



**Agenda Item C.1
PUBLIC HEARING
Meeting Date: January 12, 2026**

TO: Planning Commission Chair and Members

SUBMITTED BY: Peter T. Imhof, Planning and Environmental Review Director

PREPARED BY: Darryl Mimick, Supervising Planner
Marisol Guzman, Contract Planner
Selena Whitney, AICP, Contract Planner

SUBJECT: Proposed Development Plan for the relocation and adaptive reuse of Hangar 5 and two Quonset huts, site improvements with adjustments to landscape coverage and parking lot setback and finding the Development Plan to be Exempt from the California Environmental Quality Act at 115 Castilian Drive; APN 073-150-025; Case Nos. 22-0003-DP and 23-0031-DRB

RECOMMENDATION:

It is recommended that the Planning Commission:

Adopt Planning Commission Resolution No. 26-____, entitled "A Resolution of the Planning Commission of the City Of Goleta, California, Adopting A Notice Of Exemption under the California Environmental Quality Act, Granting Preliminary Design Approval, and Approving the Development Plan With Landscaping And Setback Adjustments for Relocation and Adaptive Reuse of Hangar 5 and Two Quonset Huts at 115 Castilian Drive; Case Nos. 22-0003-DP, 23-0031-DRB; APN 073-150-025

PROPERTY OWNER

Marc Winnikoff
Nederlander Holdings, LLC
923 Saint Vincent Avenue, Suite C
Santa Barbara, CA 93101

APPLICANT/AGENT

Troy White & Joseph Fiss
TW Land Planning & Development, LLC
1068 E. Main Street, Suite 225
Ventura, CA 93001

JURISDICTION

The City of Goleta is the lead agency for the project under CEQA. The Planning Commission is the decision-making body for Development Plan with adjustments and the Preliminary Design applications in accordance with § 17.59.020(B)(2) (Review Authority) of the Goleta Municipal Code (Title 17). Decisions by the Planning Commission are discretionary and subject to appeal to the City Council.

BACKGROUND:

Site Development History

In 1967, the County of Santa Barbara (County) entitled the development of the research & development building on the western portion of the 3.52-acre site through Land Use Rider 39,800. In 1969, the County entitled an addition to the existing building through Land Use Rider 46,134. In 2009, Substantial Conformity Determination (08-207-SCD) permitted the outdoor mechanical equipment yard to further develop the western portion of the 3.52-acre site. The equipment yard addition was also entitled by a revised Land Use Permit (10-089-LUP RV).

Current Applications

In 2023, Troy White and Joseph Fiss of TW Land Planning & Development (“Applicant”), on behalf of Nederlander Holdings, LLC (“property owner”), submitted an application for a Development Plan (22-0003-DP) and Design Review to allow the relocation and adaptive reuse of a Santa Barbara airport hangar building that was going to be demolished to expand the rental car area at the airport. The building is to be repurposed as a two-story, 17,912-square foot research & development building with a beach volleyball court and associated parking and landscaping. On March 6, 2025, the Applicant submitted a revised Development Plan application for an adaptive reuse project to include two WW II-era Quonset huts to be repurposed as three research & development and business buildings totaling 16,379 square feet, two solar carports totaling 7,200 square feet, and associated parking and landscaping (“Project”). The volleyball amenity has been removed to accommodate the additional buildings. A more detailed project description is provided later in the staff report.

PROJECT LOCATION/LAND USE DESIGNATIONS

The Project site is located at 115 Castilian Drive in the City of Goleta on the corner of Castilian Drive and Cortona Drive and is identified as Assessor Parcel No. 073-150-025. The General Plan/Local Coastal Plan (GP/CLUP) land use designation for the site is Business Park (I-BP), and the associated zoning district is Business Park (BP). Research & development and business uses are allowable uses in the I-BP designation and BP zone.

Figure 1 provides the location of the Project site and Figure 2 shows the current General Plan and zoning designations.

