONAL AREA TO ADEQUATELY RESIST LATERAL DISPLACEMENT DURING THE PLACEMENT OF CONCRETE.
4. **FINISHING**
 - A. CONCRETE SURFACES SHALL BE FLOATED PRIOR TO STEEL TROWEL. FORMED EDGES SHALL BE ROUNDED TO A RADIUS OF 1/2" OR AS SPECIFIED ON THE DRAWINGS. EDGES AT EXPANSION JOINTS SHALL BE ROUNDED TO A RADIUS OF 1/4". EXPANSION JOINTS TO BE 20" O.C. DEEP TOoled JOINTS TO BE 10" O.C. AND SCORE JOINTS TO BE 5" O.C.
 - B. CONCRETE FINISHES SHALL BE AS NOTED ON THE DRAWINGS AND SPECIFIED HEREIN.
 - C. NO ADVERTISING IMPRESSION, STAMPS, OR MARKS OF ANY DESCRIPTION WILL BE PERMITTED ON CONCRETE SURFACES. BROOM FINISH SHALL BE PERFORMED AFTER FINISH TROWELLING BY DRAWING THE FOLLOWING BROOM TYPES ACROSS THE NARROWEST WIDTH OF CONCRETE.
 - 1) MEDIUM BROOM FINISH - PUSH WITH MEDIUM OR STIFF BRISTLES.
5. **JOINTS**
 - A. SET PREMOLED EXPANSION JOINT STRIP BELOW FINISH GRADE SURFACE, TEMPORARILY SECURED TO THE TOP OF EXPANSION STRIP OR USE PLASTIC FILLER STRIP. EXPANSION JOINTS SHALL BE SEALED WITH POLYSULFIDE OR POLYURETHANE WATERPROOF CAULKING. USE 1/2" EXPANSION JOINTS THROUGHOUT.
 - B. SCORED CONTROL JOINTS SHALL BE TOOLED TO A MINIMUM DEPTH OF 3/4" AND SHALL HAVE A RADIUS OF 1/8".
6. **CURING COMPOUND**
 - A. RESIN-BASE, CLEAR CURING COMPOUND CONFORMING TO ASTM C 309, TYPE 2.

GENERAL CONSTRUCTION NOTES

1. ALL CONSTRUCTION SHALL BE INSTALLED IN CONFORMANCE WITH ALL APPLICABLE STATE AND LOCAL CODES AND ORDINANCES, BY LICENSED CONTRACTORS AND EXPERIENCED WORKMEN. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS AND FEES RELATING TO HIS/HER WORK.
2. LOCATIONS OF UTILITIES SHOWN ARE APPROXIMATE. VERIFY LOCATIONS WITH CIVIL ENGINEERS AND UTILITY PLANS. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION AND BE HELD ACCOUNTABLE FOR ALL DAMAGES INCURRED.
3. ALL DIMENSIONS ARE TAKEN FROM FACE OF WALL OR EDGE OF PAVING OR BUILDING UNLESS OTHERWISE NOTED ON THE PLAN. THE DIMENSIONS ARE SHOWN FOR APPROXIMATE LINE, ALL RADI AND CURVES ARE TO HAVE CONTINUOUS AND SMOOTH TRANSITIONS WITHOUT ABRUPT CHANGES OR BENDS.
4. ALL FORMS AND ALIGNMENT OF PAVING SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE PRIOR TO POURING, (MINIMUM 48 HOUR NOTICE.)
5. THESE NOTES SHALL BE USED IN CONJUNCTION WITH THE PLANS; ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO THE CONSTRUCTION OF PLAN FEATURES.
6. CONDITIONS NOT SPECIFICALLY SHOWN SHALL BE CONSTRUCTED SIMILAR TO THE DETAILS FOR THE RESPECTIVE MATERIALS.
7. THE DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE. ALL BRACING, TEMPORARY SUPPORTS, SHORING, ETC. IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. OBSERVATION VISITS TO THE SITE BY THE LANDSCAPE ARCHITECT DO NOT INCLUDE INSPECTION OF CONSTRUCTION METHODS AND SAFETY CONDITIONS AT THE WORK SITE.
8. **SAFETY OF PERSONS AND PROPERTY:**
 - A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING, AND SUPERVISING ALL PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE PERFORMANCE OF THE CONTRACT.
 - B. THE CONTRACTOR SHALL TAKE RESPONSIBLE PRECAUTIONS FOR THE SAFETY OF, AND SHALL PROVIDE REASONABLE PROTECTION TO PREVENT DAMAGE, INJURY, OR LOSS TO: EMPLOYEES ON THE SITE AND OTHER PERSONS WHO MAY BE AFFECTED THEREBY; THE WORK, MATERIALS AND EQUIPMENT TO BE INCORPORATED THEREIN, WHETHER IN STORAGE ON OR OFF SITE, UNDER CARE, CUSTODY, OR CONTROL OF THE CONTRACTOR OR THE CONTRACTOR'S SUBCONTRACTORS; AND OTHER PROPERTY AT THE SITE OR ADJACENT THERETO SUCH AS TREES, SHRUBS, LAWNS, PAVEMENTS, ROADWAYS, STRUCTURES AND UTILITIES.
9. CONTRACTOR SHALL NOTE AND INSTALL SLEEVE LOCATIONS AS SHOWN ON IRRIGATION PLANS.
10. DESIGN, MATERIALS, EQUIPMENT AND PRODUCTS OTHER THAN THOSE DESCRIBED BELOW OR INDICATED ON THE DRAWINGS MAY BE CONSIDERED FOR USE, PROVIDED PRIOR APPROVAL FOR USE IS OBTAINED FROM THE OWNER'S REPRESENTATIVE, LANDSCAPE ARCHITECT, AND APPLICABLE GOVERNING AUTHORITY. NO VARIATION FROM DESIGN, MATERIALS, EQUIPMENT, OR PRODUCT SHALL BE ALLOWED WITHOUT SUCH APPROVALS.
11. WALLS AND FENCES ARE SHOWN TO BE CENTERED ON PROPERTY LINES UNLESS OTHERWISE NOTED.
12. CONCRETE ENTRY WALKS ARE TO BE CENTERED ON ENTRY STOOPS UNLESS OTHERWISE NOTED.

GRADING NOTES

1. PRIOR TO INITIATING WORK, CONTRACTOR SHALL VERIFY ALL GRADES, UTILITY LOCATIONS, EXISTING DRAINAGE STRUCTURES, AND STREET IMPROVEMENTS. IMMEDIATELY NOTIFY CITY ENGINEER OF ANY FIELD DISCREPANCIES WITH PLANS.
2. ALL PLANTED AREAS TO SLOPE TO AREA DRAINS AT A MINIMUM 2% SLOPE UNLESS OTHERWISE NOTED.
3. ALL LANDSCAPE DRAINLINES TO FALL AT A MINIMUM 1% SLOPE TO DRAINAGE STRUCTURES. SEE CIVIL ENGINEER'S PLANS FOR EXISTING ELEVATIONS.
4. ALL LANDSCAPE DRAINS SHALL BE INSTALLED AT LOCATIONS AS SHOWN ON PLAN. DRAINS THAT ARE NOT INSTALLED, OR THE RESULT OF SUCH ACTION SHALL NOT BE THE RESPONSIBILITY OF THE LANDSCAPE ARCHITECT.
5. FINISH GRADES IN PLANTED AREAS SHALL BE 1" BELOW TOP OF CURB OR PAVING IN TURF AREAS AND 2" BELOW TOP OF CURB OR PAVING IN SHRUB AREAS. 1% CROSS SLOPE UNLESS NOTED OTHERWISE. FINISH GRADE SHALL BE SET PRIOR TO PLANTING. ANY DISCREPANCY OR UNFINISHED AREAS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO PLANTING.
6. CONCRETE CONTRACTOR TO PROVIDE RISER AT FACE OF STOOP IF APPROACHING ENTRY WALKWAY EXCEEDS MAXIMUM ALLOWABLE SLOPE OF 5% AS DESIGNATED IN "CONSTRUCTION SPECIFICATIONS" ON THIS SHEET. SEE "CONSTRUCTION SPECIFICATIONS" ON THIS SHEET, FOR ADDITIONAL CONCRETE SLOPE AND LOT GRADING CRITERIA.
7. ALL CONCRETE SHALL HAVE A MINIMUM 1% CROSS SLOPE OR AS NOTED ON PLANS.

