



**Agenda Item No. 11e**

**Staff Report**

**Date:** February 11, 2016  
**To:** Mayor Kathleen Hoertkorn and Council Members  
**From:** Heidi Scoble, Planning Manager  
**Subject:** Marin Transit, Design Review New Bus Stop Shelter at the Sir Francis Drake Blvd. and Bolinas Avenue Intersection, File No. 2016-2008

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**Recommendation**

Town Council approval of Resolution 1934 to approve the replacement of a new bus shelter to be located at the intersection of Sir Francis Drake Boulevard/Bolinas Avenue Bus Shelter, APN 073-052-10.

**Project Summary**

As part of the Town of San Anselmo's Bolinas Avenue and Sir Francis Drake Improvements, there is an opportunity for the Town of Ross to have a new bus shelter installed at no expense to the Town. Marin Transit has funding to replace the existing bus shelter at the intersection of Sir Francis Drake Boulevard/Bolinas Avenue as part of its Local Bus Stop Revitalization program. Accordingly, the design of the bus shelter would be identical to the bus shelters that have been installed countywide as well as the two recently installed bus shelters within the Town of Ross proper at the intersection of Sir Francis Drake Boulevard and Lagunitas Road (west side of Sir Francis Drake Boulevard (APN 073-242-17) and the east side of Sir Francis Drake Boulevard adjacent to the Marin Art & Garden Center (APN 072-231-23)). The bus shelter would be dark green metal with a bowed roof and metal screen walls as shown in the photograph to the right.



*Marin Transit Bus Shelter Design  
Marin Art and Garden Center*

## **Background**

The Town records date the Sire Francis Drake Boulevard/Bolinas Avenue bus shelter back to the late 1930s. The bus shelter was used when the Pacific Greyhound Lines began operating bus service to San Francisco to take over the transportation of commuters upon the abandonment of railroad service. Pacific Greyhound lines used an old railroad shelter near Bolinas Avenue.

Golden Gate transit replaced the Bolinas Avenue shelter in 2009 with an encroachment permit after it was damaged by an accident. The existing bus shelter was constructed with metal and Plexiglas as shown in the below photograph:



## **Discussion**

New buildings are subject to Design Review (RMC §18.41.020) and the bus shelter meet the definition of a "building." (RMC §18.12.060). Therefore, Design Review is required. Town design review criteria are primarily directed at residential development. The following design review purposes and criteria are relevant to this application:

- Enhance important community entryways, local travel corridors and the area in which the project is located.
- Upgrade the appearance, quality and condition of existing improvements in conjunction with new development or remodeling of a site.
- Buildings should use materials and colors that minimize visual impacts, blend with the existing land forms and vegetative cover, are compatible with structures in the neighborhood and do not attract attention to the structures. Colors and materials should be compatible with those in the surrounding area. High-quality building materials should be used.
- Natural materials such as wood and stone are preferred, and manufactured materials such as concrete, stucco or metal should be used in moderation to avoid visual conflicts with the natural setting of the structure.

- Soft and muted colors in the earthtone and woodtone range are preferred and generally should predominate.

Staff suggests the new bus shelter meets the above purposes of Design Review as the shelter would visually enhance the aesthetics of the existing bus stop, provide continuity of design for other existing bus shelters in town, would not negatively impact surrounding properties beyond its existing conditions, and would be constructed out of high quality and long lasting materials. The bus shelter would also be consistent with the Town Climate Action Plan goals to increase public transit use and “work with transit providers to construct and improve bus shelters at existing bus stops.” Furthermore, on January 26, 2016, staff announced to the Advisory Design Review (ADR) Group that the subject bus shelter would be reviewed by the Council. The ADR unanimously supported the bus shelter as proposed and stated it would be a vast improvement over the existing bus shelter.

#### **Fiscal, resource and timeline impacts**

The costs associated with the bus shelter would be funded by Marin Transit. The installation costs of the bus shelter would be part of the funding for the Sir Francis Drake/Bolinas Avenue road and pedestrian project. Additionally, there would be no operating or funding impacts associated with the project. If approved, the project may be subject to encroachment permit fees.

#### **Alternative actions**

1. Continue the project for modifications; or
2. Make findings to deny the application.

#### **Environmental review (if applicable)**

The project is categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act (CEQA) under CEQA Guideline Sections 15303 (new small facilities and structures). No exception set forth in Section 15300.2 of the CEQA Guidelines applies to the project including, but not limited to, Subsection (a), which relates to impacts on environmental resources; (b), which relates to cumulative impacts; Subsection (c), which relates to unusual circumstances; or Subsection (f), which relates to historical resources.

#### **Attachments**

1. Conditions of Approval
2. Project plans and photo

# ATTACHMENT 1

**TOWN OF ROSS**

**RESOLUTION NO. 1934**

**A RESOLUTION OF THE TOWN OF ROSS APPROVING DESIGN REVIEW,  
TO ALLOW THE CONSTRUCTION OF A MARIN TRANSIT BUS SHELTER AT THE  
INTERSECTION OF SIR FRANCIS DRAKE BOULEVARD AND BOLINAS AVENUE  
APN 073-052-10**

**WHEREAS**, Marin Transit has funding to replace the existing bus shelter at the intersection of Sir Francis Drake Boulevard and Bolinas Avenue, APN 073-052-10 (the "project"); and

**WHEREAS**, the project was determined to be categorically exempt from further environmental review pursuant to the California Environmental Quality Act (CEQA) Guideline Section 15303(e), Class 3 – New construction or Conversion of Small Structures, because the project consists of the new construction of a detached accessory structure and a retaining wall; and

**WHEREAS**, on February 11, 2016, the Town Council held a duly noticed public hearing to consider the proposed project; and

**WHEREAS**, the Town Council has carefully reviewed and considered the staff reports, correspondence, and other information contained in the project file, and has received public comment; and

**NOW, THEREFORE, BE IT RESOLVED** the Town Council of the Town of Ross hereby incorporates the recitals above; makes the findings set forth in Exhibit "A", and approves the Design Review, for the project described herein, located at intersection of Sir Francis Drake Boulevard and Bolinas Avenue, subject to the Conditions of Approval attached as Exhibit "B".

The foregoing resolution was duly and regularly adopted by the Ross Town Council at its regular meeting held on the 11<sup>th</sup> day of February 2016, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

\_\_\_\_\_  
Kathleen Hoertkorn, Mayor

**ATTEST:**

\_\_\_\_\_  
Linda Lopez, Town Clerk

**EXHIBIT "A"**  
**Findings**  
**Bus Shelter at Sir Francis Drake Boulevard and Bolinas Avenue**  
**APN 073-052-10**

I. **In accordance with Ross Municipal Code Section 18.41.070, Design Review is approved based on the following findings:**

**1. The project is consistent with the purpose of the Design Review chapter as outlined in Ross Municipal Code Section 18.41.010:**

The project would meet the purposes of the Design Review as the shelter would visually enhance the aesthetics of the existing bus stop, provide continuity of design for other existing bus shelters in town, would not negatively impact surrounding properties beyond its existing conditions, and would be constructed out of high quality and long lasting materials.

**2. The project is in substantial compliance with the design criteria of Ross Municipal Code Section 18.41.100.**

The project would be consistent with the design review criteria and standards relative to having a nominal impact on the existing site conditions by providing a visually enhanced design that would be in keeping with other bus shelters in the immediate vicinity. The project would not impact the "small town" character of the Town because the project is designed to minimize visibility from public vantages and would be consistent with the development patterns within the neighborhood to relative to the project site and the neighborhood. Additionally, the project would not impact any unique environmental resources due to the location of the project site relative to any sensitive wildlife habitat, species, and/or creeks. Lastly, the project would not negatively impact any existing drainage and/or stormwater improvements as the project would be constructed within the footprint of the existing bus shelter.

**The project is consistent with the Ross General Plan and zoning ordinance.**

The project site is located within the R-1:B-10 zoning district and currently developed with roadway infrastructure, a sidewalk and landscape strip. The scope of the project is consistent with the existing and allowed structures and uses that may be permitted within the residential zoning district and the Medium Density land use designation of the General Plan. The project would also be consistent with the Town Climate Action Plan goals to increase public transit use and "work with transit providers to construct and improve bus shelters at existing bus stops."