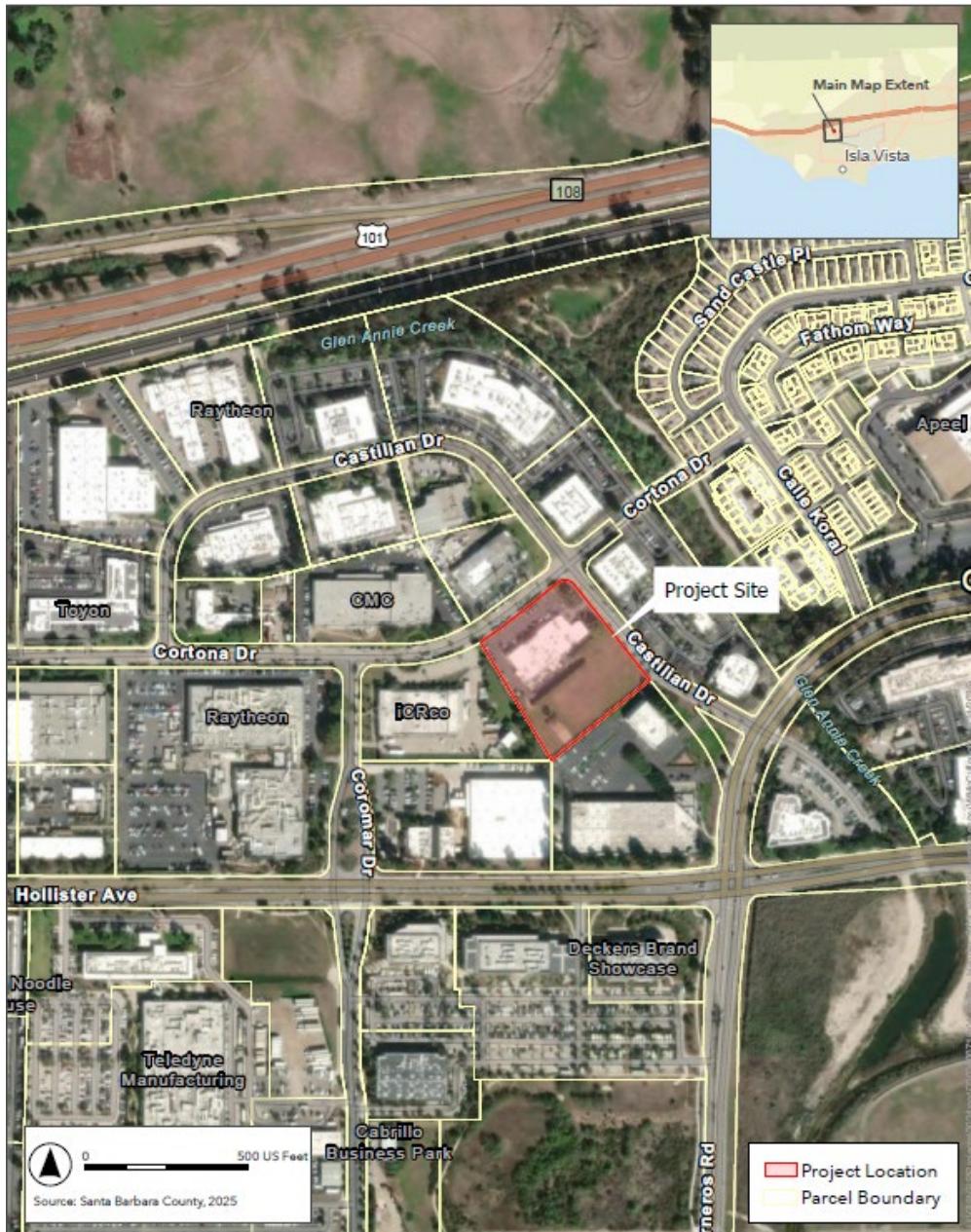


Figure 1: Project Location and Vicinity



Figure 2: Current General Plan and Zoning

The 3.52-acre parcel contains an existing 21,928-square foot research, development, and office building, a 5,663-square foot fenced mechanical yard, 58 parking spaces, landscaping, and trash enclosures, all located on the western portion of the site (111-115 Castilian Drive). Street trees line the northern and eastern property line, and a water well for groundwater monitoring is in the southwest corner of the property, approximately 10 feet from the western property line. The average parcel slope is 2%. The eastern portion of the parcel, where the Project would be located (115 Castilian Drive), is currently vacant and has been previously graded as part of the original site development. The existing 21,800-square foot building and associated improvements were entitled through a Land Use Rider issued by the County of Santa Barbara. The proposed Development Plan would supersede the Land Use Rider and the existing building would be part of the Development Plan.

PROJECT DESCRIPTION

The Project consists of the following components:

Development Plan: The applicant proposes a Development Plan to facilitate the adaptive reuse project, which includes the renovation of Hangar 5 that was previously located at the City of Santa Barbara Airport property at 500 Fowler Road in Santa Barbara and two Quonset huts from the Tri-County Produce property at 335 South Milpas Street in Santa Barbara to the vacant portion of the subject property. Hangar 5 was relocated to the site on September 3, 2022, and has been stored at the property ever since.

The square footage associated with the three new buildings and associated structures is as follows:

- One 9,042-square foot building (Hangar 5)
- One 3,335-square foot building (West Quonset hut)
- One 4,002-square foot building (East Quonset hut)
- Two solar carports totaling 7,200 square feet

In addition to the 16,379 square feet of new research & development and business uses, the Project would provide an additional 47 parking spaces for a total of 105 parking spaces on site. Eleven of those parking spaces would be available for electric vehicle charging. The Project would also include 11 short-term bicycle parking spaces, 11 long-term bicycle parking spaces, and two electric bicycle charging stations, for a total of 24 bicycle spaces. The total landscaped area would be approximately 42,017 square feet (27.4% coverage). Hangar 5 will have two patio areas made of permeable pavers on the northern and southern sides of the building. The bicycle parking area will also use permeable pavers.

Twenty-four parking spaces located on the central parking strip between the Quonset huts and Hangar 5 will be covered by two solar carports. Together, the solar carports will cover an area of approximately 147 feet 3 inches by 49 feet, providing shaded parking and on-site renewable energy generation. Each carport will be supported by concrete footings measuring 8 feet by 3 feet and columns set at an angle of 66 degrees. The structures will reach an overall height of approximately 17 feet 5 inches at the highest point and 15 feet 5 inches at the lowest point.

The application additionally includes a request for an Adjustment to Development Standards consistent with Goleta Municipal Code § 17.59.040 for a reduction in landscape coverage from 30% to 27.4% to accommodate the existing building, three relocated and repurposed buildings, and required parking for the entire site. The total landscaped area would be approximately 42,107 square feet. The application includes an additional request for an Adjustment to Development Standards consistent with § 17.59.040 for a reduction of the 10-foot minimum setback from public rights-of-way. The existing parking spaces adjacent to Cortona Drive are proposed to be 8.9 feet (8 feet, 11 inches) from the public right-of-way.

As part of the Project, landscaped buffers will be provided along Cortona Drive, Castilian Drive, and around the southern portion of the site surrounding the Quonset huts to screen and enhance the Project boundaries. Plantings will include drought-tolerant and low-maintenance trees, shrubs, and ground cover. Within the Project site, landscaped islands

will be incorporated in the proposed parking lot at intervals of at least every five parking spaces. Landscaping within these islands will include a variety of tall and low ornamental grasses, as well as grass-like perennials. These plantings will be located beneath the shade of the solar panels and around the concrete footings of the solar carport structures. Additional landscaping will be provided adjacent to the buildings through planter areas and individual tree wells. Lighting in the existing parking lot will remain, with new LED pole-mounted lighting proposed in the additional parking area.

Figures 3 – 7 are provided below to show the site and parking layout, the building elevations and renderings showing a bird's eye view of the site from the north, east, and south.