GENERAL IRRIGATION NOTES

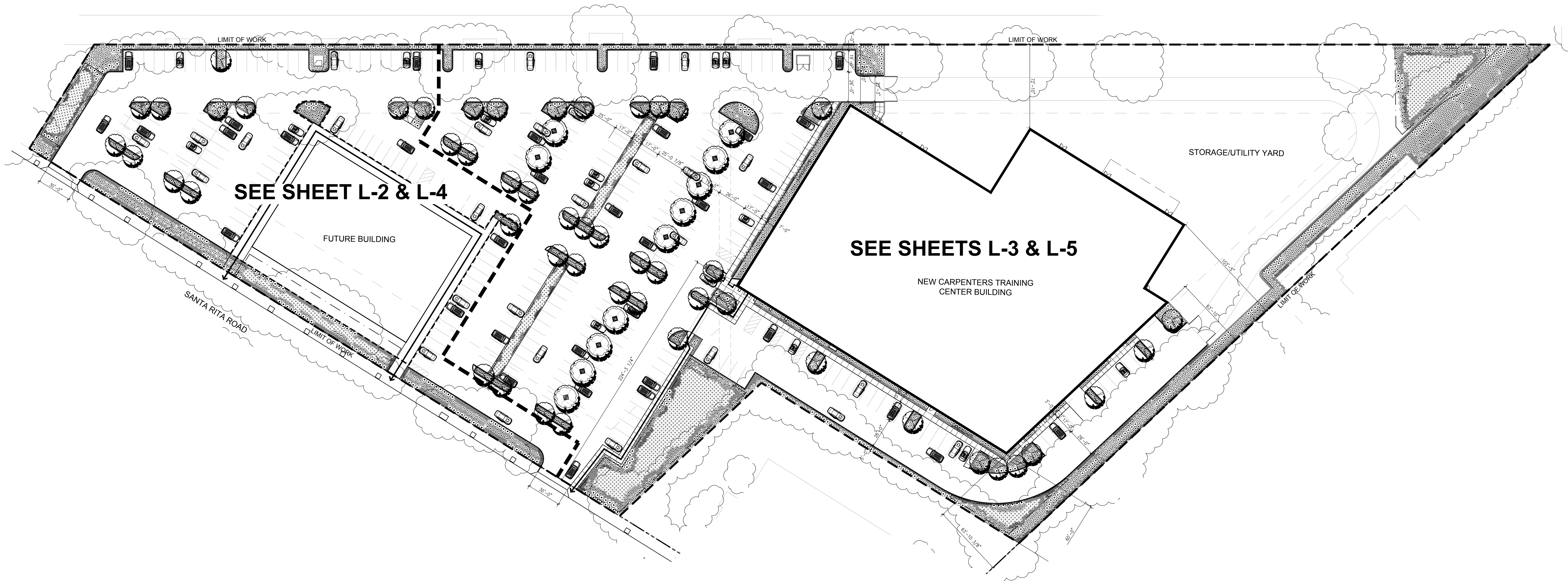
1. THE IRRIGATION PLAN IS DIAGRAMMATIC: ALL IRRIGATION EQUIPMENT SHOWN WITHIN PAVED AREAS IS FOR DESIGN CLARIFICATION ONLY AND SHALL BE INSTALLED IN PLANTING AREAS. ALL VALVES AND SYSTEM EQUIPMENT SHALL BE LOCATED IN SHRUB AREAS WHEREVER POSSIBLE.
2. THE IRRIGATION SYSTEM SHALL BE INSTALLED BY A LICENSED CONTRACTOR IN CONFORMANCE WITH ALL APPLICABLE STATE AND LOCAL CODES/ORDINANCES. THE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS AND FEES RELATED TO HIS WORK ON THE PROJECT.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH GRADE DIFFERENCES AND WITH ALL LOCATIONS OF STRUCTURES, UTILITIES, AND FENCES. THE CONTRACTOR SHALL COORDINATE HIS WORK WITH OTHERS FOR THE LOCATION AND INSTALLATION OF PIPE SLEEVES AND LATERAL LINES THROUGH FOOTINGS, UNDER PAVING, ETC. THE CONTRACTOR SHALL REPAIR ANY DAMAGE CAUSED BY HIS WORK AT NO ADDITIONAL COST TO THE OWNER.
4. DO NOT WILLFULLY INSTALL THE SPRINKLER SYSTEM AS SHOWN WHEN IT IS OBVIOUS IN THE FIELD THAT UNKNOWN OBSTRUCTIONS, GRADE DIFFERENCES, OR DIFFERENCES IN AREA DIMENSIONS EXIST THAT MAY NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH DISCREPANCIES SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. IN THE EVENT THAT THIS NOTIFICATION IS NOT PERFORMED, THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY NECESSARY REVISIONS.
5. THE SPRINKLER SYSTEM DESIGN IS BASED ON THE MINIMUM PRESSURE AND THE MAXIMUM FLOW DEMAND AS STATED ON THE DRAWINGS FOR EACH POINT OF CONNECTION. THE IRRIGATION CONTRACTOR SHALL VERIFY STATIC WATER PRESSURE, SERVICE LINE SIZE, AND WATER METER SIZE PRIOR TO CONSTRUCTION. ANY DISCREPANCIES BETWEEN THE ACTUAL WATER PRESSURE, SERVICE SIZE, AND METER SIZE WITH THAT INDICATED ON THE DRAWINGS IS TO BE IMMEDIATELY REPORTED TO THE OWNER'S REPRESENTATIVE AS WELL AS THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING WORK.
6. ALL PIPE SIZES SHALL CONFORM TO THOSE SHOWN ON THE DRAWINGS. LATERAL PIPE NOT SIZED ON DRAWINGS AND DOWNSTREAM OF 1" PIPE SHALL BE 3/4" SIZE. NO SUBSTITUTIONS OF SMALLER PIPE SHALL BE PERMITTED. HOWEVER, SUBSTITUTIONS FOR LARGER PIPE SIZES MAY BE APPROVED.
7. ALL MAINLINE PIPING AND CONTROL WIRES UNDER PAVING OR WALLS SHALL BE INSTALLED IN SEPARATE SLEEVES. MAINLINE SLEEVES SHALL BE A MINIMUM OF TWICE (2x) THE DIAMETER OF THE PIPE TO BE SLEEVED. CONTROL WIRE SLEEVES SHALL BE OF SUFFICIENT SIZE (MINIMUM 1" SIZE) FOR THE REQUIRED NUMBER OF WIRES UNDER PAVING.
8. ALL EXCAVATIONS ARE TO BE BACKFILLED TO 85% COMPACTION (95% UNDER PAVING) UNLESS OTHERWISE NOTED.
9. THE CONTRACTOR SHALL REVIEW AND VERIFY THE LOCATION AND TYPE OF ELECTRICAL POWER SOURCE IN THE FIELD WITH THE OWNER'S REPRESENTATIVE AND THE IRRIGATION DRAWINGS. ANY DISCREPANCIES MUST BE REPORTED TO BOTH THE OWNER'S REPRESENTATIVE AND THE LANDSCAPE ARCHITECT. THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF ALL CONTROLLER LOCATIONS PRIOR TO INSTALLATION AND SHALL MAKE THE FINAL CONNECTION FROM THE ELECTRICAL SOURCE TO THE CONTROLLER(S).
10. IRRIGATION CONTROL WIRE SHALL BE #14-1, U.L. APPROVED FOR DIRECT BURIAL. COMMON WIRE SHALL BE WHITE IN COLOR AND PILOT WIRES SHALL BE A COLOR OTHER THAN WHITE.
11. ALL WIRE SPLICES SHALL BE MADE WITHIN VALVE BOXES. SPLICES SHALL BE MADE WITH A COPPER CRIMP-TYPE CONNECTOR AND INSTALLED WITHIN 3" MDBY SEALING PACK, OR APPROVED EQUAL.
12. ALL SPRINKLERS SHALL BE SET PERPENDICULAR TO FINISH GRADE UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL FLUSH AND ADJUST ALL SPRINKLER HEADS, NOZZLES, AND VALVES FOR OPTIMUM COVERAGE WITH MINIMAL OVERSPRAY ONTO PAVING, WALKS, WALLS, FENCES, ETC.
13. IRRIGATION EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
14. THE CONTRACTOR SHALL GUARANTEE THAT THE IRRIGATION SYSTEM IS FREE FROM DEFECTS IN MATERIALS AND WORKMANSHIP FOR A PERIOD OF ONE YEAR AFTER FINAL ACCEPTANCE OF WORK. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY DEFECTIVE MATERIALS OR WORK AT NO ADDITIONAL COST TO THE OWNER.
15. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN ACCURATE AS-BUILT SET OF IRRIGATION DRAWINGS PRIOR TO FINAL ACCEPTANCE OF THE WORK. THE AS-BUILT DRAWINGS SHALL BE DELINEATED ON REPRODUCIBLE MATERIALS TO BE SUPPLIED BY THE LANDSCAPE ARCHITECT.

MAINTENANCE NOTES

1. REPAIR OF THE IRRIGATION SYSTEM SHALL BE DONE WITH THE ORIGINALLY SPECIFIED MATERIALS OR THEIR EQUIVALENTS, WHEN EVER POSSIBLE.
2. REGULAR MAINTENANCE SHALL INCLUDE:
 - ADJUSTMENTS AND REPAIR OF IRRIGATION EQUIPMENT TO OCCUR BIANNUALLY.
 - RESETTING THE AUTOMATIC CONTROLLER TO OCCUR SEASONALLY
 - REPLENISHING MULCH TO 3" DEPTH SHALL OCCUR ANNUALLY.
 - UTILIZE EXISTING LEAVES AND/OR PLANT DEBRIS LESS THAN 4" DEEP (INCLUDING CUT OR CHIPPED WOODY PRUNINGS) TO REPLENISH MULCH BY REINCORPORATING INTO THE MULCH LAYER OF LANDSCAPE AREAS.
 - FERTILIZING, REFER TO NOTES IN GENERAL PLANTING NOTES.
 - PRUNING AND WEEDING IN ALL LANDSCAPED AREAS SHALL OCCUR WEEKLY, BIWEEKLY, SEASONALLY AND ANNUALLY AS REQUIRED BY THE SPECIFIC PLANT NEEDS.

GENERAL PLANTING NOTES

1. CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION AND THROUGH THE COMPLETION OF PICKUP WORK.
2. CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES PRIOR TO INSTALLATION. PLANT MATERIAL QUANTITIES ARE LISTED FOR THE CONVENIENCE OF THE CONTRACTOR. ACTUAL NUMBER OF SYMBOLS SHALL HAVE PRIORITY OVER QUANTITY DESIGNATED.
3. VERIFY EXISTING GRADE IN FIELD PRIOR TO PLANTING. EXISTING GRADE SHALL BE WITHIN ± ONE TENTH (1/10) OF A FOOT OF FINISH GRADE. FINISH GRADE SHALL BE 1 INCH BELOW TOP OF CURB AND/OR PAVING IN TURF AREAS AND 2 INCHES BELOW TOP OF CURB OR PAVING IN GROUND COVER AREAS.
4. PRIOR TO PLANTING, IRRIGATION SYSTEM SHALL BE FULLY OPERATIONAL. THOROUGHLY WATER ALL PLANTS IMMEDIATELY AFTER PLANTING.
5. PRIOR TO EXCAVATION, CONTRACTOR SHALL VERIFY LOCATIONS OF UNDERGROUND UTILITIES.
6. PRIOR TO START OF PROJECT CONTRACTOR SHALL SUBMIT SOURCES OF PLANT MATERIALS AND TREES TO LANDSCAPE ARCHITECT.
7. PRIOR TO INSTALLATION, ALL PLANT MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE LANDSCAPE ARCHITECT AND/OR THE OWNER'S REPRESENTATIVE. PLANT MATERIALS REJECTED FOR THE PROJECT SHALL BE IMMEDIATELY REMOVED FROM THE SITE.
8. LANDSCAPE ARCHITECT SHALL APPROVE ALL TREE LOCATIONS PRIOR TO INSTALLATION. CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT MIN. 72 HOURS PRIOR TO SCHEDULE TREE APPROVAL SITE VISIT. ANY AND ALL TREES INSTALLED COULD BE SUBJECT TO RELOCATION AT CONTRACTOR'S EXPENSE.
9. ALL VINE RUNNERS SHALL BE INSTALLED WITH THE NURSERY STAKES REMOVED AND VINE RUNNERS SHALL BE ESPALIERED TO ADJACENT FENCE, WALL, OR TRELLIS.
10. PRIOR TO PLANTING, ALL PLANTING AREAS SHALL BE FREE OF WEEDS, ROCKS, AND DEBRIS. PRE-EMERGENT AND POST-EMERGENT HERBICIDES SHALL NOT BE USED. ALL WEEDING SHALL BE ACCOMPLISHED THROUGH MECHANICAL METHODS.
11. PRIOR TO PLANTING COMPACTED SOILS SHALL BE AERATED TO A DEPTH OF AT LEAST 12".
12. HERBICIDES AND PESTICIDES THAT ARE PROHIBITED BY THE ORGANIC MATERIALS RESEARCH INSTITUTE (OMRI) SHALL NOT BE USED IN THE CONSTRUCTION AND MAINTENANCE OF THIS PROJECT.
13. FERTILIZERS OR SOIL AMENDMENT MATERIALS PROHIBITED BY THE ORGANIC MATERIALS RESEARCH INSTITUTE (OMRI) IN ITS GENERIC MATERIAL LIST ARE PROHIBITED IN THE CONSTRUCTION OF THIS PROJECT.
14. SYNTHETIC PRE-EMERGENTS ARE PROHIBITED IN THE CONSTRUCTION AND MAINTENANCE OF THIS PROJECT.
15. THE CONTRACTOR SHALL AMEND SOIL WITH COMPOST (QUALITY LOCALLY SOURCED COMPOST THAT COMPLYS WITH THE US COMPOSTING COUNCIL'S STANDARD TESTING ASSURANCE SPECIFICATIONS) BEFORE PLANTING. AT RATES INDICATED BY SOIL ANALYSIS TO BRING THE SOIL ORGANIC MATTER CONTENT TO A MINIMUM OF 5% BY DRY WEIGHT.
 - SUBMIT SOILS REPORT THAT IDENTIFIES EXISTING TOPSOIL MEETS ORGANIC MATTER CONTENT OF MINIMUM 5% BY DRY WEIGHT OR GREATER.
16. THE PLANTING PIT PERIMETERS FOR TREES AND SHRUBS SHALL BE EXCAVATED TO TWICE THE DIAMETER OF THE ROOTBALL, AS NOTED AND SHOWN ON THE PLANTING DETAILS. THE PITS SHALL BE SCARIFIED. THE ROOTBALL SHALL BE SET ON UNDISTURBED SOIL AND THE CROWN SHALL BE SET 1" ABOVE FINISH GRADE. A 3" BERM SHALL BE CREATED AROUND THE PLANT PIT AND MULCHED WITH 3" MINIMUM BARK MULCH.
 - 6 PARTS ON-SITE SOIL
 - 4 PARTS BY VOLUME ORGANIC AMENDMENT PER ABOVE (#15) SOIL PREP MIX.
 - 2 LBS/CU. YD. MIX OF 6-20-20 IRON SULFATE
 - 5 LBS/CU. YD. MIX AGRICULTURAL GYPSUM)
17. THIRTY DAYS AFTER INSTALLATION ALL LANDSCAPE AREAS SHALL BE FERTILIZED WITH APPROVED FERTILIZER PER POST AMENDMENT AGRONOMY REPORT.
18. BACKFILL: THE FOLLOW PLANTING BACKFILL RATIO ARE TO BE USED FOR BIDDING PURPOSES ONLY. CONTRACTOR IS RESPONSIBLE FOR PROVIDING AGRONOMY REPORTS, WHICH SHALL OUTLINE BACKFILL SPECIFICATIONS. FULLY AMENDED (UPPER) EXCAVATION MATERIALS SHALL BE PUT IN ONE PILE TO GO AROUND THE ROOTBALL. ANY DEEPER UN-AMENDED MATERIALS SHALL BE PUT IN A SEPARATE PILE. CONDITION THIS DEEPER SOIL AT THE FOLLOWING RATES AND USE FOR THE PLANTING PIT BELOW THE ROOTBALL:
 - PAM (POLYACRYLAMIDE) 0.5 LBS/CY
 - GYPSUM 16 LBS/CY
- OVER-EXCAVATE THE PLANTING PITS SO THAT THERE SHALL BE ONE FOOT OF THIS MATERIAL BETWEEN NATIVE SOIL AND THE BOTTOM OF THE ROOT BALL. NO ORGANIC MATTER OR FERTILIZER SHALL BE USED BELOW THE ROOT BALL.
19. ALL SHRUB AND FALLOW AREAS TO RECEIVE 3" MINIMUM DEPTH OF SHREDDED RECYCLED WOOD MULCH WITH NATURAL BROWN COLOR. MULCH SHALL BE LOCALLY SOURCED.
20. PRIOR TO COMPLETION, THE LANDSCAPE ARCHITECT SHALL REVIEW THE PROJECT LANDSCAPE FOR COMPLIANCE OF INSTALLATION IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT A MINIMUM OF 72 HOURS PRIOR TO A SITE VISIT.
21. TREE SETBACKS SHALL BE:
 - 6' FROM PAVED SURFACES
 - 5' FROM WATER METERS AND JOINT TRENCHES
 - 7' FROM STREETLIGHTS
 - 10' FROM SANITARY SEWER LINES
22. ALL TREES PLANTED WITHIN 5' OF PAVING, WATER METERS, OR JOINT TRENCHES SHALL RECEIVE POLYETHYLENE RS24 LINEAR ROOT BARRIERS AS MANUFACTURED BY DEEPROOT - #UB-24-2. (800) 458-7668.
23. THE CONTRACTOR SHALL GUARANTEE THAT ALL SHRUBS ARE FREE FROM DEFECT IN MATERIAL OR WORKMANSHIP FOR A PERIOD OF 90 DAYS AFTER FINAL ACCEPTANCE OF WORK. TREES SHALL BE GUARANTEED FOR ONE YEAR AFTER FINAL ACCEPTANCE OF WORK. THE CONTRACTOR SHALL REPLACE ANY DEFECTIVE PLANT MATERIAL OR WORKMANSHIP AT NO ADDITIONAL COST TO THE OWNER DURING THIS PERIOD.