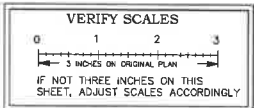
**EXHIBIT "B"**  
**Conditions of Approval**  
**Bus Shelter at Sir Francis Drake Boulevard and Bolinas Avenue**  
**APN 073-052-10**

1. This approval shall allow the construction of one new bus shelter at the intersection of Sir Francis Drake Boulevard and Bolinas Avenue consistent with the plans approved by the Town Council on February 11, 2016, except as otherwise provided in these conditions.
2. The applicants are responsible for removal of the existing shelter. The existing shelter shall not be removed until the new shelter is available to be installed to replace it.
3. The applicants shall pay any costs associated with town attorney review of deeds to ensure the shelter structure may be located on Town property, unless otherwise agreed to by the Town.
4. Prior to demolition of the existing shelter, the applicants shall provide the Town with written evidence the Golden Gate Transit District has approved removal of the existing shelter.
5. The applicant shall ensure that all trash and debris shall be promptly removed from the construction site.
6. An encroachment permit is required. The town manager is authorized to include conditions of approval in the encroachment permit to ensure the shelter area is maintained free of debris and graffiti, in addition to any other terms specified.
7. These conditions shall be binding on the applicant and all successors in interest. In case of transfer of ownership, the new owner of the establishment shall provide the Town with written acknowledgement of these conditions of approval.
8. The applicant is responsible for ensuring that all improvements comply with disabled access regulations, regardless of whether a building permit is required for the work.
9. No advertising shall be permitted at the shelters.
10. The applicants and/or owners shall defend, indemnify, and hold the Town harmless along with the Town Council and Town boards, commissions, agents, officers, employees, and consultants from any claim, action, or proceeding ("action") against the Town, its boards, commissions, agents, officers, employees, and consultants attacking or seeking to set aside, declare void, or annul the approval(s) of the project or alleging any other liability or damages based upon, caused by, or related to the approval of the project. The Town shall promptly notify the applicants and/or owners of any action. The Town, in its sole

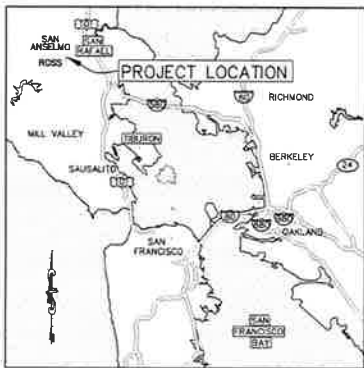
discretion, may tender the defense of the action to the applicants and/or owners or the Town may defend the action with its attorneys with all attorneys' fees and litigation costs incurred by the Town in either case paid for by the applicant and/or owners.



## ATTACHMENT 2



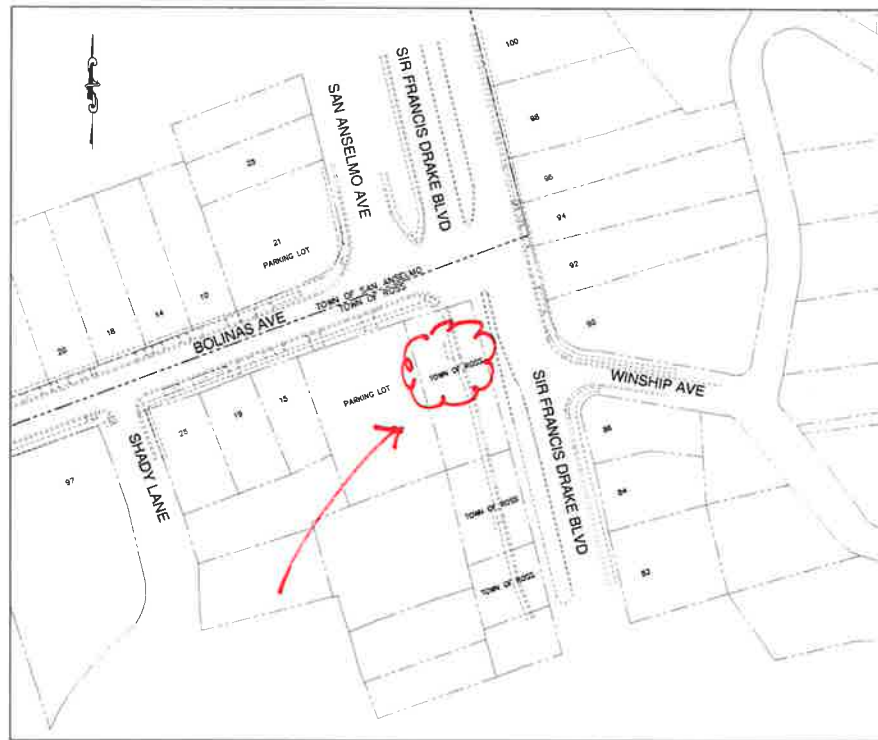
# 2014 BOLINAS AVENUE AND SIR FRANCIS DRAKE IMPROVEMENTS TOWN OF SAN ANSELMO



**VICINITY MAP**  
NOT TO SCALE

**NOTES:**

1. THESE PLANS SHALL BE USED IN CONJUNCTION WITH THE CONTRACT SPECIAL PROVISIONS, THE LATEST EDITION OF MARIN STATE PLANS, AND THE LATEST EDITION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD PLANS AND STANDARD SPECIFICATIONS.
2. THE CONTRACTOR SHALL INSPECT THE PROJECT SITE PRIOR TO SUBMITTING A BID IN ORDER TO OBSERVE AND DETERMINE THE EXISTING JOB SITE CONDITIONS.
3. THE CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONTRACTOR SHALL ASSUME COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT. THESE PLANS DO NOT INCLUDE COMPONENTS NECESSARY FOR CONSTRUCTION SAFETY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE FOR THE SAFETY OF ALL PERSONS AND PROPERTY DURING THE COURSE OF THE PROJECT AND TO COMPLY WITH CONSTRUCTION SAFETY ORDERS AND CAL/OSHA REQUIREMENTS. THESE REQUIREMENTS SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
4. NO EFFORT HAS BEEN MADE TO VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES AND ALL IMPROVEMENTS MAY NOT BE SHOWN. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (U.S.A.) AT (800) 227-2600 OR 811 A MINIMUM OF 48 HOURS IN ADVANCE OF ANY EXCAVATION. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF CONTRACTOR'S FAILURE TO VERIFY LOCATION OF EXISTING UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION SHALL BE BORNE BY THE CONTRACTOR.
5. TRAFFIC CONTROL DURING CONSTRUCTION SHALL BE THE CONTRACTOR'S RESPONSIBILITY. ALL TRAFFIC CONTROL AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) ISSUED BY CALTRANS.
6. THE CONTRACTOR SHALL PROVIDE FOR CONTINUOUS VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS TO ALL PRIVATE PROPERTY ADJACENT TO THE WORK THROUGHOUT THE PERIOD OF CONSTRUCTION UNLESS APPROVED IN ADVANCE BY THE ENGINEER.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO THE SITE OR THE SURROUNDING AREA AS A RESULT OF THE CONTRACTOR'S WORK OR OPERATIONS EXISTING FACILITIES THAT ARE DAMAGED OR DISPLACED BY THE CONTRACTOR SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
8. IF, DURING THE COURSE OF THE WORK, THE CONTRACTOR ENCOUNTERS ANY SURFACE OR SUBSURFACE MATERIALS THAT THEY BELIEVE ARE HAZARDOUS (AS DEFINED IN SECT. 25117 OF THE HEALTH AND SAFETY CODE), THE CONTRACTOR MUST INFORM THE ENGINEER IN WRITING IMMEDIATELY. MATERIAL IS TO REMAIN UNDISTURBED UNTIL AN INVESTIGATION BY THE TOWN. REMOVAL AND/OR DISPOSAL OF HAZARDOUS MATERIALS IS NOT PART OF THE SCOPE OF WORK.
9. THE PRIME CONTRACTOR AND ALL SUBCONTRACTORS SHALL BE APPROPRIATELY LICENSED BY THE CALIFORNIA CONTRACTORS STATE LICENSE BOARD.
10. CONTRACTOR SHALL PROTECT ALL MONUMENTS AND ADJUST COVERS TO GRADE AT LOCATIONS SHOWN ON THE PLANS. MONUMENTS TO BE DISTURBED SHALL BE IDENTIFIED BY THE CONTRACTOR TO THE ENGINEER PRIOR TO DISRUPTION SO THAT A TOWN HIRED SURVEYOR CAN SET REFERENCE POINTS TO RE-ESTABLISH THE MONUMENT UPON COMPLETION OF THE WORK.