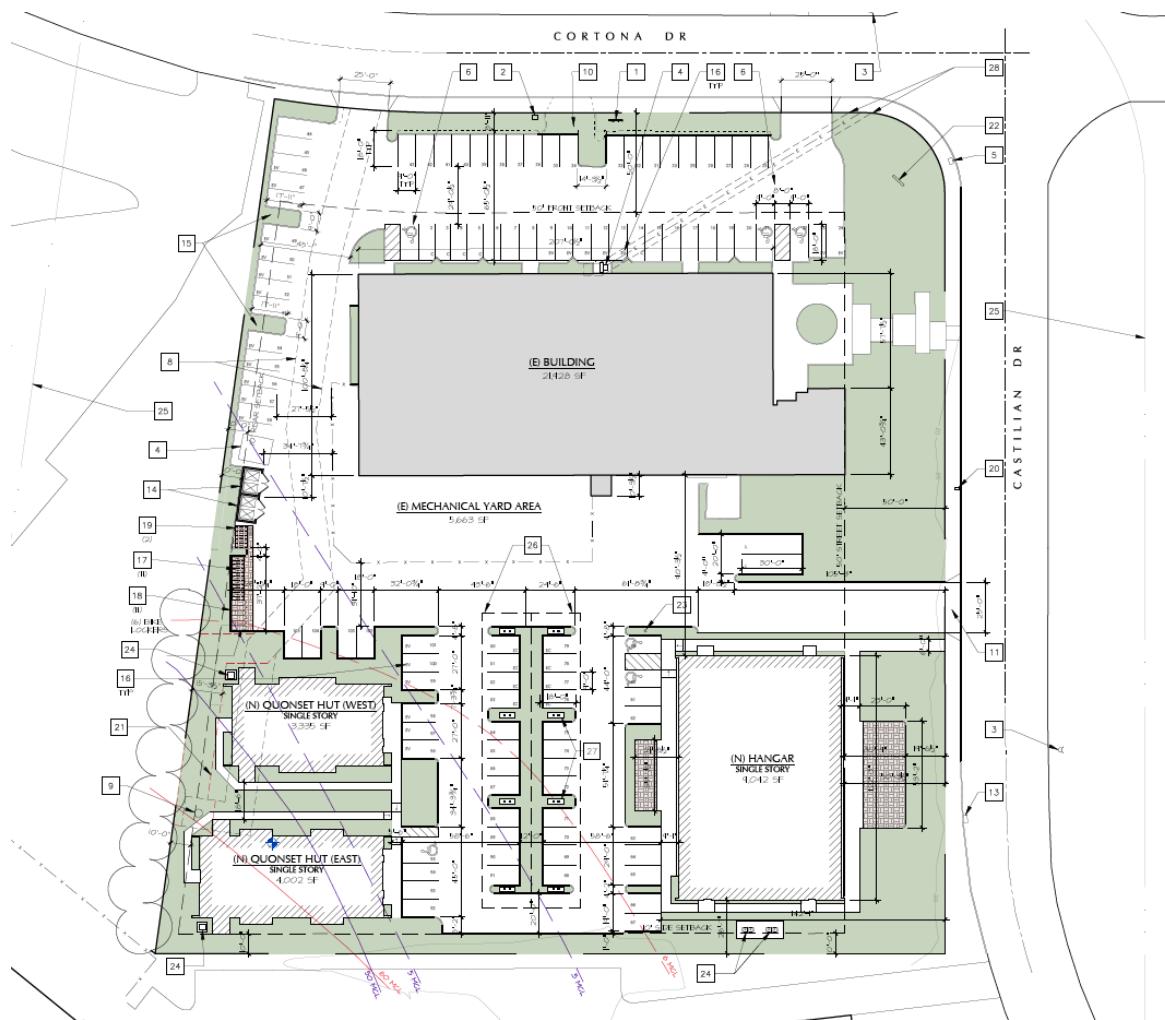


Figure 3: Site Plan and Parking Layout



Figure 4: Hangar 5 Elevations

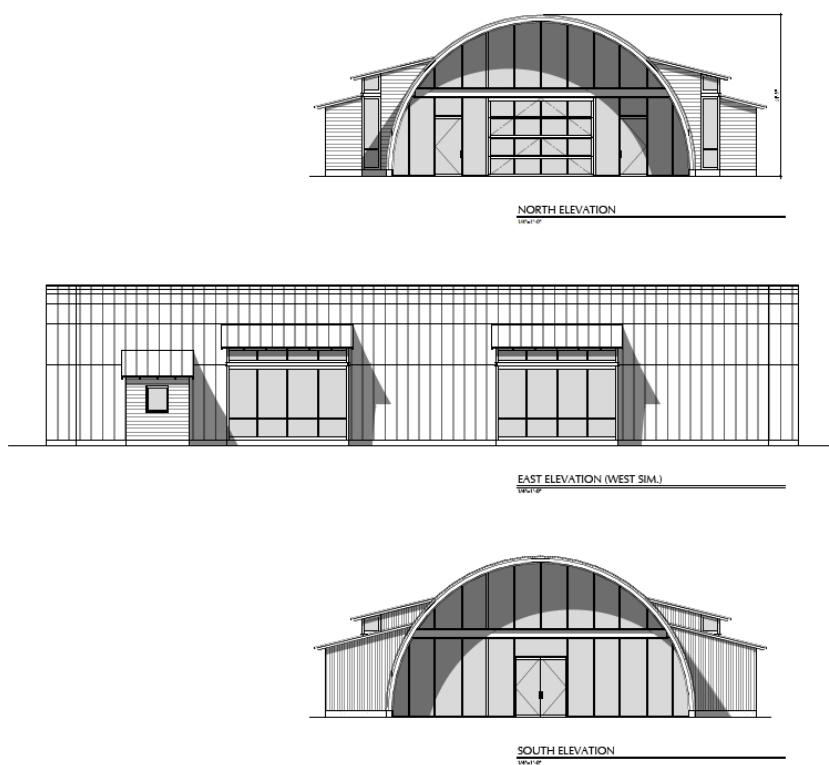


Figure 5: Quonset Hut #1 Elevations (East)

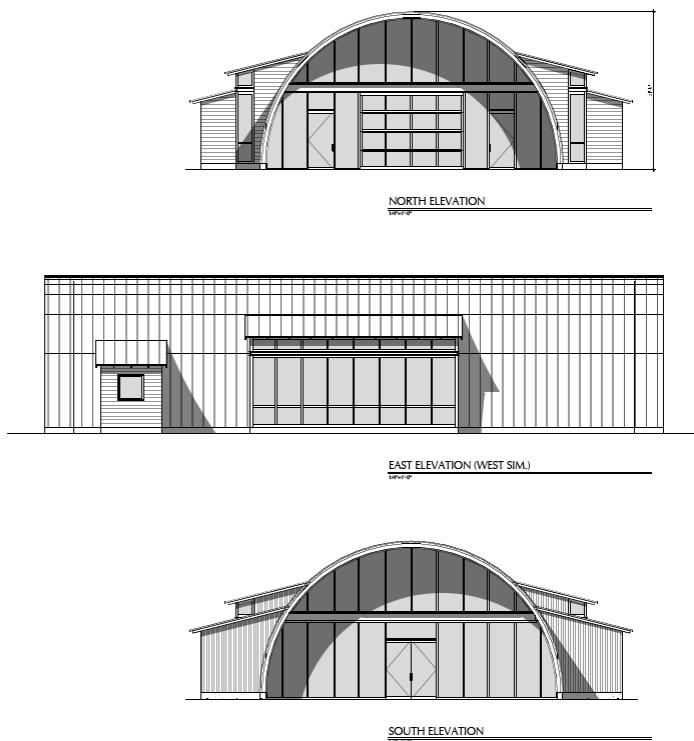


Figure 6: Quonset Hut #2 Elevations (West)



Figure 7: Bird's Eye View Rendering

Hydrology and Water Quality

A Tier 4 Stormwater Control Plan prepared for the Project confirms compliance with applicable Regional Water Quality Control Board requirements. Stormwater infiltration on the site is limited due to soil conditions and the presence of a vinyl chloride contamination plume that originated on an adjacent western property and previously migrated onto the Project site; however, the site is not listed on the Cortese List. Because of the plume, stormwater is managed primarily through collection, pretreatment, and underground storage rather than infiltration. Soil vapor testing at proposed building locations confirmed that vapor levels from the plume do not exceed County health screening criteria, and the County determined that no vapor mitigation is required. No hazardous materials would be stored on site, and the Project design prevents the release of pollutants during storm events or inundation. The Stormwater Control Plan concludes that post-project runoff would not exceed existing conditions and that the Project would not violate water quality standards.