GENERAL NOTES:

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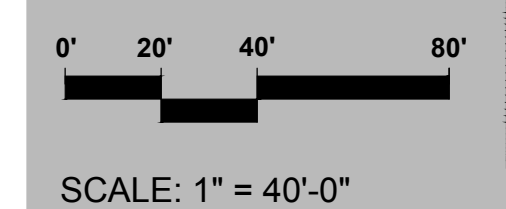
I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

Carpenters Training Committee
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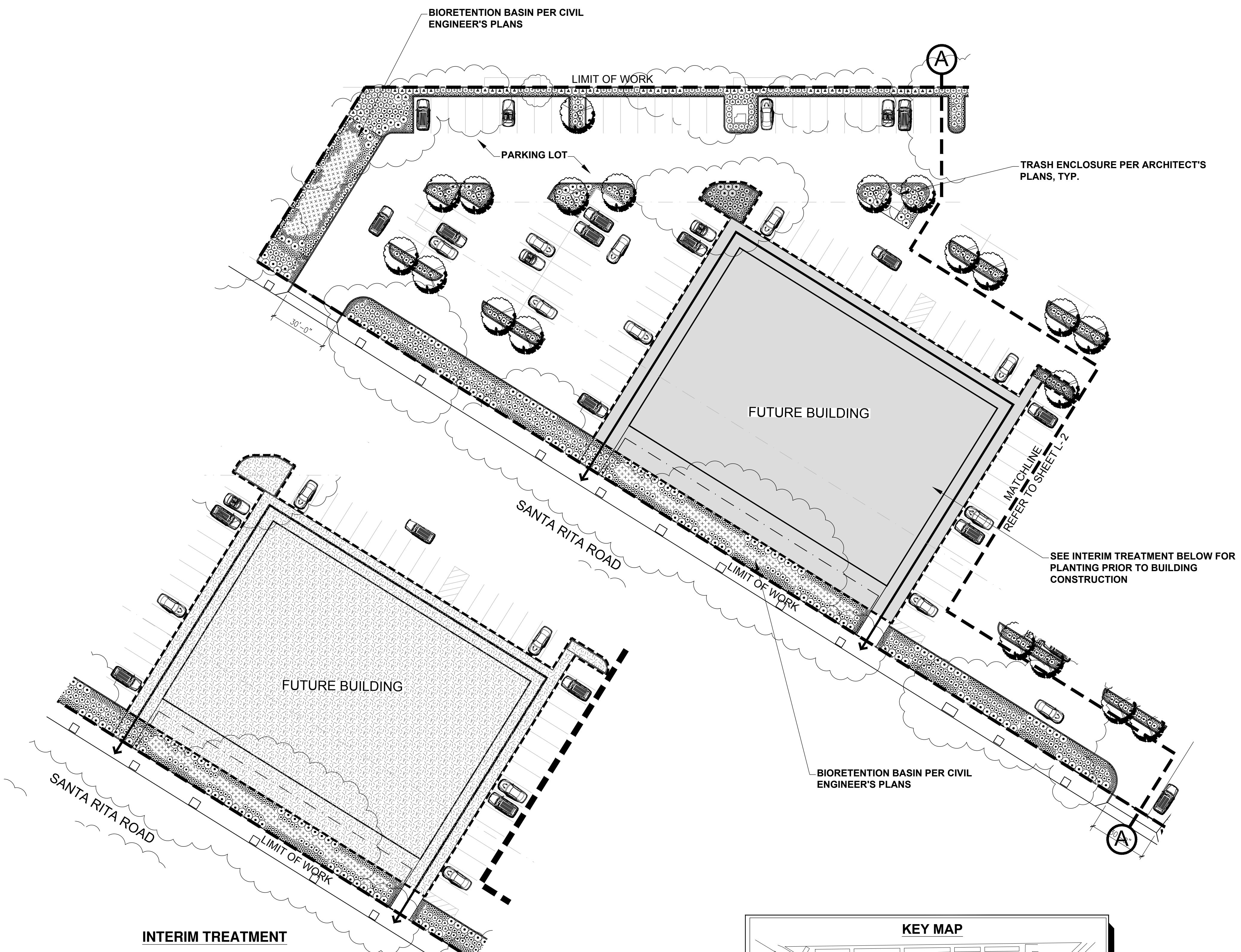
OVERALL SITE PLAN
CONCEPTUAL LANDSCAPE PLAN
MAY 2017

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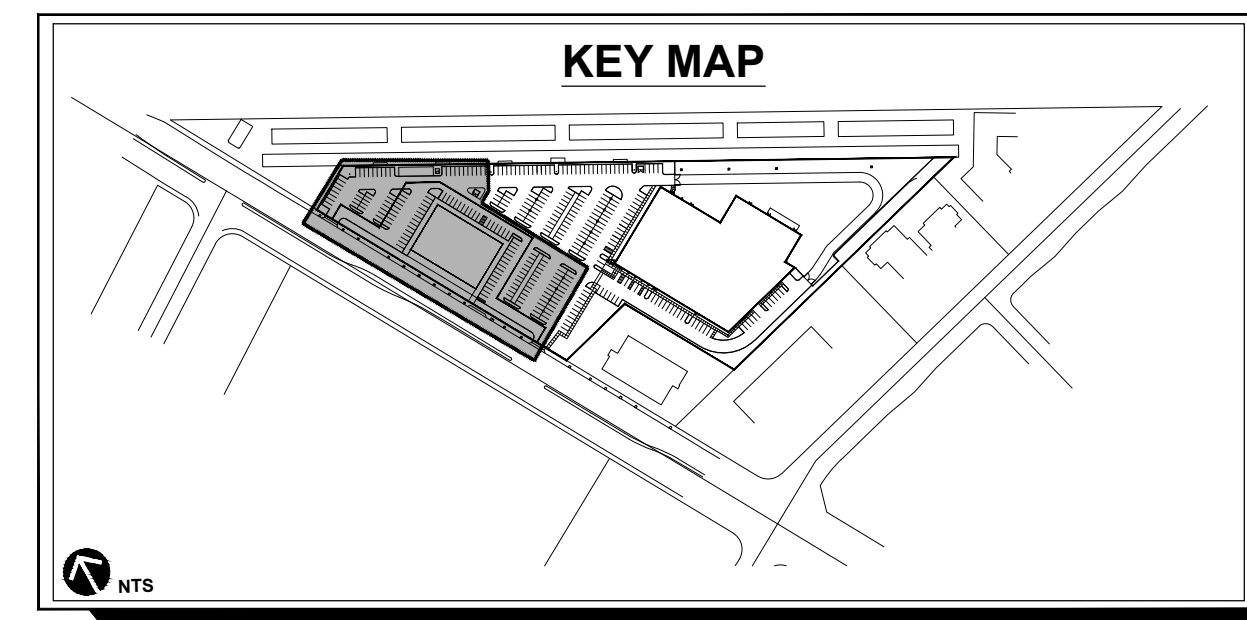
Project No. 03517