**LOCATION MAP**  
NOT TO SCALE

**SHEET INDEX**

SHEET NO.	DESCRIPTION	ID NO.
1	COVER SHEET	CV-1
2	30% LAYOUT PLAN BOLINAS AVENUE	LA-1
3	30% LAYOUT PLAN BOLINAS AVE AND SFD BLVD	LA-2
4	30% LAYOUT PLAN SIR FRANCIS DRAKE BLVD	LA-3
5	TRAFFIC SIGNAL PLAN BOLINAS AVE AND SFD BLVD	TS-1
6	STREET LIGHT PLAN BOLINAS AVENUE	SL-1



30% DESIGN  
FOR REVIEW ONLY  
APRIL 2014



525 San Anselmo Avenue, San Anselmo, CA 94960

**LEGEND**

EXISTING		PROPOSED
	TOWN LIMIT LINE	
	RIGHT OF WAY / PROPERTY LINE	
	CONSTRUCTION LINE	
	BUILDING FACE	
	CURB	
	EDGE OF PAVEMENT / LIP OF GUTTER	
	FENCE	
	TREE	
	STREET SIGN	
	CATCH BASIN	
	MANHOLE	
	FIRE HYDRANT	
	VALVE	
	UTILITY VAULT/BOX	
	OVERHEAD UTILITY LINE	
	STORM DRAIN LINE	
	SANITARY SEWER LINE	
	WATER LINE	
	GAS LINE	

**ABBREVIATIONS**

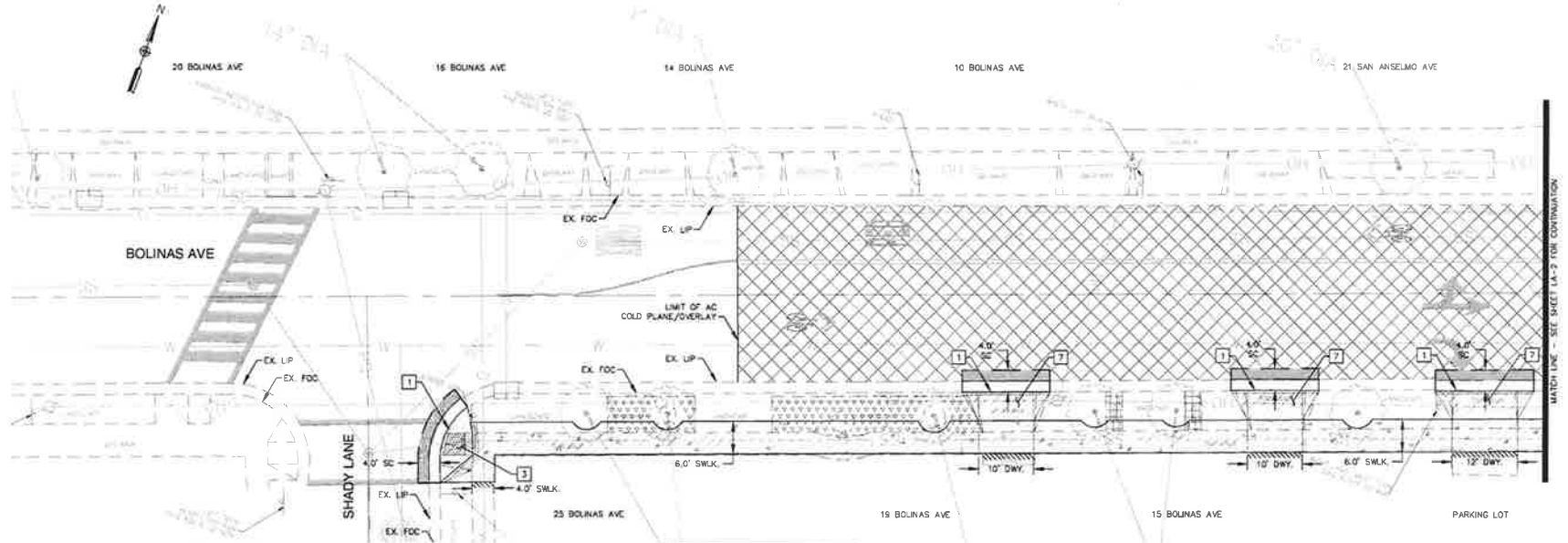
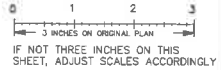
AC	ASPHALT CONCRETE	MAX.	MAXIMUM
ATT	A/T/T	MIN.	MINIMUM
BLDG.	BUILDING	MWMD	MARIN MUNICIPAL WATER DISTRICT
BW	BACK OF WALK	NO.	NUMBER
CCU	CENTRAL CONTROL UNIT	PGE	PACIFIC GAS AND ELECTRIC
C&G	CURB AND GUTTER	PCC	PORTLAND CEMENT CONCRETE
CB	CATCH BASIN	PVC	POLYVINYL CHLORIDE PIPE
CL	CENTERLINE	R	RADIUS
CONC	CONCRETE	RCP	REINFORCED CONCRETE PIPE
BLDG	CONTINUOUS	RVFD	ROSS VALLEY FIRE DEPARTMENT
DET	DETAIL	RVSD	ROSS VALLEY SANITARY DISTRICT
DI	DRAINAGE INLET	SC	SAWCUT
DIA	DIAMETER	SD	STORM DRAIN
DWG.	DRAWING	SF	SQUARE FOOT
DWY	DRIVEWAY	SFD	SIR FRANCIS DRAKE
EX	EXISTING	SL	STREET LIGHT
EJ	EXPANSION JOINT	SS	SANITARY SEWER
FH	FIRE HYDRANT	STD.	STANDARD
FOC	FACE OF CURB	SWK	SIDEWALK
FW	FRONT OF WALK	TC	TOP OF CURB
HMA	HOT MIX ASPHALT	TV	CABLE TV
LED	LIGHT EMITTING DIODE	UCS	UNIFORM CONSTRUCTION STANDARDS
LF	LINEAR FOOT	WV	WATER VALVE
LIP	LIP OF GUTTER		



APPROVED \_\_\_\_\_ 2014  
  
TOWN ENGINEER









TOWN OF SAN ANSELMO	
2014 BOLINAS AVE AND SIR FRANCIS DRAKE IMPROVEMENTS	
COVER SHEET	
CV-1	SCALE: NONE
DATE: APR 2014	DRAWING DATE: APR 2014
DESCRIPTION: BOLINAS AVE AND SIR FRANCIS DRAKE IMPROVEMENTS	SHEET: 1 OF 6






VERIFY SCALES





MATCH LINE - SEE SHEET LA-3 FOR CONTINUATION

**CONSTRUCTION NOTES** (THIS SHEET ONLY)

-  COLD PLANE, REMOVE AND DISPOSE OF TOP 2.4" OF EXISTING ASPHALT PAVEMENT. [OVERLAY 2.4" HMA PAVEMENT.]
-  REMOVE AND DISPOSE OF EXISTING CONCRETE SIDEWALK/DRIVEWAY/MEDIAN ISLAND SURFACE PER COUNTY OF MARIN UCS DWG. NO. 100.
-  REMOVE AND REUSE EXISTING STONE PAVERS TO ADJUST TO FINISH GRADE OF NEW SIDEWALK. DISPOSE OF EXTRA PAVERS AT COMPLETION OF WORK.
-  REMOVE AND REUSE EXISTING BRICK PAVERS TO ADJUST TO FINISH GRADE OF NEW SIDEWALK. DISPOSE OF EXTRA PAVERS AT COMPLETION OF WORK.
-  SAWCUT, REMOVE AND DISPOSE OF EXISTING ASPHALT PAVEMENT SECTION PER COUNTY OF MARIN UCS DWG. NO. 100. [CONSTRUCT 10" MINIMUM FULL DEPTH HMA PAVEMENT SECTION.]
-  CONSTRUCT TYPE "A" AND TYPE "B" CONCRETE SIDEWALK/MEDIAN ISLAND SURFACE PER COUNTY OF MARIN UCS DWG. NO. 105.
-  REMOVE AND DISPOSE EXISTING CURB AND GUTTER PER COUNTY OF MARIN UCS DWG. NO. 100. [CONSTRUCT TYPE "A" CURB (AND GUTTER) PER COUNTY OF MARIN UCS DWG. NO. 105.]
-  REMOVE AND DISPOSE EXISTING CURB (AND GUTTER) PER COUNTY OF MARIN UCS DWG. NO. 100. [CONSTRUCT TYPE "B" CURB (AND GUTTER) PER COUNTY OF MARIN UCS DWG. NO. 105.]