Native American Consultation

Pursuant to Senate Bill 18 and Assembly Bill 52, the Native American Heritage Commission (NAHC) provided the contact information for the local Native American Tribal groups with ancestral ties to the Goleta Area. All listed Tribes were notified by letters and emails on April 10, 2024, informing them of the Project and giving them an opportunity to consult with City staff. The City met with Native American Chumash representatives from the Santa Ynez Band, Coastal Band, and Barbareño Band, who have expressed interest in the Project area. Each of the Tribal groups' request was that a Native American monitor be present during all ground-disturbing activities.

Design Review

The purpose of Design Review is to encourage the highest quality of design, both visually and functionally, and to reduce or prevent the negative effects of development while also promoting the health, safety, and general welfare of the City's public. The City has adopted Guidelines, Municipal Code regulations, and General Plan policies establishing criteria and review for commercial projects in the city.

On September 26, 2023, the Design Review Board (DRB) conducted a Conceptual Review for an earlier Project layout. The DRB conducted a second Conceptual review of the Project as currently proposed on May 13, 2025, and provided the following comments to the Applicant:

- Consider the pedestrian connection between the existing and proposed buildings.
- Adaptive reuse of the three buildings is appreciated; it will be a unique project.
- Members liked the project as conceptually proposed.
- Suggest more shading on west side of the Quonset huts if water is available.
- Consider incorporating interpretive signage for the public.

The DRB Conceptual Review agenda report and meeting video can be accessed here:

Agenda Materials:

<https://goleta.legistar.com/LegislationDetail.aspx?ID=7374194&GUID=EAE326BD-9A30-439F-9507-C94F5E60ECB0>

Agenda Video: <https://goleta.granicus.com/player/clip/2101>

On November 12, 2025, the DRB conducted Preliminary Review of the Project as currently proposed (Hangar 5 and Quonset Huts). The DRB opined that the Project was an attractive Project with exemplary design. The DRB unanimously recommended that the Planning Commission grant Preliminary Design approval based on the findings of GMC § 17.58.080. The DRB agenda report and meeting video can be accessed here:

Agenda Materials:

https://goleta.granicus.com/AgendaViewer.php?view_id=5&event_id=3525

Agenda Video:

https://goleta.granicus.com/player/clip/2156?view_id=5&redirect=true

DISCUSSION

Development Plan

The requested new Development Plan for the Project with a Landscaping Adjustment and Setback Adjustment is appropriate because it will provide research and development and related office uses, which are allowed uses in the BP zone district.

In accordance with the General Plan land use designation for the site, the Project is located on a BP-zoned parcel. The Project complies with all applicable development standards of the Goleta Municipal Code, except for the requested adjustments described above. As shown in Attachment 1 Exhibit C, *Zoning Consistency*, of the Resolution, the Project meets applicable requirements related to site design, parking, landscaping, and building height.

Design and Infrastructure

The proposed Project improvements are designed to be compatible with the existing site characteristics and surrounding neighborhood using building colors, materials, landscaping, lighting, and overall site design. The Project architecture is designed to maintain privacy for adjacent uses while ensuring privacy for Project occupants.

Adequate infrastructure exists adjacent to the site to support the Project, and the parcel is sufficient in size and shape to accommodate the research & development buildings and accessory structures, such as trash enclosures and solar carports. Further, the proposed research & development and office uses are consistent with the I-BP land use designation and BP zone district. The Project will include landscaping with a variety of trees, shrubs,

and groundcover that will enhance the visual quality of the area. Building, parking lot, and solar carport landscaping are integrated to provide visual relief and shade.

The proposed lighting will be dark sky-compliant and consistent with Title 17 requirements, with all fixtures being downward-facing and energy-efficient. Further, the proposed parking lot lighting is designed to prevent spill-over light from trespassing onto adjacent properties.

Adjustments

As part of the Development Plan, the Applicant requests an Adjustment to Development Standards consistent with the Goleta Municipal Code §17.59.040 for a reduction in landscape coverage from 30% to 27.4%. This Adjustment is necessary because the current research and development building on the site will remain in place. Additionally, the three new buildings planned for relocation to the site are of pre-existing dimensions and were not custom designed to fit this particular parcel. As a result, the configuration of the overall site is constrained, and the provision of all required parking further limits the amount of area available for landscaping.

The application includes an additional request for an Adjustment to Development Standards consistent with §17.59.040 for a reduction of the 10-foot minimum setback from public rights-of-way. The existing parking spaces adjacent to Cortona Drive are proposed to remain 8.9 feet (8 feet, 11 inches) from the public right-of-way. Approval of an Adjustment to Development Standards under Goleta Municipal Code §17.59.040 requires finding that the adjustment is justified and consistent with the intent of applicable General Plan policies. As outlined in Section 5 of the attached Resolution, the adjustments are justified and consistent with the intent of applicable General Plan policies. The Project maintains compliance with landscaping requirements, including tree counts, shade coverage, and the use of non-invasive drought-tolerant vegetation consistent with General Plan policies related to landscape design and sustainability. Additionally, the Project relies on existing site conditions for the minor setback adjustment, which does not affect safety or circulation. Both adjustments support the reuse of an existing developed site and remain consistent with the intent of applicable General Plan policies. The DRB supports the slight reduction in landscaping and setback reduction.

Traffic

There would be a total of 105 parking spaces provided for the site, with 47 spaces provided for the new developments. The Project site is located approximately 150 feet west of Los Carneros Road, which has Class II on-street bike lanes (lanes designated for the exclusive use of bicycles alongside vehicle traffic) north of Hollister Avenue. The Project proposes to provide 11 short-term bicycle parking spaces, 11 long-term bicycle parking spaces, and 2 electric bicycle charging stations to support bicycle use. Further, the Clean Air Express service from Lompoc and Santa Maria/Buellton also has bus stops located directly adjacent to the site on Castilian Drive. The Project design includes a pedestrian connection from the hangar building to the sidewalks and bus stops on Castilian Drive. A Traffic and Vehicle Miles Traveled Study prepared by Associated Transportation Engineers in 2022, and updated in 2025, found that the Project would add

181 average daily trips with 17 morning peak hour trips and 16 afternoon peak hour trips. The traffic study concluded that the Project would generate 13.98 Vehicle Miles Traveled (VMT) per employee. The Project-related traffic and VMT are consistent with the City's roadway and intersection policies and with the City's VMT threshold. Because the local streets can accommodate the increased traffic, the various bicycle amenities proposed, and the project does not exceed the City's VMT threshold, the project is acceptable in this topic area.

Water

Goleta Water District has provided a Preliminary Water Service Determination confirming the District's obligation to treat and serve non-District water entitlement to the Project site, dated May 9, 2022. The letter confirms that the District currently has sufficient water supply available to serve the Project. Therefore, sufficient water service is available for the proposed development.