INTERIM TREATMENT

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PROPOSED PLANT PALETTE

BOTANICAL NAME	COMMON NAME	MIN. SIZE SPACING	WUCOLS*
TREES			
PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY PISTACHE	24" BOX	L
ULMUS PARVIFOLIA	CHINESE ELM	24" BOX	L
EXISTING TREE TO REMAIN			
SHRUBS			
ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL @ 4' O.C.	L
BOUTELOUA G. 'BLONDE AMBITION'	GRAMA GRASS	1 GAL @ 2' O.C.	L
CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	5 GAL @ 3' O.C.	L
CEANOTHUS SPP.	WILD LILAC	5 GAL @ 4' O.C.	L
CHONDRPETALUM TECTORUM	CAPE REED	5 GAL @ 3' O.C.	L
DIETES VEGATA	FORTNIGHT LILY	1 GAL @ 3' O.C.	L
DODONAEA VISCOSA 'PURPUREA'	PURPLE HOPSEED BUSH	5 GAL @ 4' O.C.	L
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL @ 3' O.C.	L
GREVILLEA X 'NOELLII'	GREVILLEA	5 GAL @ 3' O.C.	L
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL @ 2.5' O.C.	L
IRIS DOUGLASSIANA	DOUGLAS IRIS	1 GAL @ 1.5' O.C.	L
JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL @ 2' O.C.	L
KNIPHOFIA UVARIA	RED-HOT POKER	1 GAL @ 2.5' O.C.	L
LEYMUS C. 'CANYON PRINCE'	NATIVE BLUE RYE	1 GAL @ 3' O.C.	L
LIMONIUM PEREZII	STATICE	1 GAL @ 2' O.C.	L
LOROPETELUM CHINENSE 'PURPLE DIAMOND'	FRINGE FLOWER	5 GAL @ 3' O.C.	L
LOROPETELUM CHINENSE 'PURPLE PIXIE'	FRINGE FLOWER	1 GAL @ 3' O.C.	L
MIMULUS AURANTIACUS	STICKY MONKEY FLOWER	1 GAL @ 3' O.C.	VL
PENSTEMON H. 'MARGARITA BOP'	FOOTHILL PENSTEMON	1 GAL @ 2' O.C.	L
PHORMIUM SPP.	NEW ZEALAND FLAX	5 GAL @ 3' O.C.	L
RIBES SANGUINEUM	RED-FLOWERING CURRANT	1 GAL @ 4' O.C.	L
ROSA CALIFORNICA	CALIFORNIA WILD ROSE	2 GAL @ 4' O.C.	L
SALVIA SPP.	SAGE	1 GAL @ 3' O.C.	L
WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL @ 3' O.C.	L
ZAUSCHNERIA C. 'SCHEFFLIN'S CHOICE'	CALIFORNIA FUCHSIA	1 GAL @ 2.5' O.C.	L
GROUNDCOVERS			
CEANOTHUS 'CARMEL CREEPER'	WILD LILAC	1 GAL @ 4' O.C.	VL
DYMONDIA MARGARETAE	DYMONDIA	1 GAL @ 1.5' O.C.	L
ERIGERON GLAUCUS 'SEA BREEZE'	SEASIDE DAISY	1 GAL @ 1.5' O.C.	L
HELIANTHEMUM N. 'HENEFIELD BRILLIANT'	SUNROSE	1 GAL @ 2.5' O.C.	L
MYOPORUM PARVIFOLIUM 'PROSTRATUM'	MYOPORUM	1 GAL @ 4' O.C.	L
SCAEVOLA 'MAUVE CLUSTERS'	SCAEVOLA	1 GAL @ 2' O.C.	L
BIO-RETENTION BASINS & SWALES			
BIINFILTRATION SOD AVAILABLE THROUGH DELTA BLUEGRASS 1 (800) 637-8873	NO-MOW SOD	SOD	L
CAREX PANSA	SAND DUNE SEDGE	PLUGS @ 12" O.C.	M
FESTUCA IDAHOENSIS 'STONY CREEK'	SILVER IDAHO FESCUE	PLUGS @ 2' O.C.	VL
LEYMUS TRITICOIDES 'GREY DAWN'	GREY DAWN WILD RYE	PLUGS @ 2' O.C.	VL
NASSELLA PULCHRA	PURPLE NEEDLEGRASS	PLUGS @ 3' O.C.	L
NON-IRRIGATED NATURALIZED LANDSCAPE			
BROMUS CARINATUS	NATIVE CALIFORNIA BROME	HYDROSEED	
ELYMUS GLAUCUS	BLUE WILDRYE		
HORDEUM CALIFORNICUM	CALIFORNIA BARLEY		
FESTUCA IDAHOENSIS	IDAHO FESCUE		
NASSELLA PULCHRA	PURPLE NEEDLEGRASS		
POA SECUNDA	NATIVE PINE BLUEGRASS		
ESCHSCHOLZIA CALIFORNICA	CALIFORNIA POPPY		
LASTHENIA GLABRATA	GOLDFIELDS		
LUPINUS NANUS	SKY LUPINE		
SISYRINCHIUM BELLUM	BLUE EYED GRASS		
CASTELLEJA EXERTA	PURPLE OWLS CLOVER		
ACHILLIA MILLIFOLIUM	SANTA CLARA WHITE YARROW		

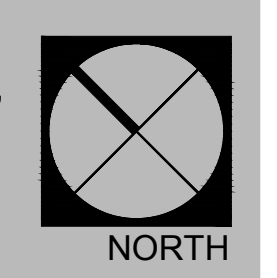
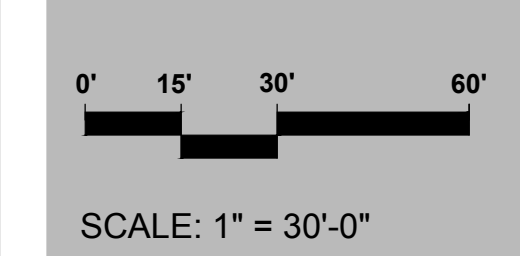
* WATER NEEDS BASED ON THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS) BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.

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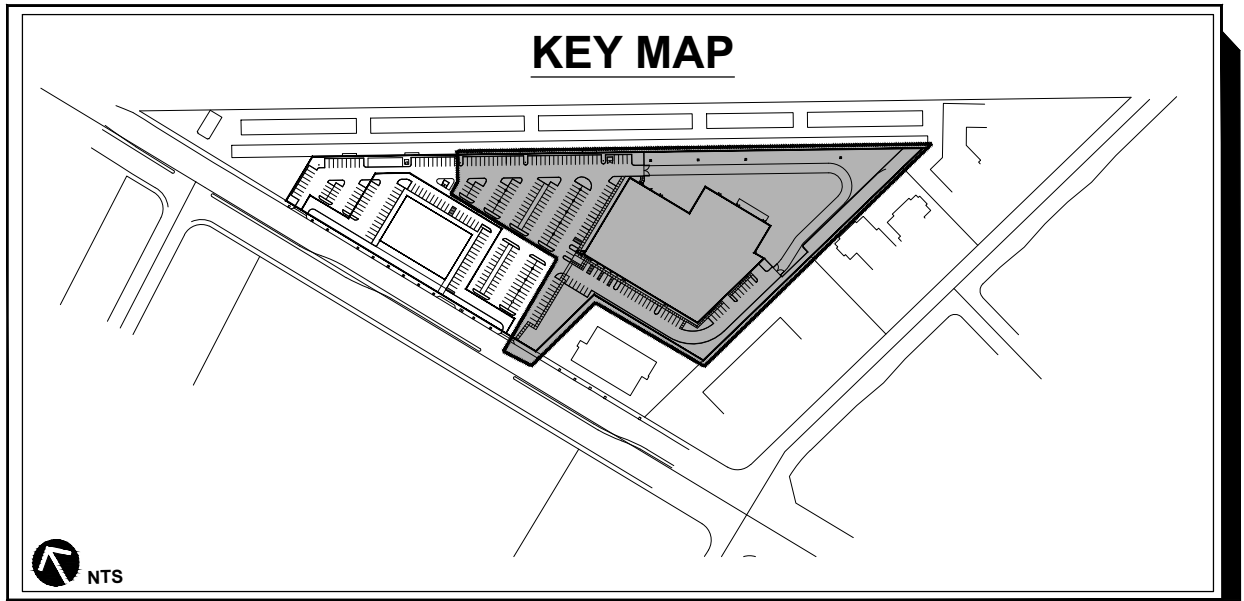
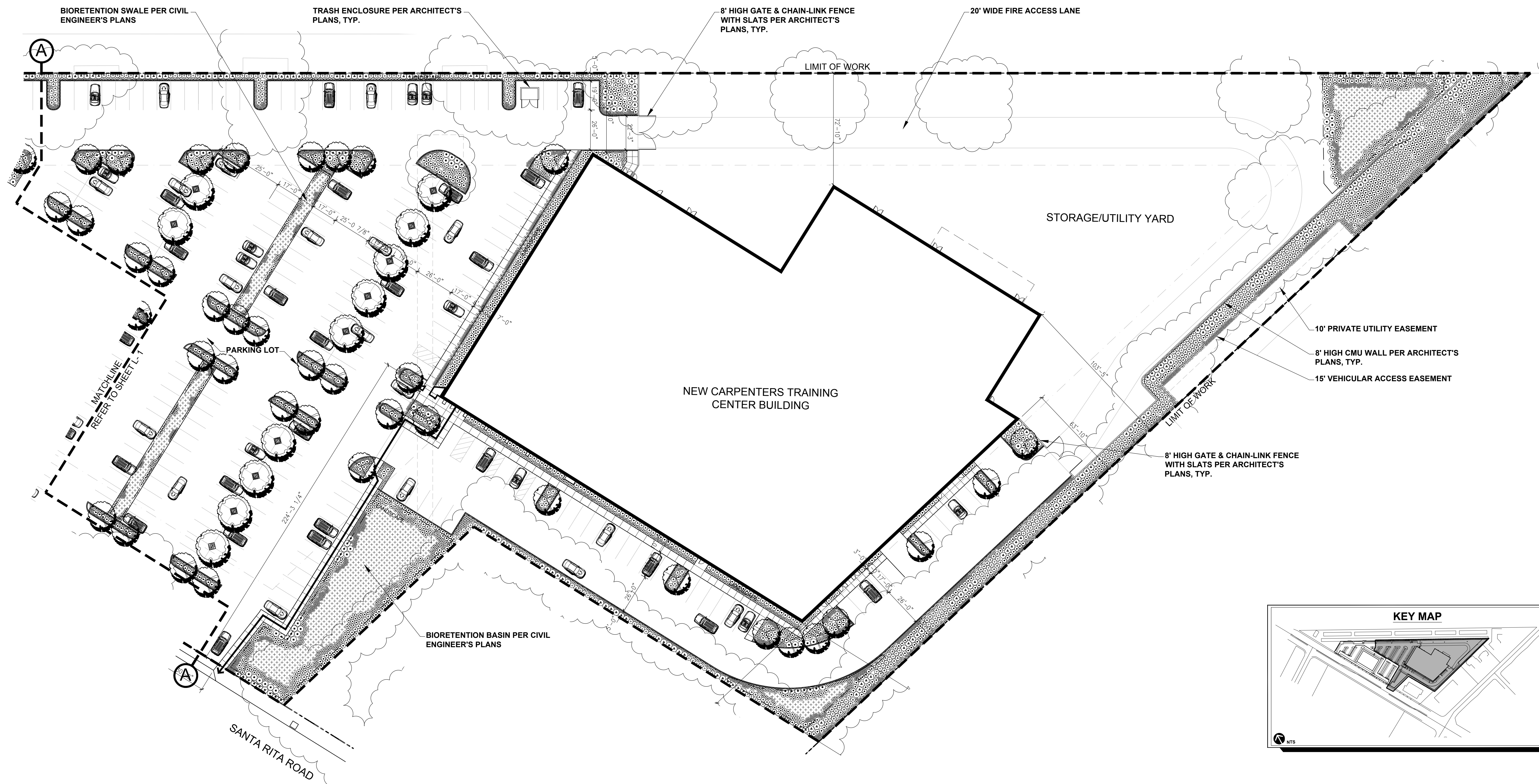
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ILLUSTRATIVE SITE PLAN
CONCEPTUAL LANDSCAPE PLAN
MAY 2017

vanderToolen Associates
855 Bordeaux Way
Suite 240
Napa, CA 94558
tel: 707.224.2299
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L-2
Project No. 03517