-  CONSTRUCT CASE A CURB RAMP PER CALTRANS STANDARD PLAN ABBA.
-  CONSTRUCT CASE B CURB RAMP PER CALTRANS STANDARD PLAN ABBA.
-  CONSTRUCT CASE F CURB RAMP PER CALTRANS STANDARD PLAN ABBA.
-  CONSTRUCT TYPE A ISLAND PASSAGEWAY PER CALTRANS STANDARD PLAN ABBA.
-  CONSTRUCT DRIVEWAY APPROACH PER COUNTY OF MARIN UCS DWG. NO. 120.

**LEGEND**

- SAWCUT LINE ————
- EXISTING/PROPOSED ELEVATION (XXX)/XX.XX
- POINT ELEVATION DESC. (XXX) ↓
- FINISH GRADE IN DIRECTION OF FLOW ————
- EXISTING GRADE IN DIRECTION OF FLOW (X%) ————
- 12" GROOVED BORDER PER CALTRANS STD. PLAN ABBA ————
- RAISED TRIANGULATED DOMES PER CALTRANS STD. PLAN ABBA 
- CONFORM NEW SIDEWALK TO MATCH EXISTING 

**GRAPHIC SCALE**



**NOTES**

1. REFER TO CALTRANS STANDARD PLAN ABBA FOR ADDITIONAL CURB RAMP NOTES AND DETAILS.
2. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS NOTED OTHERWISE. DIMENSIONS MAY NOT ADD DUE TO ROUNDING.
3. GRADES SHOWN ON THE PLAN ARE THE MAXIMUM ALLOWED. CONTACT ENGINEER IF GRADES EXCEED THOSE SHOWN ON THE PLAN.
4. ALL CONFLICTING STRIPING, PAVEMENT MARKINGS, MARKERS AND SIGNS TO BE REMOVED AND REPLACED.



JOB DESIGN FOR REVIEW ONLY APRIL 2014

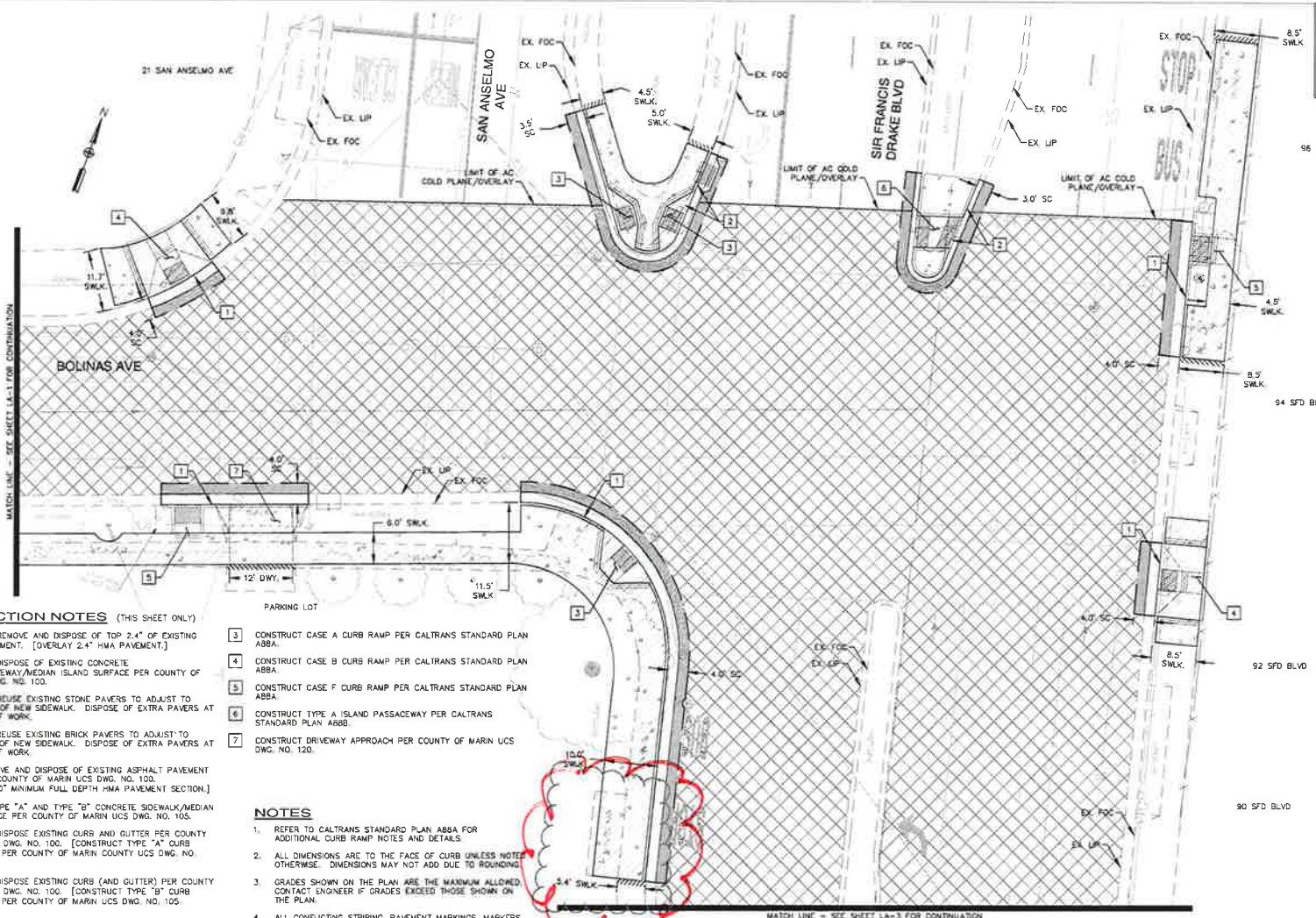
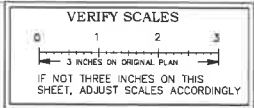


525 San Anselmo Avenue, San Anselmo, CA 94960



ACCEPTED: \_\_\_\_\_ 2014  
TOWN ENGINEER

TOWN OF SAN ANSELMO				
2014				
BOLINAS AVE AND SIR FRANCIS DRAKE IMPROVEMENTS				
30% LAYOUT PLAN			LA-1	
BOLINAS AVENUE			SCALL SEE PLAN	
NO	DESCRIPTION	DATE	BY	DRAWING DATE: APRIL 2014
1				SHEET 2 OF 6