General Plan Consistency and Zoning Consistency

In general, the Project will provide services that support the needs of the surrounding community consistent with General Plan Land Use Policy 4.2, *Business Park (I-BP)*. The Project has been designed to provide attractive, well-designed buildings to accommodate business and research & development uses that create employment opportunities for the community. The proposed development complies with all applicable zoning standards, except for landscape coverage and minimum parking lot setbacks, for which adjustments are requested. Further, the Project is consistent with applicable design policies, as its architectural design, site layout, and landscaping are compatible with adjacent development in terms of size, bulk, and scale, as recommended by the DRB.

In addition, adequate infrastructure and public services are available to serve the Project consistent with the General Plan, including fire protection, waste disposal, and sanitary services. The Project would not result in any significant impacts on recreational facilities or create any substantial new demand for public amenities. Further, in accordance with the City's Open Space Element policies, the site will be required to have a Chumash cultural monitor present during all ground-disturbing activities.

The Project is consistent with the Transportation Element of the General Plan, as it would not degrade the Level of Service of nearby principal arterials or local streets, according to the Traffic Study prepared by Associated Transportation Engineers in 2022 and updated in 2025. The Project provides adequate off-street parking through a combination of new onsite parking spaces and existing spaces for the current development onsite.

The Project is not located within a designated scenic corridor and is consistent with the Visual and Historic Resources Element of the General Plan. The Project involves adaptive reuse of existing buildings, which aligns with City policies encouraging repurposing of older structures and supports sustainability by minimizing waste. All proposed lighting will be dark-sky compliant, downward-facing, and fully shielded. All existing onsite trees are protected except for one Canary Island Palm, which is a non-native, non-special status species proposed for removal. The landscape palette avoids invasive plants and

incorporates native, drought-tolerant vegetation with appropriately placed groundcovers, shrubs, and trees of varying heights and species.

The Project is consistent with the City's adopted 2023-2031 Housing Element. As a non-residential development, the Project would not induce unplanned population growth, remove existing housing or create substantial new demand for housing. The Project would accommodate business and research & development uses that create employment opportunities for the community. However, the overall increase in employment is expected to be minimal and would not result in significant demand for housing. Consistent with Housing Element Policy HE 2.2b, *Mitigation of Non-Residential Development Impact on Housing*, the Project will contribute to the provision of affordable housing by payment of required housing in lieu fee.

The General Plan Consistency is included as Exhibit B of Attachment 1.

Conclusion

Staff finds that all the Project components meet the findings and criteria to support adoption of the new Development Plan and Design Review for the reasons outlined above and stated in the Resolution. The findings of fact to support approval are outlined in the Resolution provided as Attachment 1.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Class 32 consists of projects characterized as in-fill development within urbanized areas, where the project is (a) consistent with the applicable General Plan designation and all applicable General Plan policies, as well as with the applicable zoning designation and regulations, (b) occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, (c) has no value as habitat for endangered, rare, or threatened species, (d) would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) is adequately served by all required utilities and public services.

Consistent with the requirements of the Class 32 requirements above, and pursuant to CEQA Guidelines § 15300.2, *Exceptions to the Exemption*, the entirety of the Project falls within the Class 32 Exemption set forth in State CEQA Guidelines § 15332.

The Project will conform to the policies within the City of Goleta GP/CLUP, and the regulations of Title 17, the City of Goleta Zoning Ordinance, within the City of Goleta Municipal Code. The proposed research and development use is consistent with the allowable uses under the I-BP designation. The Project would meet I-BP performance standards for scale and design, lighting, signage, curb cuts, access, and landscaping. Research and Development uses are a permitted use within the BP zone. As mentioned above, in accordance with Goleta Municipal Code § 17.59.040, the Project will require a request for Adjustment to Development Standards to reduce landscape coverage from 30% to 27.4% and for a reduction of the 10-foot minimum setback from public rights-of-way, as the existing parking spaces adjacent to Cortona Drive are proposed to remain

8.9 feet (8 feet 11 inches) from the public right-of-way. No variances are required and all services and access to the parcel are sufficient and will comply with local standards.

The Project is located within Safety Zone 6 of the Santa Barbara Airport in the Airport Land Use Compatibility Plan (ALUCP) adopted January 2023. This zone is compatible with all office, commercial, service, and lodging uses, and there are no limits on lot coverage or maximum intensity.

The parcel where the Project site is located is 3.52 acres and is surrounded by business park development and commercial retail. Therefore, the Project site is located on a substantially developed site within the City of Goleta limits, is substantially surrounded by urban uses, and is less than 5 acres in size.

The site does not contain special-status species or environmentally sensitive habitat areas. Additionally, the Project site has no potential value as a habitat area for endangered, rare, or threatened species. The site to be developed under this Project has been previously graded, is partially developed as a parking lot, and is situated adjacent to similar developments within the urban context. The closest riparian corridor or creek is approximately 310 feet to the west, separated by an existing asphalt parking lot and office buildings. The Project will not have an impact on this riparian habitat area.

A Traffic and Vehicle Miles Traveled Study prepared by Associated Transportation Engineers in 2022, and updated in 2025, found that the Project is consistent with the City's roadway and intersection policies and with the City's Vehicle Miles Traveled (VMT) threshold. The Project would not have a significant impact on transportation resources.

None of the exceptions to the Class 32 exemption under State CEQA Guidelines § 15300.2 apply to the Project. The Project will not be in a particularly sensitive environment or impact environmental resources of hazardous or critical concern. Technical reports in the record demonstrate that the Project would not result in significant cumulative impacts, and there are no similar projects in the vicinity that could contribute to such impacts. No unusual circumstances are present, as the construction of business and research & development buildings on BP-zoned land adjacent to existing development is typical of urban settings. The Project is not located near any scenic highways and would not damage scenic resources such as trees, historic buildings, or rock outcroppings. The site and associated off-site improvements do not contain hazardous waste and are not listed pursuant to Government Code § 65962.5. Finally, the Project would not cause a substantial adverse change in the significance of a historical resource. The Phase I Archaeological Resources Report prepared by Stone Archaeological Consulting found no potentially significant cultural resources within the site, and the Project will implement all mandatory grading best practices.

For all the foregoing reasons, the entirety of the Project is exempt under Class 32 exemption. The Categorical Exemption is included as Exhibit A of Attachment 1.

PUBLIC NOTICE

On December 31, 2025, the Planning Commission hearing notice was published in the Santa Barbara Independent. The notice was mailed on December 11, 2025 to property owners and tenants within 500 feet of the site. The Project site was also posted on December 12, 2025, for the Planning Commission meeting. Story poles were installed on site on April 25, 2025.