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I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

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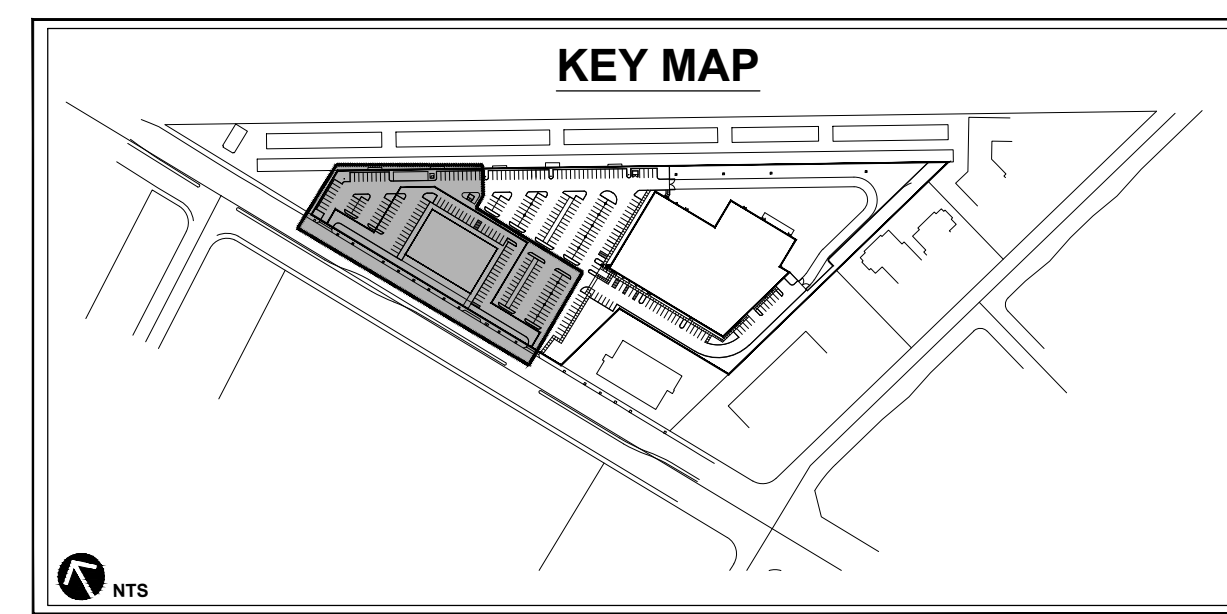
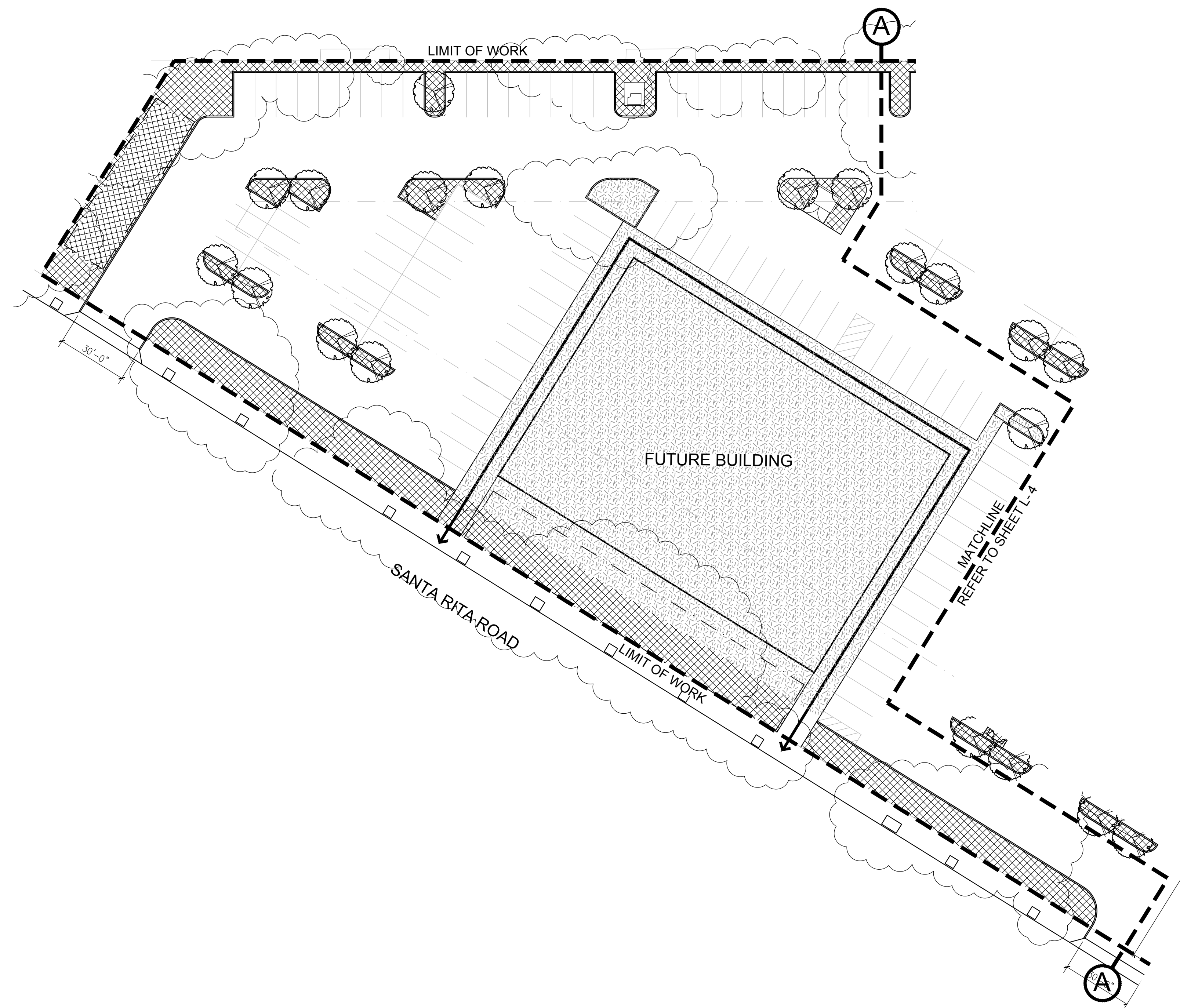
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SCALE: 1" = 30'-0"

NORTH

L-3
Project No. 03517



HYDROZONE LEGEND

- TREES, SHRUBS & GROUNDCOVERS - SOUTH/ WEST
- TREES, SHRUBS & GROUNDCOVERS - NORTH/ EAST
- NON-IRRIGATED HYDROSEED

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IRRIGATION NOTES

1. IRRIGATION ZONES: ALL LANDSCAPED AREAS HAVE AN IRRIGATION ZONE DESIGNATION OF "SHRUBS / GROUNDCOVERS/ TREES" OR "TURF." NO IRRIGATION ZONES FOR ANNUALS AND TURFED SLOPES EXCEEDING 10% ARE PROPOSED.
2. DEPTH OF IRRIGATION LINES: ALL ON-GRADE LATERAL LINES SHALL BE BURIED TO A DEPTH OF 18" MIN. ALL ON-GRADE MAINLINES SHALL BE BURIED TO A DEPTH OF 24" MIN.
3. BACKFLOW PREVENTER: BACKFLOW PREVENTER SHALL BE A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER (FEBCO 825Y OR EQUAL) TYPE AS APPROVED BY WATER PURVEYOR.
4. IRRIGATION SPRINKLER TYPES: ALL SPRINKLERS SHALL UTILIZE MATCHED PRECIPITATION, PRESSURE COMPENSATING NOZZLES FOR MAXIMUM UNIFORMITY OF DISTRIBUTION. IRRIGATION SYSTEMS TO BE INSPECTED PERIODICALLY FOR BROKEN OR DEFICIENT EQUIPMENT.
5. IRRIGATION CONTROLLERS: CONTROLLER SHALL BE AN AUTOMATIC ET (EVAPOTRANSPIRATION) WITH MULTIPLE PROGRAMMING CAPABILITY. CONTROLLER TO BE REPROGRAMMED SEASONALLY TO MINIMIZE RUNOFF OR OVER WATERING. MOISTURE SENSING DEVICES SHALL BE UTILIZED TO CONTROL IRRIGATION CYCLES ACCORDING TO SPECIFIC IRRIGATION REQUIREMENTS.
6. CLASS OF IRRIGATION PIPE: ALL MAINLINE SHALL BE SCHEDULE 40 PVC. ALL LATERAL LINE SHALL BE CLASS 200 PVC.
7. IRRIGATION EMITTERS: ALL TURF AREAS SHALL BE IRRIGATED USING LOW FLOW IRRIGATION SYSTEM. ALL SHRUB/ GROUNDCOVER AREAS SHALL BE IRRIGATED USING DRIP IRRIGATION SYSTEM. ALL TREE AREAS SHALL BE IRRIGATED USING BUBBLER IRRIGATION SYSTEM.
8. RECLAIMED WATER: IRRIGATION SYSTEM SHALL BE DESIGNED TO MEET SOUTH COUNTY REGIONAL WATER REUSE AUTHORITY REQUIREMENTS FOR FUTURE RECLAIMED WATER SYSTEM.

IRRIGATION CONCEPT STATEMENT

THE IRRIGATION DESIGN FOR THE SITE SHALL COMPLY WITH THE STATE OF CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (TITLE 23 - DIVISION 2-CHAPTER 2.7) AND THE CITY OF MORGAN HILL WATER EFFICIENT LANDSCAPE STANDARDS.

THE IRRIGATION SYSTEMS WILL BE AUTOMATICALLY CONTROLLED BY AN ET IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEPENDENT TIMING OF INDIVIDUAL IRRIGATION SYSTEMS. THE CONTROLLER WILL HAVE A 24-HOUR CLOCK TO ALLOW MULTIPLE START TIMES AND REPEAT CYCLES TO ADJUST FOR SOIL PERCOLATION RATES.

THE IRRIGATION SYSTEMS WILL CONSIST PRIMARILY OF LOW VOLUME, LOW FLOW BUBBLERS FOR TREES, POINT SOURCE DRIP IRRIGATION FOR SHRUBS AND GROUNDCOVERS, AND LOW FLOW IRRIGATION FOR TURF PLANTINGS.

PLANTS WILL BE GROUPED ONTO SEPARATE VALVES ACCORDING TO SUN EXPOSURE AND WATER USE TO ALLOW FOR IRRIGATION APPLICATION BY HYDROZONE. THE IRRIGATION SCHEDULING WILL REFLECT THE REGIONAL EVAPOTRANSPIRATION RATES. THE ENTIRE SITE WILL BE DESIGNED TO RUN DURING NIGHTTIME HOURS WHEN IRRIGATION IS MOST EFFICIENT.