**CONSTRUCTION NOTES (THIS SHEET ONLY)**

- 1. COLD PLANE, REMOVE AND DISPOSE OF TOP 2.4" OF EXISTING ASPHALT PAVEMENT. [OVERLAY 2.4" HMA PAVEMENT.]
- 2. REMOVE AND DISPOSE OF EXISTING CONCRETE SIDEWALK/DRIVEWAY/MEDIAN ISLAND SURFACE PER COUNTY OF MARIN UCS DWG. NO. 100.
- 3. REMOVE AND REUSE EXISTING STONE PAVERS TO ADJUST TO FINISH GRADE OF NEW SIDEWALK. DISPOSE OF EXTRA PAVERS AT COMPLETION OF WORK.
- 4. REMOVE AND REUSE EXISTING BRICK PAVERS TO ADJUST TO FINISH GRADE OF NEW SIDEWALK. DISPOSE OF EXTRA PAVERS AT COMPLETION OF WORK.
- 5. SAWCUT, REMOVE AND DISPOSE OF EXISTING ASPHALT PAVEMENT SECTION PER COUNTY OF MARIN UCS DWG. NO. 100. [CONSTRUCT 10" MINIMUM FULL DEPTH HMA PAVEMENT SECTION.]
- 6. CONSTRUCT TYPE "A" AND TYPE "B" CONCRETE SIDEWALK/MEDIAN ISLAND SURFACE PER COUNTY OF MARIN UCS DWG. NO. 105.
- 7. REMOVE AND DISPOSE EXISTING CURB AND GUTTER PER COUNTY OF MARIN UCS DWG. NO. 100. [CONSTRUCT TYPE "A" CURB (AND GUTTER) PER COUNTY OF MARIN COUNTY UCS DWG. NO. 105.]
- 8. REMOVE AND DISPOSE EXISTING CURB (AND GUTTER) PER COUNTY OF MARIN UCS DWG. NO. 100. [CONSTRUCT TYPE "B" CURB (AND GUTTER) PER COUNTY OF MARIN UCS DWG. NO. 105.]

**PARKING LOT**

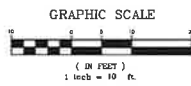
- 1. CONSTRUCT CASE A CURB RAMP PER CALTRANS STANDARD PLAN AB8A.
- 2. CONSTRUCT CASE B CURB RAMP PER CALTRANS STANDARD PLAN AB8A.
- 3. CONSTRUCT CASE F CURB RAMP PER CALTRANS STANDARD PLAN AB8A.
- 4. CONSTRUCT TYPE A ISLAND PASSAGEWAY PER CALTRANS STANDARD PLAN AB8B.
- 5. CONSTRUCT DRIVEWAY APPROACH PER COUNTY OF MARIN UCS DWG. NO. 120.

**NOTES**

- 1. REFER TO CALTRANS STANDARD PLAN AB8A FOR ADDITIONAL CURB RAMP NOTES AND DETAILS.
- 2. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS NOTED OTHERWISE. DIMENSIONS MAY NOT ADD DUE TO ROUNDING.
- 3. GRADES SHOWN ON THE PLAN ARE THE MAXIMUM ALLOWED. CONTACT ENGINEER IF GRADES EXCEED THOSE SHOWN ON THE PLAN.
- 4. ALL CONFLICTING STRIPING, PAVEMENT MARKINGS, MARKERS AND SIGNS TO BE REMOVED AND REPLACED.

**LEGEND**

SAWCUT LINE	---
EXISTING/PROPOSED ELEVATION	(XX.X)/XX.XX
POINT ELEVATION DESCRIPTION	(24.3) DESC
FINISH GRADE IN DIRECTION OF FLOW	XX
EXISTING GRADE IN DIRECTION OF FLOW	XX
12" GROOVED BORDER PER CALTRANS STD. PLAN AB8A	====
RAISED TRUNCATED DOWNS PER CALTRANS STD. PLAN AB8A	▣
CONFORM NEW SIDEWALK TO MATCH EXISTING	▤



30% DESIGN FOR REVIEW ONLY APRIL 2014



525 San Anselmo Avenue, San Anselmo, CA 94960



ACCEPTED \_\_\_\_\_ 2014  
TOWN ENGINEER

<b>TOWN OF SAN ANSELMO</b>			
2014			
BOLINAS AVE AND SIR FRANCIS DRAKE IMPROVEMENTS			
30% LAYOUT PLAN		LA-2	
BOLINAS AVE AND SFD BLVD		WALL SEE PLAN	
NO.	DESCRIPTION	DATE	BY
1	DESIGNED	04/14/14	DB
2	DRAWN	04/14/14	DB
3	CHECKED	04/14/14	DB
4	IN CHARGE	04/14/14	DB
SHEET 3 OF 6			

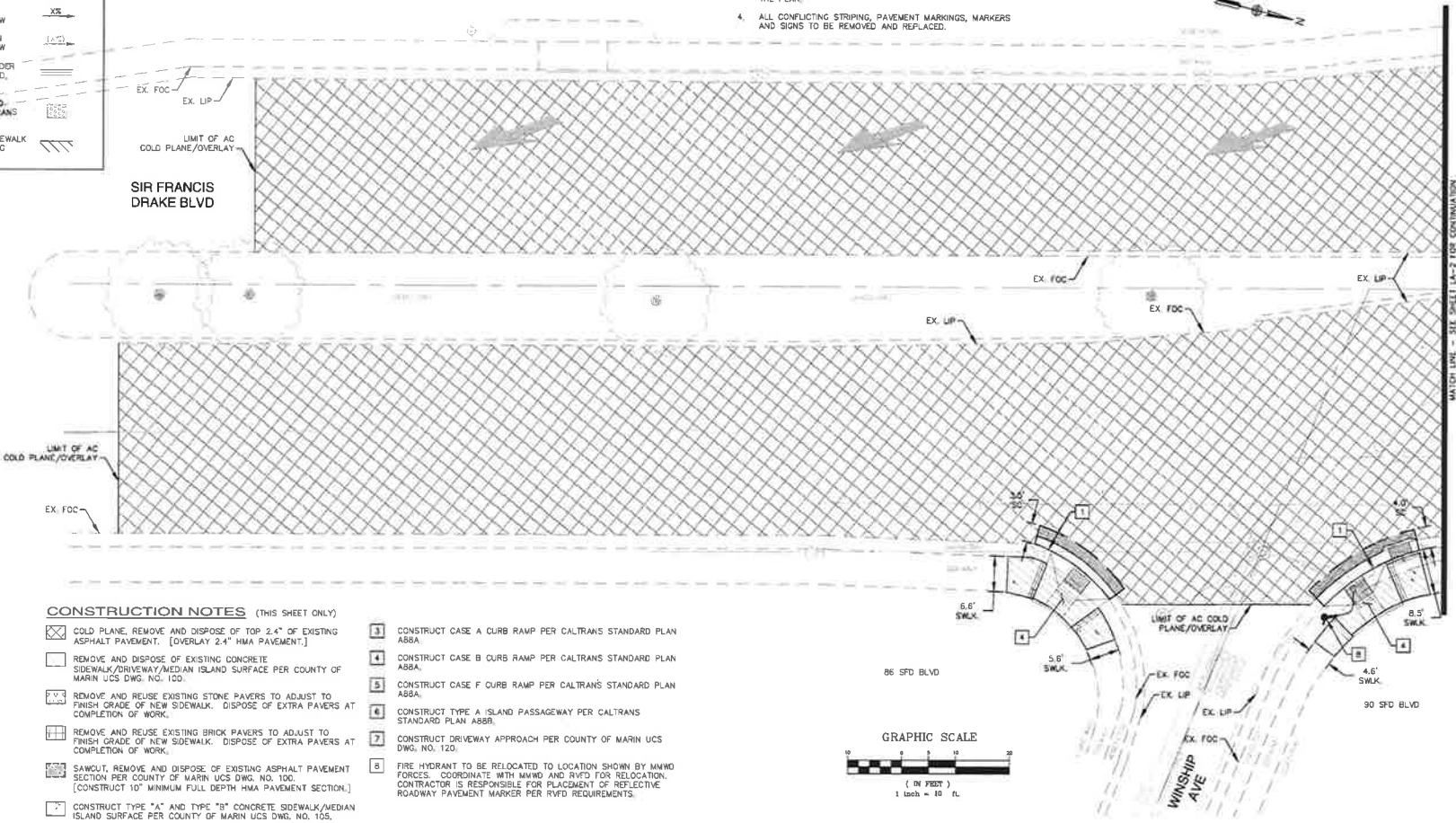
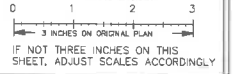
**LEGEND**