LEGAL REVIEW BY: Winnie Cai, Assistant City Attorney

APPROVED BY: Peter Imhof, Planning and Environmental Review Director

ATTACHMENTS:

1. Planning Commission Resolution No. 26-____, entitled "A Resolution of the Planning Commission of the City Of Goleta, California, Adopting a Notice Of Exemption under the California Environmental Quality Act, Granting Preliminary Design Approval, and Approving the Development Plan With Landscaping And Setback Adjustments for Relocation and Adaptive Reuse of Hangar 5 and Two Quonset Huts at 115 Castilian Drive; Case Nos. 22-0003-DP, 23-0031-DRB; APN 073-150-025

Exhibit A – Notice of Exemption

Exhibit B – General Plan Consistency

Exhibit C – Zoning Consistency

Exhibit D – Conditions of Approval (Development Plan)

Exhibit i – SBCFD conditions

Exhibit ii – APCD conditions

2. Color Board
3. Project Plans and Renderings
4. PowerPoint Presentation

Attachment 1

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GOLETA, CALIFORNIA, ADOPTING A NOTICE OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, GRANTING PRELIMINARY DESIGN APPROVAL, AND APPROVING THE DEVELOPMENT PLAN WITH LANDSCAPING AND SETBACK ADJUSTMENTS FOR RELOCATION AND ADAPTIVE REUSE OF HANGAR 5 AND TWO QUONSET HUTS AT 115 CASTILIAN DRIVE; CASE NOS. 22-0003-DP, 23-0031-DRB; APN: 073-150-025

RESOLUTION NO. 26-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GOLETA, CALIFORNIA, ADOPTING A NOTICE OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, GRANTING PRELIMINARY DESIGN APPROVAL, AND APPROVING THE DEVELOPMENT PLAN WITH LANDSCAPING AND SETBACK ADJUSTMENTS FOR RELOCATION AND ADAPTIVE REUSE OF HANGAR 5 AND TWO QUONSET HUTS AT 115 CASTILIAN DRIVE; CASE NOS. 22-0003-DP, 23-0031-DRB; APN: 073-150-025

WHEREAS, the property is located at 115 Castilian Drive in the Inland area of the City of Goleta and has a Business Park (I-BP) General Plan/Coastal Land Use Plan (GP/CLUP) Land Use Designation and a Business Park (BP) Zoning Designation; and

WHEREAS, the County of Santa Barbara previously entitled development of the western portion of the 3.52-acre site through Land Use Riders 39,800 (1967) and 46,134 (1969); and

WHEREAS, subsequent approvals, including Substantial Conformity Determination 08-207-SCD (2009) and revised Land Use Permit 10-089-LUP RV, authorized expansion of the outdoor mechanical equipment yard; and

WHEREAS, on June 13, 2022, Troy White and Joseph Fiss of TW Land Planning & Development (“Applicant”), on behalf of Nederlander Holdings (“property owner”), submitted an application for a Development Plan (22-0003-DP) and Design Review, to allow the installation and adaptive reuse of an airport hangar building (Hangar 5) as a two-story, 17,912-square foot research & development building with associated parking and landscaping (“Project”). The application was deemed incomplete on July 13, 2022; and

WHEREAS, on March 27, 2023, the Applicant, on behalf of the property owner, re-submitted the application in response to the July 13, 2022, incomplete letter. On April 27, 2023, the application was deemed incomplete; and

WHEREAS, on August 31, 2023, the Applicant, on behalf of the property owner, submitted a Conceptual Design Review Board (DRB) application for the proposed Hangar 5 adaptive reuse project; and

WHEREAS, on September 26, 2023, the DRB conducted Conceptual Review for the proposed Hangar 5 adaptive reuse project; and

WHEREAS, on March 6, 2025, the Applicant, on behalf of the property owner, submitted a revised application for a Development Plan (22-0003-DP) and Design Review, for an adaptive reuse project relocating Hangar 5 and adding two

WWII-era Quonset Huts to be repurposed on the site. The buildings would be used as three research & development and business buildings totaling 16,379 square feet with associated parking and landscaping; on April 4, 2025, the application was deemed incomplete; and

WHEREAS, on June 18, 2025, the Applicant, on behalf of the property owner, resubmitted a fourth time and, on July 18, 2025, the application was deemed complete; and

WHEREAS, it has been determined that the proposed environmental impacts of the Project meet the criteria for use of a Categorical Exemption, specifically Section 15332 of CEQA Guidelines, and a Notice of Exemption is recommended for adoption. The Notice of Exemption has been available for public review since November 5, 2025, when the agenda for November 12, 2025, Design Review Board was published; and

WHEREAS, on November 12, 2025, the Design Review Board held a duly noticed public hearing to review the design elements of the Project, at which time all interested persons were given an opportunity to be heard; and

WHEREAS, on November 12, 2025, the Design Review Board recommended Preliminary Approval of the Project; and

WHEREAS, on December 12, 2025, the site was posted for the January 12, 2026, Planning Commission meeting by the applicant (a minimum of 15 days prior to the Planning Commission meeting); and

WHEREAS, the City of Goleta Planning Commission conducted a duly noticed public hearing on the Project, at which time all interested persons were given an opportunity to be heard. Further, the Planning Commission considered the entire administrative record, including, without limitation, staff reports and oral and written testimony from interested persons;

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF GOLETA, AS FOLLOWS:

SECTION 1. Factual Findings and Conclusions. The Planning Commission finds as follows:

- A. The Project site is 3.52 acres in size (Assessor's Parcel No. 073-150-025). The Project site has a General Plan land use designation of I-BP, and is zoned BP. The site is relatively flat, largely devoid of native vegetation, and was previously an orchard supporting row crops. The parcel contains an existing 21,928-square foot office building, a 5,663-square foot fenced mechanical yard and associated parking, landscaping, and trash enclosures. The site has been previously graded and is partially developed for research & development uses.

The proposed development area is adequate in size, shape, location, and physical characteristics to accommodate the proposed Project.

- B. Access to the Project site is from Castilian Drive via a proposed paved driveway and from Cortona Drive via two existing paved driveways designed for the existing building on-site that meet Santa Barbara County Fire Department requirements.
- C. The Project site took its current parcel configuration (3.52 acres) as a result of a parcel merger (Parcel Map 11,110), recorded on November 17, 1969. Immediately prior to the parcel merger, Parcel Map 10,659, recorded on July 25, 1967, created two parcels: Parcel A (north; 1.69 acres) and Parcel B (south; 1.83 acres).
- D. The factual findings and conclusions in this Section are based upon substantial evidence found within the entirety of the administrative record.