WATER USE CALCULATIONS FOR LANDSCAPE

THE MAXIMUM APPLIED WATER ALLOWANCE (MAWA) IN GALLONS PER YEAR IS BASED ON THE FOLLOWING FORMULA:

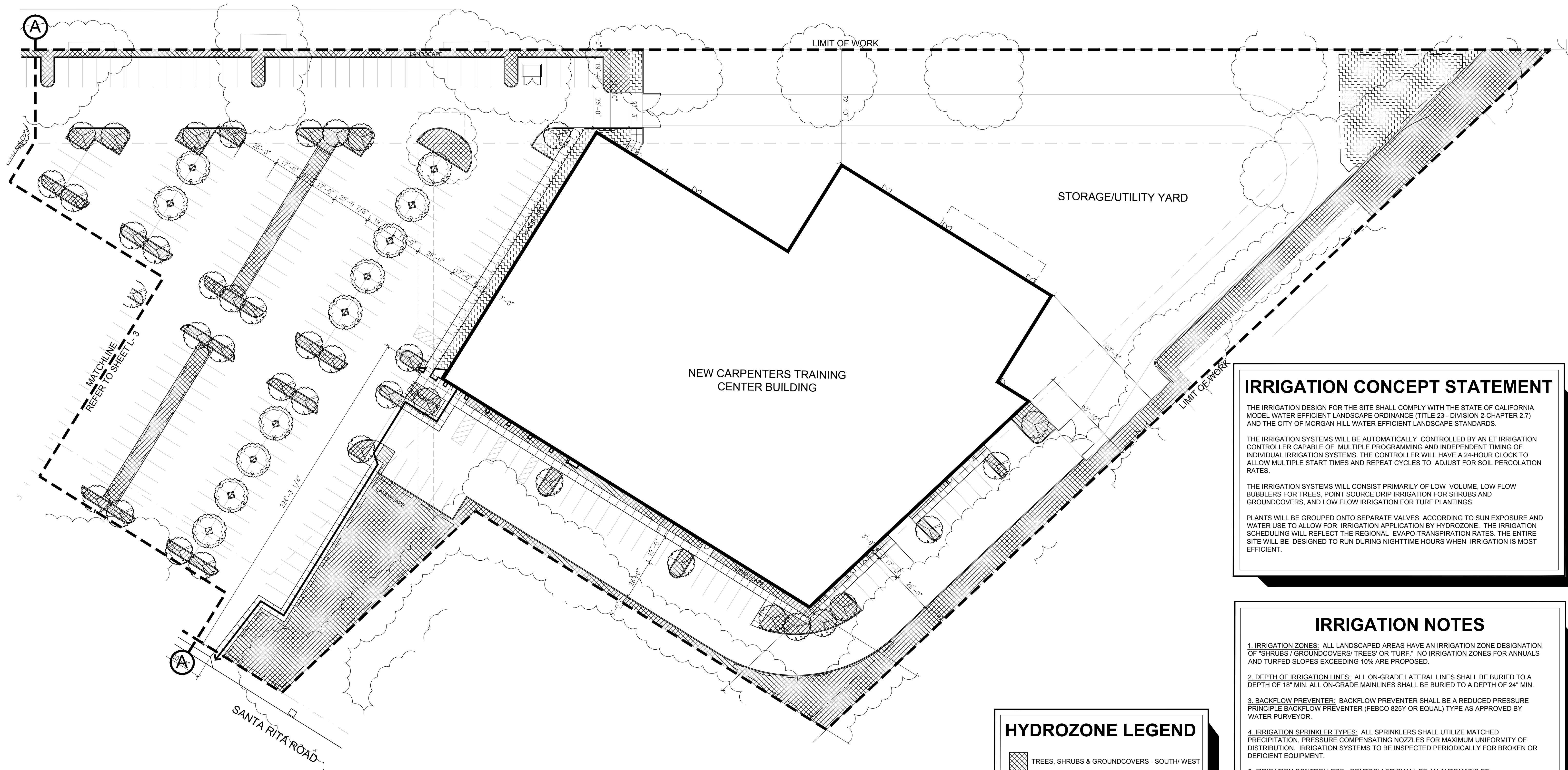
$$MAWA = (ET_o)(0.62)[(ETAF \times LA) + (1.0 - ETAF) \times SLA]$$

THE ESTIMATED TOTAL WATER USE (ETWU) IS THE SUM TOTAL OF ESTIMATED WATER USE FOR EACH HYDROZONE IN GALLONS PER YEAR AND IS BASED ON THE FOLLOWING FORMULA:

$$ETWU = \frac{(ET_o)(0.62)[(PF)(HA) + SLA]}{IE}$$

ET_o = ANNUAL EVAPOTRANSPIRATION RATE
 ET_o = ANNUAL EVAPOTRANSPIRATION RATE
 ETAF = EVAPOTRANSPIRATION ADJUSTMENT FACTOR
 LA = TOTAL LANDSCAPE AREA (INCLUDES SLA)
 SLA = SPECIAL LANDSCAPE AREA
 HA = HYDROZONE PLANT AREA
 PF = PLANT FACTOR (0.4 FOR MODERATE WATER USE; 0.2 FOR LOW WATER USE)
 IE = IRRIGATION EFFICIENCY FACTOR (0.81 FOR MINIMUM)
 0.45 = ET ADJUSTMENT FACTOR
 0.62 = CONVERSION FACTOR (TO GALLONS/SQUARE FOOT)

$MAWA = (46.2)(0.62)[(0.45 \times 50,252) + (1 - 0.45) \times 0] = 647,738 \text{ GAL/YR}$
 $ETWU = \frac{(46.2)(0.62)[(0.2 \times 50,252) + (0.4 \times 0)]}{0.81} = 355,412 \text{ GAL/YR}$



IRRIGATION CONCEPT STATEMENT

THE IRRIGATION DESIGN FOR THE SITE SHALL COMPLY WITH THE STATE OF CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (TITLE 23 - DIVISION 2 CHAPTER 2.7) AND THE CITY OF MORGAN HILL WATER EFFICIENT LANDSCAPE STANDARDS.

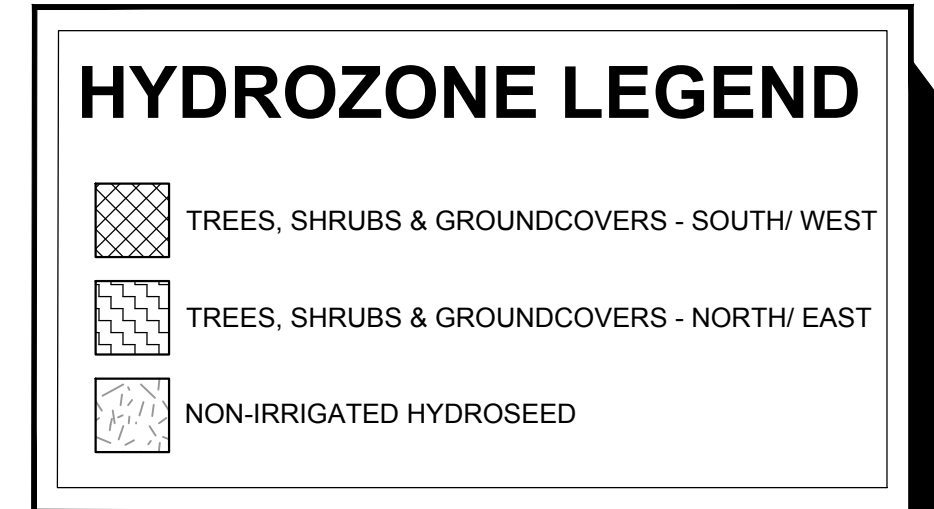
THE IRRIGATION SYSTEMS WILL BE AUTOMATICALLY CONTROLLED BY AN ET IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEPENDENT TIMING OF INDIVIDUAL IRRIGATION SYSTEMS. THE CONTROLLER WILL HAVE A 24-HOUR CLOCK TO ALLOW MULTIPLE START TIMES AND REPEAT CYCLES TO ADJUST FOR SOIL PERCOLATION RATES.

THE IRRIGATION SYSTEMS WILL CONSIST PRIMARILY OF LOW VOLUME, LOW FLOW BUBBLERS FOR TREES, POINT SOURCE DRIP IRRIGATION FOR SHRUBS AND GROUNDCOVERS, AND LOW FLOW IRRIGATION FOR TURF PLANTINGS.

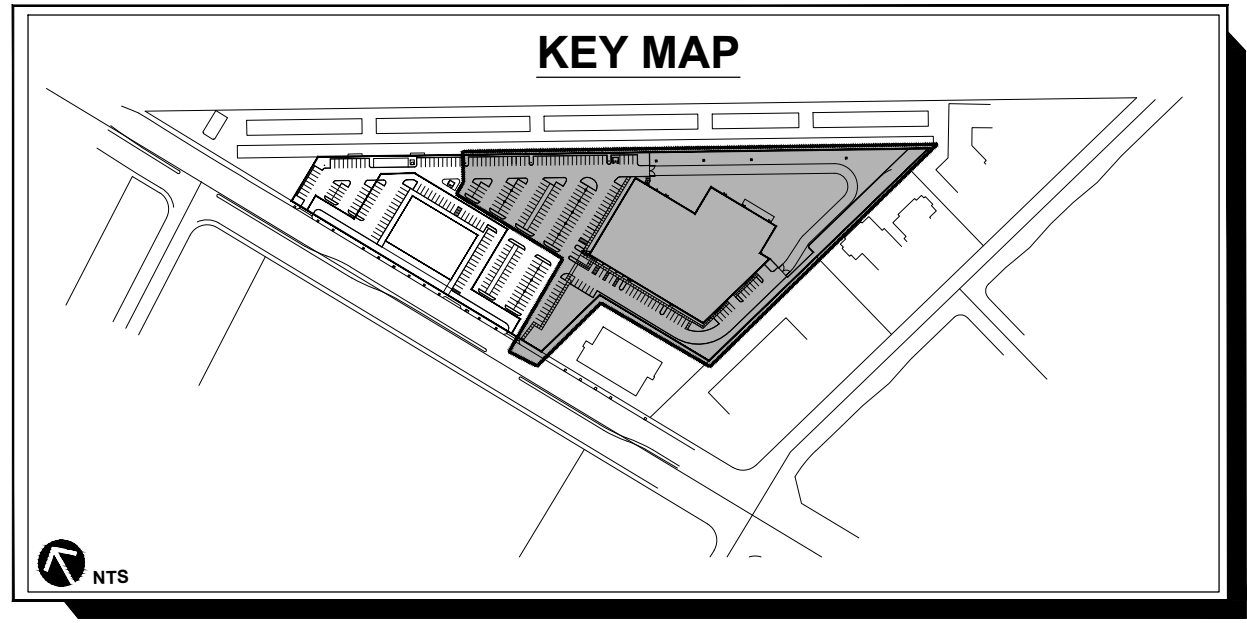
PLANTS WILL BE GROUPED ONTO SEPARATE VALVES ACCORDING TO SUN EXPOSURE AND WATER USE TO ALLOW FOR IRRIGATION APPLICATION BY HYDROZONE. THE IRRIGATION SCHEDULING WILL REFLECT THE REGIONAL EVAPO-TRANSPIRATION RATES. THE ENTIRE SITE WILL BE DESIGNED TO RUN DURING NIGHTTIME HOURS WHEN IRRIGATION IS MOST EFFICIENT.