- SAWOUT LINE ---
- EXISTING/PROPOSED ELEVATION (XX.X)/XX.XX
- POINT ELEVATION DESCRIPTION (XX.X) →
- FINISH GRADE IN DIRECTION OF FLOW X/
- EXISTING GRADE IN DIRECTION OF FLOW (X/)
- 12" GROOVED BORDER PER CALTRANS STD. PLAN AB8A |||||
- RAISED TRUNCATED CONES PER CALTRANS STD. PLAN AB8A XXXX
- CONFORM NEW SIDEWALK TO MATCH EXISTING / / / /

**NOTES**

1. REFER TO CALTRANS STANDARD PLAN AB8A FOR ADDITIONAL CURB RAMP NOTES AND DETAILS.
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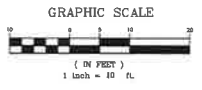
**VERIFY SCALES**



**CONSTRUCTION NOTES (THIS SHEET ONLY)**

- 1. COLD PLANE. REMOVE AND DISPOSE OF TOP 2.4" OF EXISTING ASPHALT PAVEMENT. [OVERLAY 2.4" HMA PAVEMENT.]
- 2. REMOVE AND DISPOSE OF EXISTING CONCRETE SIDEWALK/DRIVEWAY/MEDIAN ISLAND SURFACE PER COUNTY OF MARIN UCS DWG. NO. 100.
- 3. REMOVE AND REUSE EXISTING STONE PAVERS TO ADJUST TO FINISH GRADE OF NEW SIDEWALK. DISPOSE OF EXTRA PAVERS AT COMPLETION OF WORK.
- 4. REMOVE AND REUSE EXISTING BRICK PAVERS TO ADJUST TO FINISH GRADE OF NEW SIDEWALK. DISPOSE OF EXTRA PAVERS AT COMPLETION OF WORK.
- 5. SAWOUT, REMOVE AND DISPOSE OF EXISTING ASPHALT PAVEMENT SECTION PER COUNTY OF MARIN UCS DWG. NO. 100. [CONSTRUCT 10" MINIMUM FULL DEPTH HMA PAVEMENT SECTION.]
- 6. CONSTRUCT TYPE "A" AND TYPE "B" CONCRETE SIDEWALK/MEDIAN ISLAND SURFACE PER COUNTY OF MARIN UCS DWG. NO. 105.
- 7. REMOVE AND DISPOSE EXISTING CURB AND GUTTER PER COUNTY OF MARIN UCS DWG. NO. 100. [CONSTRUCT TYPE "A" CURB (AND GUTTER) PER COUNTY OF MARIN COUNTY UCS DWG. NO. 105.]
- 8. REMOVE AND DISPOSE EXISTING CURB (AND GUTTER) PER COUNTY OF MARIN UCS DWG. NO. 105.

- 3. CONSTRUCT CASE A CURB RAMP PER CALTRANS STANDARD PLAN AB8A.
- 4. CONSTRUCT CASE B CURB RAMP PER CALTRANS STANDARD PLAN AB8A.
- 5. CONSTRUCT CASE F CURB RAMP PER CALTRANS STANDARD PLAN AB8A.
- 6. CONSTRUCT TYPE A ISLAND PASSAGEWAY PER CALTRANS STANDARD PLAN AB8B.
- 7. CONSTRUCT DRIVEWAY APPROACH PER COUNTY OF MARIN UCS DWG. NO. 100.
- 8. FIRE HYDRANT TO BE RELOCATED TO LOCATION SHOWN BY M&WD FORCES. COORDINATE WITH M&WD AND RYVD FOR RELOCATION. CONTRACTOR IS RESPONSIBLE FOR PLACEMENT OF REFLECTIVE ROADWAY PAVEMENT MARKER PER RYVD REQUIREMENTS.



MATCH LINE - SEE SHEET LA-2 FOR CONTINUATION



30% DESIGN FOR REVIEW ONLY APRIL 2014



525 San Anselmo Avenue, San Anselmo, CA 94960



ACCEPTED \_\_\_\_\_ 2014  
TOWN ENGINEER

<b>TOWN OF SAN ANSELMO</b>	
2014	
BOLINAS AVE AND SIR FRANCIS DRAKE IMPROVEMENTS	
30% LAYOUT PLAN	
SIR FRANCIS DRAKE BLVD	
LA-3	SCALE SEE PLAN
NO.	DESCRIPTION
DATE	BY
DRAWING DATE	APR 2014
SHEETS	4 OF 6

S:\Projects\2014\BOLINAS AVE AND SIR FRANCIS DRAKE IMPROVEMENTS\LA-3.dwg

**CONSTRUCTION NOTES (THIS SHEET ONLY)**

- 1 REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON(S). PLUG EXPOSED HOLES IN EXISTING SIGNAL POLES/CABINET IF PUSH BUTTONS ARE NOT INSTALLED IN THE SAME POSITION. SEE DETAIL 1, THIS SHEET.
- 2 REMOVE AND DISPOSE OF EXISTING PEDESTRIAN SIGNAL HEAD(S).
- 3 FURNISH AND INSTALL 2-WIRE POLARA NAVIGATOR PEDESTRIAN AUDIBLE AND TACTILE PUSH BUTTON(S), OR APPROVED EQUAL, PER CALTRANS STANDARD PLAN ES-3C. CENTER OF PEDESTRIAN PUSH BUTTON SHALL BE LOCATED 40" ABOVE THE SIDEWALK/FINISHED GRADE PER CALTRANS STANDARD PLAN ES-7A. SEE DETAIL 1, THIS SHEET FOR EXPOSED HOLES LEFT IN SIGNAL STANDARD IF PROPOSED PEDESTRIAN PUSH BUTTON IS NOT IN THE SAME POSITION AS THE EXISTING PEDESTRIAN PUSH BUTTON.
- 4 FURNISH AND INSTALL TYPE A PEDESTRIAN SIGNAL HEAD(S) WITH COUNTDOWN TIMER.
- 5 FURNISH AND INSTALL PEDESTRIAN PUSH BUTTON POST (4' MAXIMUM POLE HEIGHT).
- 6 FURNISH AND INSTALL AUDIBLE PEDESTRIAN SIGNAL CCU ON SHELF IN EXISTING CONTROLLER CABINET. FURNISH AND INSTALL CIRCUIT PANEL, MOUNT TO WALL OF EXISTING CABINET. CONTRACTOR SHALL REWIRE THE CONDUCTORS TO ACTIVATE THE PPB SYSTEM.
- 7 FURNISH AND INSTALL SIGNAL LOUVER FOR GREEN SIGNAL FACE. COORDINATE WITH ENGINEER FOR LIMITS ON VISIBILITY.
- 8 FURNISH AND INSTALL VIDEO DETECTOR CAMERA AND MOUNTING ON SIGNAL MAST ARM/SIGNAL POLE.
- 9 REMOVE AND DISPOSE OF EXISTING 200W HPS STREET LIGHT. FURNISH AND INSTALL 105W LED STREET LIGHT ON EXISTING STREET LIGHT LUMINAIRE ARM.

**ABBREVIATIONS**

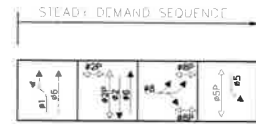
- AB ABANDON DETECTOR LOOPS/CONDUIT. (REMOVE CONDUCTORS/CABLES FROM EXISTING CONDUIT)
- BC INSTALL NEW PULL BOX TO EXISTING CONDUIT. (NEW PULL BOXES SHALL BE No. 5 UNLESS OTHERWISE NOTED.)
- CB INSTALL NEW CONDUIT TO EXISTING PULL BOX. (NEW CONDUIT SHALL BE 2" SCHEDULE 40 PVC UNLESS OTHERWISE NOTED.)
- FA FOUNDATION TO BE ABANDONED. (FOUNDATION REMOVED TO A MINIMUM OF 36" FROM FINISHED GRADE. BACKFILL AND RESTORE FINISHED SURFACE TO MATCH EXISTING TO SATISFACTION OF THE ENGINEER.)
- RC REMOVE AND DISPOSE OF EQUIPMENT.