SECTION 2. Environmental Determination. The Planning Commission finds as follows:

- A. The City has determined that the Project is exempt from further environmental review in accordance with California Environmental Quality Act (CEQA) Guidelines pursuant to Title 14 California Code of Regulations. Specifically, the Project is exempt based on §15332 (*Infill Development Projects*). The Project is exempt primarily due to its consistency with the existing General Plan Land Use designation and Zoning designation applicable to the property and that its location is surrounded by substantially developed sites on all sides. The existing parcel will be served by all required utilities, public services, and roadways. The new development conforms to the policies of the City of Goleta General Plan and the regulations of Title 17, the Goleta Zoning Ordinance, within the City of Goleta Municipal Code. The Project site has no potential value as a habitat area for endangered, rare, or threatened species, given the site has been previously graded and is situated adjacent to similar developments within the urban context. Further, none of the exceptions to the exemptions are applicable to the Project or site. The specific analysis relating to why the Project is categorically exempt from CEQA is outlined in the Notice of Exemption provided as Exhibit A to this Resolution.
- B. The Notice of Exemption has been available for public review since November 5, 2025, when the November 12, 2025, Design Review Board agenda was published. The Planning Commission reviewed the record of the proceedings and considered all information presented at or before all public hearings in accordance with CEQA Guidelines §15034.

C. Pursuant to CEQA Guidelines §15034, the Categorical Exemption reflects the City's independent judgment and analysis. The Planning Commission has independently reviewed and analyzed the Exemption prepared for the Project. The Exemption is an accurate and complete statement of the potential environmental impacts of the Project. The Exemption was prepared under the direction of the City of Goleta Planning and Environmental Review Department and reflects its independent judgment and analysis of the environmental impacts.

SECTION 3. Common Procedures Findings (Section 17.52.070). The Planning Commission finds as follows:

A. There are adequate infrastructure and public services available to serve the proposed development, including water and sewer service, existing or planned transportation facilities, fire and police protection, schools, parks, and legal access to the lot.

There are adequate public services to serve the property, and the infrastructure to provide these services. Goleta Water District, Goleta Sanitary District, and Santa Barbara County Fire Department have all reviewed the Project and provided preliminary service letters verifying that services are available. Further, the parcel has legal access to Castilian Drive and Cortona Drive, and the adjacent roadways have sufficient capacity to accommodate the anticipated amount of traffic to be generated by this Project as documented in the Traffic Study prepared by Associated Transportation Engineers dated August 29, 2022, and updated on June 10, 2025. The Project would provide attractive, well-designed buildings for business and research & development uses that encourages a mix of industries and creates employment opportunities for the community.

B. The proposed project conforms to the applicable regulations of Title 17 and any zoning violation enforcement on the subject premises has been resolved.

As demonstrated in the Zoning Consistency Analysis, which is attached to this Resolution as Exhibit C, the Project conforms to the applicable regulations of the Goleta Municipal Code. The Applicant proposes a Landscaping Adjustment to Development Standards to reduce the minimum landscape coverage in the BP zone from 30% to 27.4%. The total landscaped area would be approximately 42,017 square feet (27.4% coverage). Additionally, a Setback Adjustment to Development Standards is proposed to reduce the 10-foot minimum setback from public rights-of way. The existing parking spaces adjacent to Cortona Drive are proposed to remain 8.9 feet (8 feet, 11 inches) from the public right-of-way. Further, there are no active code compliance cases on the Project site.

C. The proposed development is located on a legally created lot.

The Project site is a legally created lot, 3.52 acres in size. The current parcel configuration was established through Parcel Map No. 11,110, recorded on November 17, 1969, which merged two previously created parcels, Parcel A (1.69 acres) and Parcel B (1.83 acres), originally established by Parcel Map No. No. 10,659, recorded on July 25, 1967. It is identified in the City of Goleta, County of Santa Barbara, State of California, according to the map thereof recorded in Book 73, at Page 15, of maps in the office of the County recorder of Santa Barbara County for APN 073-150-025.

D. The development is within the project description of an adopted or certified CEQA document or is statutorily or categorically exempt from CEQA.

As outlined in Section 2 above, an exemption has been prepared for this project based on §15332, consistent with CEQA requirements. The infill development exemption of §15332 consists of projects characterized as infill development where the project: (a) is consistent with the applicable General Plan designation and all applicable General Plan policies, as well as with applicable zoning designation and regulations; (b) occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) has no value, as habitat for endangered, rare or threatened species; (d) would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) is adequately served by all required utilities and public services. Please refer to Section 2 above for additional information and the Notice of Exemption provided as Exhibit A to this Resolution.

SECTION 4. Development Plan Findings (Section 17.59.030) with Adjustment Findings for the landscaping reduction and parking lot setback reduction. The Planning Commission finds as follows:

A. The project as proposed is consistent with the General Plan.

The Project is consistent with the goals and policies of the City of Goleta GP/CLUP, including Land Use, Open Space, Conservation, Safety, Visual and Historic Resources, Transportation, Public Facilities, Noise, and Housing Elements, as demonstrated in the General Plan Consistency Analysis, which is attached to this Resolution as Exhibit B. The proposed business park use aligns with the I-BP land use designation. The Project supports infill development, protects cultural and environmental resources, and incorporates attractive architecture, drought-tolerant landscaping, dark-sky compliant lighting, and adequate circulation and consistent with applicable City policies. Further, the adaptive reuse of three older buildings on site is in keeping with the historic preservation goals of the City. All necessary utilities and public services are available to serve the Project,

and the design was found by the Design Review Board to be compatible with surrounding development.

B. The site for the project is adequate in size, shape, location, and physical characteristics to accommodate the intensity, except as it relates to the minimum allowed dwelling unit density for the site, of development proposed.

The 3.52-acre parcel contains an existing 21,928 square foot office building, a 5,663 square foot fenced mechanical yard, 58 parking spaces, landscaping, and trash enclosures, all located on the western portion of the site. The eastern portion of the parcel, where the Project would be located, is currently vacant and has frontage on Castilian Drive. The project site is surrounded by existing development and as such, is considered an in-fill parcel. It is located in a portion of the City that is urbanized with office/industrial, research & development, and business uses. Given its location and the type of adjacent use, the Project site's location is an ideal location for research & development and business uses. The footprint of the proposed buildings totals 16,379 square feet which is 10.7% of the total site. The site is relatively flat and highly disturbed by previous grading. The site can accommodate the density and intensity of the proposed development.

C. Any significant environmental impacts are mitigated to the maximum extent feasible.

As indicated in Section 2 above, the Project qualifies for a Class 32 In-fill Exemption under Section 15332 of State CEQA Guidelines. No mitigation measures are needed given the nature of the Project and the type of CEQA document proposed to be adopted.

D. The project will not conflict with any easements required for public access through, or public use of a portion of the property.

The Project site contains an existing water easement near the western edge of the property and an existing Southern California Edison easement to the existing building. The water easement will be adjusted to route around the proposed Quonset Huts, maintaining utility access. For these reasons, the Project will not conflict with any public access or utility easements.