IRRIGATION NOTES

- IRRIGATION ZONES:** ALL LANDSCAPED AREAS HAVE AN IRRIGATION ZONE DESIGNATION OF "SHRUBS / GROUNDCOVERS / TREES" OR "TURF." NO IRRIGATION ZONES FOR ANNUALS AND TURFED SLOPES EXCEEDING 10% ARE PROPOSED.
- DEPTH OF IRRIGATION LINES:** ALL ON-GRADE LATERAL LINES SHALL BE BURIED TO A DEPTH OF 18" MIN. ALL ON-GRADE MAINLINES SHALL BE BURIED TO A DEPTH OF 24" MIN.
- BACKFLOW PREVENTER:** BACKFLOW PREVENTER SHALL BE A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER (FEBCO 825Y OR EQUAL) TYPE AS APPROVED BY WATER PURVEYOR.
- IRRIGATION SPRINKLER TYPES:** ALL SPRINKLERS SHALL UTILIZE MATCHED PRECIPITATION PRESSURE COMPENSATING NOZZLES FOR MAXIMUM UNIFORMITY OF DISTRIBUTION. IRRIGATION SYSTEMS TO BE INSPECTED PERIODICALLY FOR BROKEN OR DEFICIENT EQUIPMENT.
- IRRIGATION CONTROLLERS:** CONTROLLER SHALL BE AN AUTOMATIC ET (EVAPOTRANSPIRATION) WITH MULTIPLE PROGRAMMING CAPABILITY. CONTROLLER TO BE REPROGRAMMED SEASONALLY TO MINIMIZE RUNOFF OR OVER WATERING. MOISTURE SENSING DEVICES SHALL BE UTILIZED TO CONTROL IRRIGATION CYCLES ACCORDING TO SPECIFIC IRRIGATION REQUIREMENTS.
- CLASS OF IRRIGATION PIPE:** ALL MAINLINE SHALL BE SCHEDULE 40 PVC. ALL LATERAL LINE SHALL BE CLASS 200 PVC.
- IRRIGATION EMITTERS:** ALL TURF AREAS SHALL BE IRRIGATED USING LOW FLOW IRRIGATION SYSTEM. ALL SHRUB/ GROUNDCOVER AREAS SHALL BE IRRIGATED USING DRIP IRRIGATION SYSTEM. ALL TREE AREAS SHALL BE IRRIGATED USING BUBBLER IRRIGATION SYSTEM.
- RECLAIMED WATER:** IRRIGATION SYSTEM SHALL BE DESIGNED TO MEET SOUTH COUNTY REGIONAL WATER REUSE AUTHORITY REQUIREMENTS FOR FUTURE RECLAIMED WATER SYSTEM.



I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.



Carpenters Training Committee
for Northern California

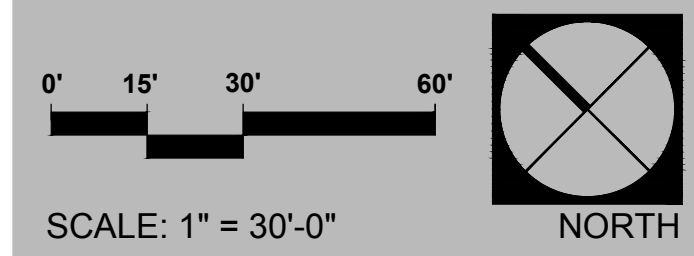
CARPENTERS TRAINING CENTER

Pleasanton, California

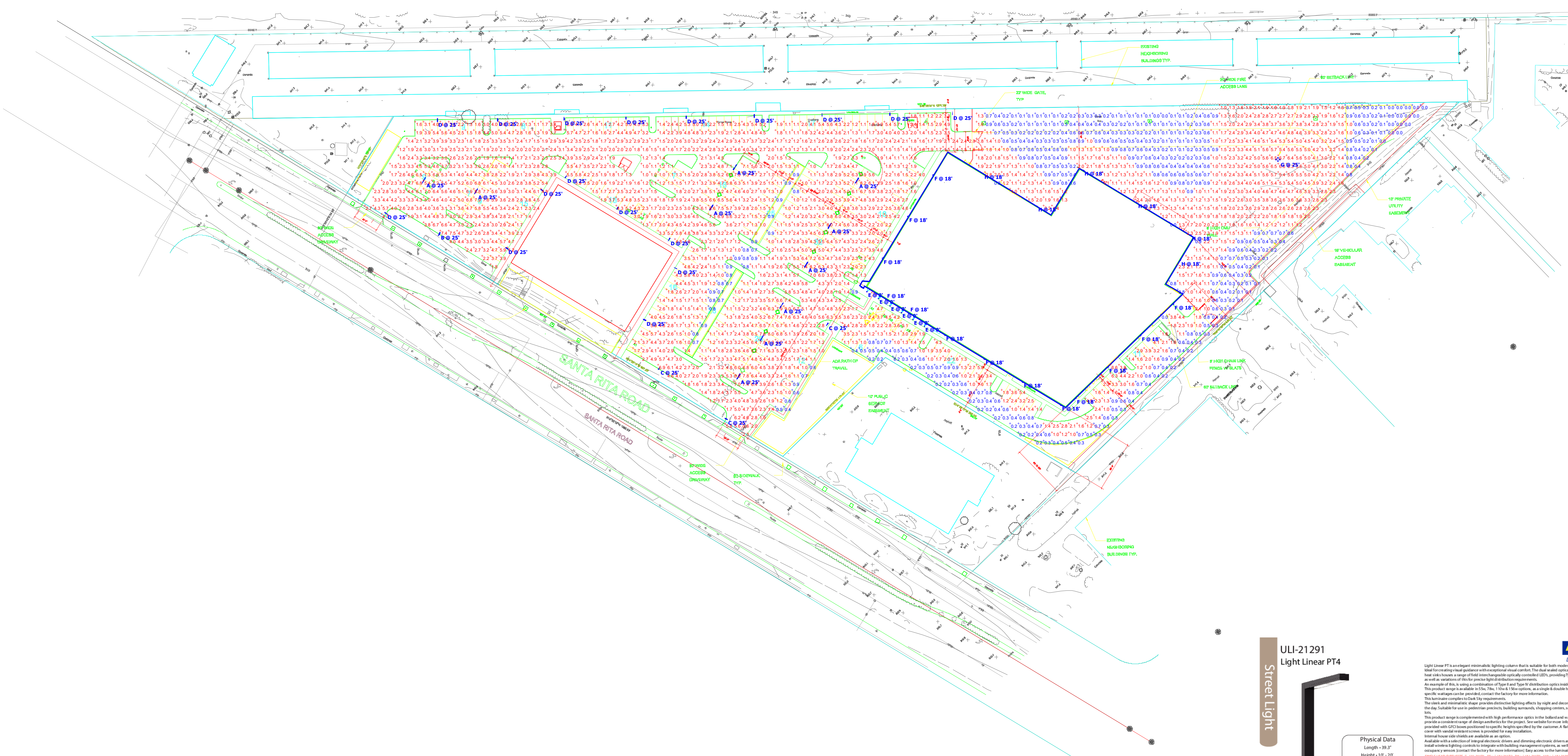
HYDROZONE PLAN

CONCEPTUAL LANDSCAPE PLAN
MARCH 2017

vanderToolen Associates
855 Bordeaux Way
Suite 240
Napa, CA 94558
tel: 707.224.2299
www.vandertoolen.com



L-5
Project No. 03517



Plan View
Scale = 1" = 60ft

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	A	10	LIGMAN	LI-21321-T3-W40	Light linear PT 6 street and area lighting	4x12 4000K 0.3826,0.3715 3901K Ra83	4	LI-21321-T3-W40.IES	3083	0.9	312
	B	1	LIGMAN	LI-21291-T2-W40	Light Linear PT 4 Street and area lighting	4x12 4000K 0.3826,0.3715 3901K Ra83	4	LI-21291-T2-W40.IES	3023	0.9	156
	C	3	LIGMAN	LI-21291-T3-W40	Light Linear PT 4 Street and area lighting	4x12 4000K 0.3826,0.3715 3901K Ra83	4	LI-21291-T3-W40.IES	3083	0.9	156
	D	17	LIGMAN	LI-21291-T4-W40	Light Linear PT 4 Street and area lighting	4x12 4000K 0.3826,0.3715 3901K Ra83	4	LI-21291-T4-W40.IES	3138	0.9	156
	E	6	LIGMAN	HA-60049-N-W40	Harrier 3 inground uplight round 200mm. LED	9 LED 4000K 0.3768,0.3692 4045 83K	1	HA-60049-N-W40-Rev.2.IES	1152	0.9	17.4
	F	13	Lithonia Lighting	WST LED P3 40K VF MVOLT	WST LED, Performance package 3, 4000K, visual comfort forward throw, MVOLT	LED	1	WST_LED_P3_40K_VF_MVOLT.IES	6609	0.9	50
	G	1	Lithonia Lighting	DSX1 LED 60C 1000 40K TSW MVOLT	DSX1 LED with 60 LEDs @ 1000 mA, 4000K, TYPE 5 WIDE OPTICS	LED	1	DSX1_LED_60C_100_0_40K_TSW_MVOLT.IES	22977	0.9	836
	H	6	Lithonia Lighting	DSXW1 LED 20C 1000 40K TFTM MVOLT	DSXW1 LED WITH (2) 10 LED LIGHT ENGINES, TYPE TFTM OPTIC, 4000K, @ 1000mA.	LED	1	DSXW1_LED_20C_100_00_40K_TFTM_MVOLT.IES	7711	0.9	73.2

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	2.5 fc	9.0 fc	0.0 fc	N/A	N/A



Street Light

ULI-21291
Light Linear PT4

LIGMAN
LIGHTING USA

Light Linear PT 4 is an elegant minimalist lighting column that is suitable for both modern and classic architecture. Ideal for creating visual guidance with exceptional visual comfort. The dual-sided optical chamber with integrated heat sink houses a range of field interchangeable optically controlled LEDs, providing Type IV, R, IV distribution, as well as a variation of beam for precise light distribution requirements.