**LEGEND**

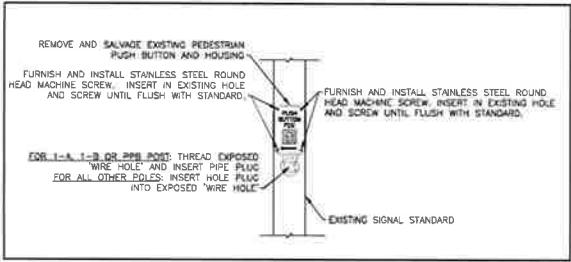
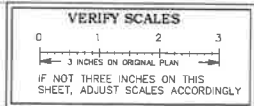


**NOTES**

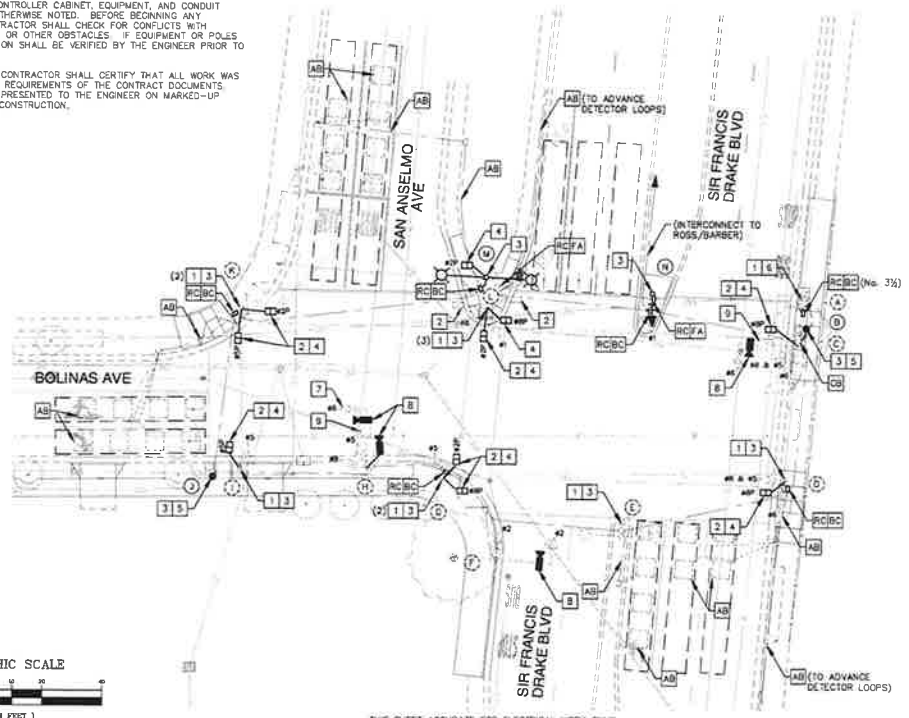
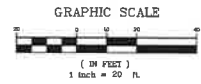
1. ALL WORK SHALL BE DONE IN CONFORMANCE WITH THE SPECIAL PROVISIONS AND THE LATEST EDITION OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD SPECIFICATIONS AND STANDARD PLANS.
2. LOCATION AND POSITIONING OF POLES, SIGNAL HEADS, PULL BOXES, LOOP DETECTORS, AND PED PUSH BUTTONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
3. ALL VIDEO DETECTION ZONES SHALL BE CENTERED IN EFFECTIVE LANE WIDTH UNLESS OTHERWISE NOTED ON THE PLAN OR DIRECTED BY THE ENGINEER.
4. SIGNAL HEAD BACKPLATES SHALL BE THE LOUVERED TYPE.
5. TRAFFIC SIGNAL HEADS SHALL BE METAL (ALUMINUM) AND ALL LENSES SHALL BE 12" DIAMETER.
6. SEE CALTRANS STANDARD PLANS ES-1A AND ES-1B FOR ADDITIONAL LEGEND, SYMBOLS AND ABBREVIATIONS.
7. SEE CALTRANS STANDARD PLAN ES-3C FOR TYPICAL SIGNAL HEAD AND MOUNTING INSTALLATIONS, DIMENSIONS AND DETAILS.
8. CONDUIT ROUTING SHOWN IS ESSENTIALLY DIAGRAMMATIC. CONTRACTOR SHALL LAY OUT RUNS TO SUIT FIELD CONDITIONS AND THE COORDINATION REQUIREMENTS OF UTILITIES OR ANY OTHER TRADES. UPON COMPLETION OF CONDUIT INSTALLATION, THE ACTUAL LOCATION OF CONDUITS SHALL BE NOTED ON AN AS-BUILT SET OF PRINTS AND FURNISHED TO THE ENGINEER.
9. LOCATIONS OF POLES, PULL BOXES, CONTROLLER CABINET, EQUIPMENT, AND CONDUIT DETECTORS ARE SCHEMATIC UNLESS OTHERWISE NOTED. BEFORE BEGINNING ANY CONSTRUCTION OPERATION, THE CONTRACTOR SHALL CHECK FOR CONFLICTS WITH UNDERGROUND OR OVERHEAD UTILITIES OR OTHER OBSTACLES. IF EQUIPMENT OR POLES MUST BE RELOCATED, THE NEW LOCATION SHALL BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION.
10. UPON COMPLETION OF THE WORK THE CONTRACTOR SHALL CERTIFY THAT ALL WORK WAS PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS. VARIATIONS SHALL BE DECLARED AND PRESENTED TO THE ENGINEER ON MARKED-UP DRAWINGS UPON COMPLETION OF THE CONSTRUCTION.



**EXISTING PHASE DIAGRAM**  
(TO REMAIN UNCHANGED)



**DETAIL 1**  
**REMOVE AND SALVAGE**  
**PEDESTRIAN PUSH BUTTON**  
N.T.S.



THIS SHEET ACCURATE FOR ELECTRICAL WORK ONLY.



JOB DESIGN FOR REVIEW ONLY  
APRIL 2014



525 San Anselmo Avenue, San Anselmo, CA 94960



ACCEPTED \_\_\_\_\_ 2014

TOWN ENGINEER

TOWN OF SAN ANSELMO			
0014			
BOLINAS AVE AND SIR FRANCIS DRAKE IMPROVEMENTS			
TRAFFIC SIGNAL PLAN BOLINAS AVE & SFD BLVD			
			TS-1
		DATE	SCALE SEE PLAN
NO.	DESCRIPTION	DATE	BY
DRAWING DATE		NOV 2014	SHEET 5 OF 6

**CONSTRUCTION NOTES** (THIS SHEET ONLY)

- 1 FURNISH AND INSTALL 12' TALL, 5"ø, FLUTED, DARK GREEN, CAST ALUMINUM STREET LIGHT POLE (HOLDRANE WADSWORTH STYLE OR APPROVED EQUAL) WITH DECORATIVE LED LIGHT FIXTURE (GRANVILLE SERIES OR APPROVED EQUAL).
- 2 PROPOSED ELECTRICAL SERVICE POINT. CONTRACTOR TO INSTALL SERVICE CONDUCTORS AND COIL ON EXISTING UTILITY POLE. CONNECTION TO EXISTING POWER SOURCE BY PG&E FORCES.