An example of this is using a combination of Type IV and Type IV distribution optics inside the same fixture. This product range is available in 2m, 2.5m, 3m, 3.5m, 4m, 4.5m, 5m, 5.5m, 6m, 6.5m, 7m, 7.5m, 8m, 8.5m, 9m, 9.5m, 10m, 10.5m, 11m, 11.5m, 12m, 12.5m, 13m, 13.5m, 14m, 14.5m, 15m, 15.5m, 16m, 16.5m, 17m, 17.5m, 18m, 18.5m, 19m, 19.5m, 20m, 20.5m, 21m, 21.5m, 22m, 22.5m, 23m, 23.5m, 24m, 24.5m, 25m, 25.5m, 26m, 26.5m, 27m, 27.5m, 28m, 28.5m, 29m, 29.5m, 30m, 30.5m, 31m, 31.5m, 32m, 32.5m, 33m, 33.5m, 34m, 34.5m, 35m, 35.5m, 36m, 36.5m, 37m, 37.5m, 38m, 38.5m, 39m, 39.5m, 40m, 40.5m, 41m, 41.5m, 42m, 42.5m, 43m, 43.5m, 44m, 44.5m, 45m, 45.5m, 46m, 46.5m, 47m, 47.5m, 48m, 48.5m, 49m, 49.5m, 50m, 50.5m, 51m, 51.5m, 52m, 52.5m, 53m, 53.5m, 54m, 54.5m, 55m, 55.5m, 56m, 56.5m, 57m, 57.5m, 58m, 58.5m, 59m, 59.5m, 60m, 60.5m, 61m, 61.5m, 62m, 62.5m, 63m, 63.5m, 64m, 64.5m, 65m, 65.5m, 66m, 66.5m, 67m, 67.5m, 68m, 68.5m, 69m, 69.5m, 70m, 70.5m, 71m, 71.5m, 72m, 72.5m, 73m, 73.5m, 74m, 74.5m, 75m, 75.5m, 76m, 76.5m, 77m, 77.5m, 78m, 78.5m, 79m, 79.5m, 80m, 80.5m, 81m, 81.5m, 82m, 82.5m, 83m, 83.5m, 84m, 84.5m, 85m, 85.5m, 86m, 86.5m, 87m, 87.5m, 88m, 88.5m, 89m, 89.5m, 90m, 90.5m, 91m, 91.5m, 92m, 92.5m, 93m, 93.5m, 94m, 94.5m, 95m, 95.5m, 96m, 96.5m, 97m, 97.5m, 98m, 98.5m, 99m, 99.5m, 100m, 100.5m, 101m, 101.5m, 102m, 102.5m, 103m, 103.5m, 104m, 104.5m, 105m, 105.5m, 106m, 106.5m, 107m, 107.5m, 108m, 108.5m, 109m, 109.5m, 110m, 110.5m, 111m, 111.5m, 112m, 112.5m, 113m, 113.5m, 114m, 114.5m, 115m, 115.5m, 116m, 116.5m, 117m, 117.5m, 118m, 118.5m, 119m, 119.5m, 120m, 120.5m, 121m, 121.5m, 122m, 122.5m, 123m, 123.5m, 124m, 124.5m, 125m, 125.5m, 126m, 126.5m, 127m, 127.5m, 128m, 128.5m, 129m, 129.5m, 130m, 130.5m, 131m, 131.5m, 132m, 132.5m, 133m, 133.5m, 134m, 134.5m, 135m, 135.5m, 136m, 136.5m, 137m, 137.5m, 138m, 138.5m, 139m, 139.5m, 140m, 140.5m, 141m, 141.5m, 142m, 142.5m, 143m, 143.5m, 144m, 144.5m, 145m, 145.5m, 146m, 146.5m, 147m, 147.5m, 148m, 148.5m, 149m, 149.5m, 150m, 150.5m, 151m, 151.5m, 152m, 152.5m, 153m, 153.5m, 154m, 154.5m, 155m, 155.5m, 156m, 156.5m, 157m, 157.5m, 158m, 158.5m, 159m, 159.5m, 160m, 160.5m, 161m, 161.5m, 162m, 162.5m, 163m, 163.5m, 164m, 164.5m, 165m, 165.5m, 166m, 166.5m, 167m, 167.5m, 168m, 168.5m, 169m, 169.5m, 170m, 170.5m, 171m, 171.5m, 172m, 172.5m, 173m, 173.5m, 174m, 174.5m, 175m, 175.5m, 176m, 176.5m, 177m, 177.5m, 178m, 178.5m, 179m, 179.5m, 180m, 180.5m, 181m, 181.5m, 182m, 182.5m, 183m, 183.5m, 184m, 184.5m, 185m, 185.5m, 186m, 186.5m, 187m, 187.5m, 188m, 188.5m, 189m, 189.5m, 190m, 190.5m, 191m, 191.5m, 192m, 192.5m, 193m, 193.5m, 194m, 194.5m, 195m, 195.5m, 196m, 196.5m, 197m, 197.5m, 198m, 198.5m, 199m, 199.5m, 200m, 200.5m, 201m, 201.5m, 202m, 202.5m, 203m, 203.5m, 204m, 204.5m, 205m, 205.5m, 206m, 206.5m, 207m, 207.5m, 208m, 208.5m, 209m, 209.5m, 210m, 210.5m, 211m, 211.5m, 212m, 212.5m, 213m, 213.5m, 214m, 214.5m, 215m, 215.5m, 216m, 216.5m, 217m, 217.5m, 218m, 218.5m, 219m, 219.5m, 220m, 220.5m, 221m, 221.5m, 222m, 222.5m, 223m, 223.5m, 224m, 224.5m, 225m, 225.5m, 226m, 226.5m, 227m, 227.5m, 228m, 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441.5m, 442m, 442.5m, 443m, 443.5m, 444m, 444.5m, 445m, 445.5m, 446m, 446.5m, 447m, 447.5m, 448m, 448.5m, 449m, 449.5m, 450m, 450.5m, 451m, 451.5m, 452m, 452.5m, 453m, 453.5m, 454m, 454.5m, 455m, 455.5m, 456m, 456.5m, 457m, 457.5m, 458m, 458.5m, 459m, 459.5m, 460m, 460.5m, 461m, 461.5m, 462m, 462.5m, 463m, 463.5m, 464m, 464.5m, 465m, 465.5m, 466m, 466.5m, 467m, 467.5m, 468m, 468.5m, 469m, 469.5m, 470m, 470.5m, 471m, 471.5m, 472m, 472.5m, 473m, 473.5m, 474m, 474.5m, 475m, 475.5m, 476m, 476.5m, 477m, 477.5m, 478m, 478.5m, 479m, 479.5m, 480m, 480.5m, 481m, 481.5m, 482m, 482.5m, 483m, 483.5m, 484m, 484.5m, 485m, 485.5m, 486m, 486.5m, 487m, 487.5m, 488m, 488.5m, 489m, 489.5m, 490m, 490.5m, 491m, 491.5m, 492m, 492.5m, 493m, 493.5m, 494m, 494.5m, 495m, 495.5m, 496m, 496.5m, 497m, 497.5m, 498m, 498.5m, 499m, 499.5m, 500m, 500.5m, 501m, 501.5m, 502m, 502.5m, 503m, 503.5m, 504m, 504.5m, 505m, 505.5m, 506m, 506.5m, 507m, 507.5m, 508m, 508.5m, 509m, 509.5m, 510m, 510.5m, 511m, 511.5m, 512m, 512.5m, 513m, 513.5m, 514m, 514.5m, 515m, 515.5m, 516m, 516.5m, 517m, 517.5m, 518m, 518.5m, 519m, 519.5m, 520m, 520.5m, 521m, 521.5m, 522m, 522.5m, 523m, 523.5m, 524m, 524.5m, 525m, 525.5m, 526m, 526.5m, 527m, 527.5m, 528m, 528.5m, 529m, 529.5m, 530m, 530.5m, 531m, 531.5m, 532m, 532.5m, 533m, 533.5m, 534m, 534.5m, 535m, 535.5m, 536m, 536.5m, 537m, 537.5m, 538m, 538.5m, 539m, 539.5m, 540m, 540.5m, 541m, 541.5m, 542m, 542.5m, 543m, 543.5m, 544m, 544.5m, 545m, 545.5m, 546m, 546.5m, 547m, 547.5m, 548m, 548.5m, 549m, 549.5m, 550m, 550.5m, 551m, 551.5m, 552m, 552.5m, 553m, 553.5m, 554m, 554.5m, 555m, 555.5m, 556m, 556.5m, 557m, 557.5m, 558m, 558.5m, 559m, 559.5m, 560m, 560.5m, 561m, 561.5m, 562m, 562.5m, 563m, 563.5m, 564m, 564.5m, 565m, 565.5m, 566m, 566.5m, 567m, 567.5m, 568m, 568.5m, 569m, 569.5m, 570m, 570.5m, 571m, 571.5m, 572m, 572.5m, 573m, 573.5m, 574m, 574.5m, 575m, 575.5m, 576m, 576.5m, 577m, 577.5m, 578m, 578.5m, 579m, 579.5m, 580m, 580.5m, 581m, 581.5m, 582m, 582.5m, 583m, 583.5m, 584m, 584.5m, 585m, 585.5m, 586m, 586.5m, 587m, 587.5m, 588m, 588.5m, 589m, 589.5m, 590m, 590.5m, 591m, 591.5m, 592m, 592.5m, 593m, 593.5m, 594m, 594.5m, 595m, 595.5m, 596m, 596.5m, 597m, 597.5m, 598m, 598.5m, 599m, 599.5m, 600m, 600.5m, 601m, 601.5m, 602m, 602.5m, 603m, 603.5m, 604m, 604.5m, 605m, 605.5m, 606m, 606.5m, 607m, 607.5m, 608m, 608.5m, 609m, 609.5m, 610m, 610.5m, 611m, 611.5m, 612m, 612.5m, 613m, 613.5m, 614m, 614.5m, 615m, 615.5m, 616m, 616.5m, 617m, 617.5m, 618m, 618.5m, 619m, 619.5m, 620m, 620.5m, 621m, 621.5m, 622m, 622.5m, 623m, 623.5m, 624m, 624.5m, 625m, 625.5m, 626m, 626.5m, 627m, 627.5m, 628m, 628.5m, 629m, 629.5m, 630m, 630.5m, 631m, 631.5m, 632m, 632.5m, 633m, 633.5m, 634m, 634.5m, 635m, 635.5m, 636m, 636.5m, 637m, 637.5m, 638m, 638.5m, 639m, 639.5m, 640m, 640.5m, 641m, 641.5m, 642m, 642.5m, 643m, 643.5m, 644m, 644.5m, 645m, 645.5m, 646m, 646.5m, 647m, 647.5m, 648m, 648.5m, 649m, 649.5m, 650m, 650.5m, 651m, 651.5m, 652m, 652.5m, 653m, 653.5m, 654m, 654.5m, 655m, 655.5m, 656m, 656.5m, 657m, 657.5m, 658m, 658.5m, 659m, 659.5m, 660m, 660.5m, 661m, 661.5m, 662m, 662.5m, 663m, 663.5m, 664m, 664.5m, 665m, 665.5m, 666m, 666.5m, 667m, 667.5m, 668m, 668.5m, 669m, 669.5m, 670m, 670.5m, 671m, 671.5m, 672m, 672.5m, 673m, 673.5m, 674m, 674.5m, 675m, 675.5m, 676m, 676.5m, 677m, 677.5m, 678m, 678.5m, 679m, 679.5m, 680m, 680.5m, 681m, 681.5m, 682m, 682.5m, 683m, 683.5m, 684m, 684.5m, 685m, 685.5m, 686m, 686.5m, 687m, 687.5m, 688m, 688.5m, 689m, 689.5m, 690m, 690.5m, 691m, 691.5m, 692m, 692.5m, 693m, 693.5m, 694m, 694.5m, 695m, 695.5m, 696m, 696.5m, 697m, 697.5m, 698m, 698.5m, 699m, 699.5m, 700m, 700.5m, 701m, 701.5m, 702m, 702.5m, 703m, 703.5m, 704m, 704.5m, 705m, 705.5m, 706m, 706.5m, 707m, 707.5m, 708m, 708.5m, 709m, 709.5m, 710m, 710.5m, 711m, 711.5m, 712m, 712.5m, 713m, 713.5m, 714m, 714.5m, 715m, 715.5m, 716m, 716.5m, 717m, 717.5m, 718m, 718.5m, 719m, 719.5m, 720m, 720.5m, 721m, 721.5m, 722m, 722.5m, 723m, 723.5m, 724m, 724.5m, 725m, 725.5m, 726m, 726.5m, 727m, 727.5m, 728m, 728.5m, 729m, 729.5m, 730m, 730.5m, 731m, 731.5m, 732m, 732.5m, 733m, 733.5m, 734m, 734.5m, 735m, 735.5m