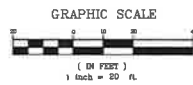
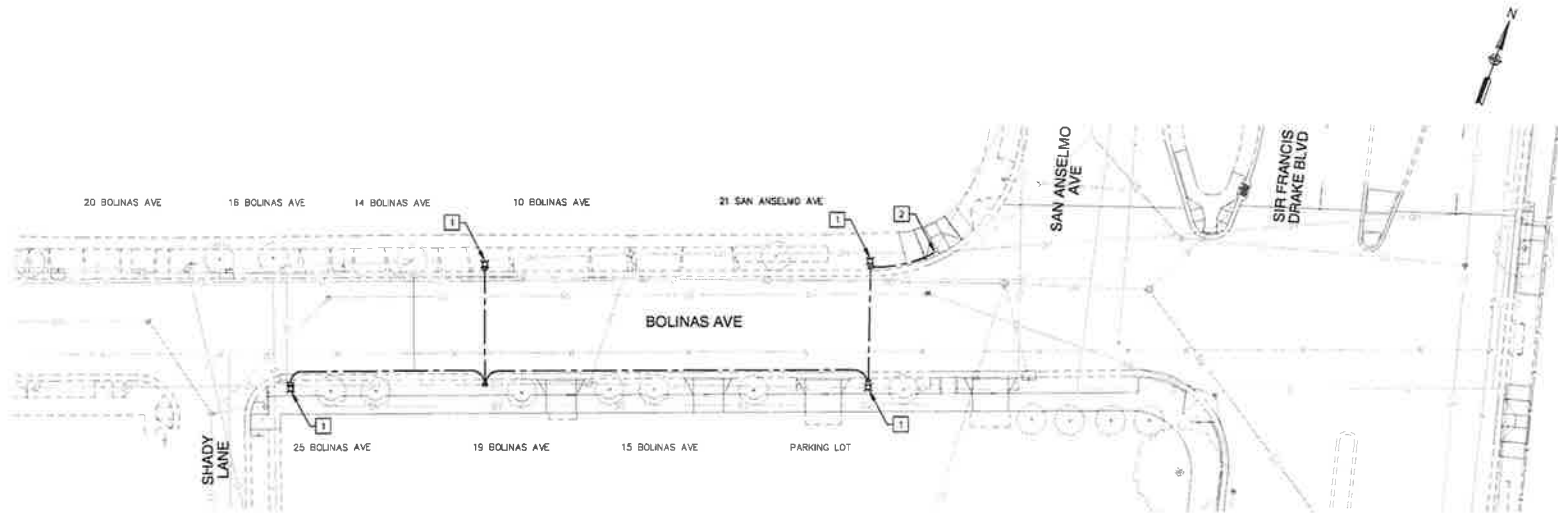
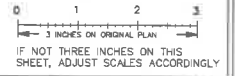
**LEGEND**

- STREET LIGHT PULL BOX (NO. 3)
- STREET LIGHT CONDUIT (2" PVC)

**NOTES**

1. ALL WORK SHALL BE DONE IN CONFORMANCE WITH THE SPECIAL PROVISIONS AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD SPECIFICATIONS AND STANDARD PLANS (DATED 2010).
2. LOCATIONS OF POLES, PULL BOXES AND CONDUIT ARE SCHEMATIC UNLESS OTHERWISE NOTED. BEFORE BEGINNING ANY CONSTRUCTION OPERATION, THE CONTRACTOR SHALL CHECK FOR CONFLICTS WITH UNDERGROUND OR OVERHEAD UTILITIES OR OTHER OBSTACLES. IF EQUIPMENT OR POLES MUST BE RELOCATED, THE NEW LOCATION SHALL BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION.
3. CONDUIT ROUTING SHOWN IS ESSENTIALLY DIAGRAMMATIC. CONTRACTOR SHALL LAY OUT RUNS TO SUIT FIELD CONDITIONS AND THE COORDINATION REQUIREMENTS OF UTILITIES OR ANY OTHER TRADES. UPON COMPLETION OF CONDUIT INSTALLATION, THE ACTUAL LOCATION OF CONDUITS SHALL BE NOTED ON AN AS-BUILT SET OF PRINTS AND FURNISHED TO THE ENGINEER.
4. UPON COMPLETION OF THE WORK THE CONTRACTOR SHALL CERTIFY THAT ALL WORK WAS PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS. VARIATIONS SHALL BE DECLARED AND PRESENTED TO THE ENGINEER ON MARKED-UP DRAWINGS UPON COMPLETION OF THE CONSTRUCTION.

**VERIFY SCALES**



THIS SHEET ACCURATE FOR ELECTRICAL WORK ONLY.



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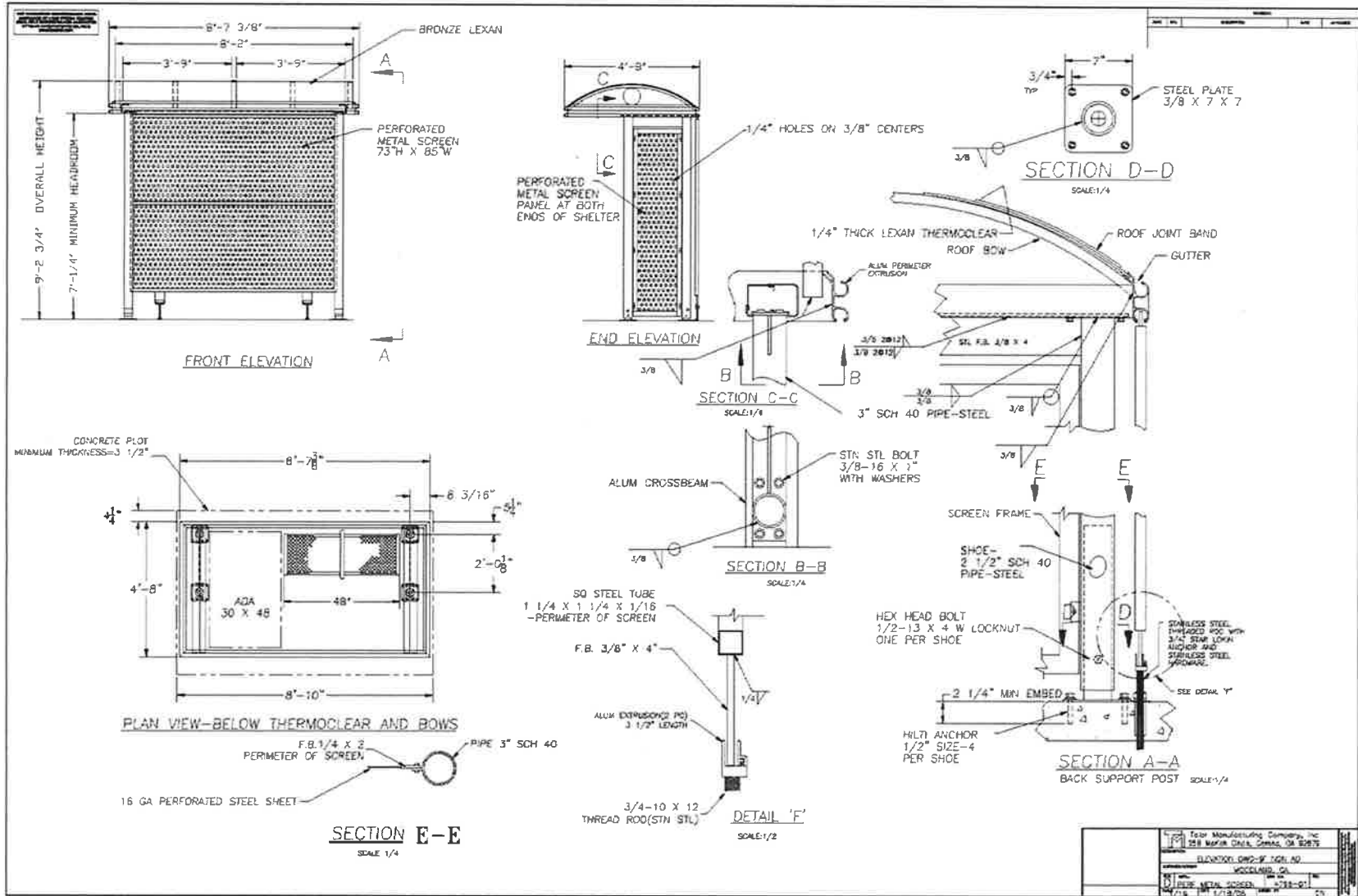
525 San Anselmo Avenue, San Anselmo, CA 94960



ACCEPTED \_\_\_\_\_ 2014

TOWN ENGINEER

<b>TOWN OF SAN ANSELMO</b>			
2014			
BOLINAS AVE AND SIR FRANCIS DRAKE IMPROVEMENTS			
STREET LIGHT PLAN BOLINAS AVENUE			SL-1
			SCALE SEE PLAN
NO.	DESCRIPTION	DATE	BY
1	DESIGNED	01/14	DBL
2	DRAWN	01/14	DBL
3	CHECKED	01/14	DBL
4	APPROVED	01/14	DBL
SHEET 6 OF 6		DATE: APR 2014	BY: DBL







*Example of Proposed Bus Shelter*