SECTION 5. Adjustments to Development Standards (Section 17.59.040). The Planning Commission finds as follows:

A. The Landscaping Adjustment is justified and consistent with the intent of applicable General Plan policies.

The Project includes a request for a Landscaping Adjustment for a reduction in landscape coverage from 30% to 27.4%. The Adjustment is necessary because the current research and development building on the site will remain in place, and the three buildings planned for adaptive reuse of historic vintage are of pre-existing dimensions and were not custom designed to fit this parcel. As a result, the configuration of the overall site is constrained, and the provision of all required parking further limits the amount of area available for landscaping. The requested reduction in landscape coverage from 30% to 27.4% is justified because the Project still meets all other landscaping requirements, including shade, tree counts, and use of non-invasive drought-tolerant vegetation, as shown in the landscape plan in Attachment 2. The proposed landscaping design and vegetation is consistent with the intent of General Plan policies for sustainable, visually appealing site design. The minor decrease in landscaping coverage does not prevent adequate screening, shade, or aesthetically pleasing site design.

- B. The Setback Adjustment is justified and consistent with the intent of applicable General Plan policies.

The Project includes a request for a Setback Adjustment for a reduction of the 10-foot minimum setback from public rights-of-way. The requested reduction of the setback from 10 feet to 8.9 feet is necessary because it reflects existing site conditions previously approved through a Land Use Rider and does not introduce any new encroachments. Retaining the existing parking layout avoids additional ground disturbance and remains consistent with General Plan policies supporting reuse of existing improvements and sustainable site design. The existing 8.9-foot setback does not affect circulation, visibility, or public safety along Cortona Drive and is therefore consistent with the intent of GMC § 17.59.040.

SECTION 6. Preliminary Design Review Findings (Section 17.58.080).

The Planning Commission finds as follows:

- A. The development will be compatible with the neighborhood, and its size, bulk and scale will be appropriate to the site and the neighborhood.

The Project proposes three new buildings and two carports for research and development/business uses. The site currently contains a research and development building. The surrounding neighborhood is developed with similar business and research and development buildings, including an architecture firm, book publisher, corporate offices, an aerospace company, and a biotechnology company among other similar buildings. The proposed buildings are designed to complement this sequence of properties, through comparable size, bulk, and scale. Hangar 5 would total 9,042 square feet,

the west Quonset Hut 3,335 square feet, the east Quonset Hut 4,002 square feet, and two solar carports 7,200 square feet, as compared to the existing adjacent 21,928 square foot office building. The proposed building heights are 24.4 feet for Hangar 5, with a roof peak of 35 feet, and 21.4 feet for both Quonset Huts, which are slightly greater than the existing 17.3-foot adjacent office building (21.3 feet in height where the mechanical screening exists). The solar carports will reach an overall height of approximately 17 feet 5 inches at the highest point and 15 feet 5 inches at the lowest point. The solar carports will be screened from view by the existing and proposed buildings, minimizing their appearance from surrounding vantage points on Castilian Drive and Cortona Drive. Overall, the proposed buildings are appropriately scaled and compatible with the site and the surrounding business park neighborhood, maintaining consistency with the area's buildings for research and development and business uses.

B. Site layout, orientation, and location of structures, including any signage and circulation, are in an appropriate and harmonious relationship to one another and the property.

The two new Quonset Huts will be positioned parallel to each other at the western end of the vacant portion of the site, while Hangar 5 will be positioned perpendicular to the Quonset Huts across the site at the eastern end, creating a balanced and organized site layout. Most of the parking spaces will be located between the Quonset Huts and Hangar 5, allowing pedestrians to access the buildings without having to cross the main circulation route, which will be accessed through the Project site's new driveway entrance between the existing and new buildings. Twenty-four parking spaces located on the central parking strip between the Quonset Huts and Hangar 5 will be covered by two solar carports. The location of the parking lot between the buildings will minimize walking distance for visitors and staff walking from parking spaces to building entrances. The site layout will also integrate the adjacent existing office building circulation route. Overall, the site layout, orientation, and location of the proposed buildings are appropriate and harmonious and would be compatible with surrounding development. Signage will be proposed and reviewed at a later time, under a separate permit.

C. The development demonstrates a harmonious relationship with existing adjoining development, avoiding both excessive variety as well as monotonous repetition, but allowing similarity of style, if warranted.

The proposed buildings demonstrate a harmonious relationship with the surrounding neighborhood through compatible scale, proportion, materials, and colors. The World War II-era Quonset huts and airplane hangar differ

in architectural style from the surrounding research and development buildings and business buildings, but the buildings combined introduce a distinct architectural style inspired by aviation that complements the overall setting. Since the proposed buildings are not identical to the existing building on site or other buildings in the surrounding neighborhood, the proposed buildings avoid monotonous repetition while maintaining harmony within the area.

D. There is harmony of material, color, and composition on all sides of structures.

The proposed buildings, including Hangar 5, the two Quonset Huts, and the two solar carports, demonstrate harmony of material, color, and composition through the proposed use of complementary gray tones and cohesive finishing. The proposed combination of Boothbay Gray walls and door panels, Cool Old Town Gray roofing, and dark gray windows and skylights for Hangar 5 creates a balanced design. Similarly, the two Quonset Huts also propose the combination of Boothbay Gray walls, door panels, and roofing with dark gray windows. In addition, two solar carports are proposed along the central parking strip between the Quonset Huts and Hangar 5, featuring photovoltaic panels supported by dark gray steel H-beams mounted on concrete bases. The materials and color palette of the solar carports would complement the proposed adjacent buildings. The materials and colors for this project are proposed to match and complement each other, as the whole of the project was considered in the exterior design including roof, windows, doors, and exterior finishes. All aspects of the structures have been considered and addressed in the design of the proposed development.

E. Any outdoor mechanical or electrical equipment is well integrated in the total design and is screened from public view to the maximum extent practicable.

All existing outdoor mechanical and electrical equipment is screened from public view and well-integrated into the overall site design. No additional outdoor mechanical or electrical equipment is proposed as part of the Project.

F. The site grading is minimized, and the finished topography will be appropriate for the site.

The finished topography will remain consistent with existing conditions, with the grading limited to the minimum required to construct the project. Over-excavation for building foundations will be required, and fill will be placed to create a level site that achieves a cohesive development with the existing

building onsite. Approximately 200 cubic yards of cut and 1,800 cubic yards of fill would be required.

G. Adequate landscaping is provided in proportion to the project and the site with due regard to preservation of specimen and protected trees, and existing native vegetation.

The proposed buildings provide an appropriate amount of landscaping along the perimeter of the proposed Project buildings and within the parking lot islands. The Project site does not contain any special-status species. All existing on-site trees are protected except for one Canary Island Palm, which is proposed for removal. The landscaping plan includes a high-quality plant palette, including decorative and shade trees. There is no significant existing native vegetation, and no native trees are present.

H. The selection of plant materials is appropriate to the project and its environment, and adequate provisions have been made for long-term maintenance of the plant materials.

The selection of plant materials is appropriate to the Project and its environment. Proposed trees, shrubs, and groundcovers are drought-tolerant, low-maintenance, and require very low to moderate water use. A final irrigation plan, to be submitted prior to the final Design Review Board review and prior to Building and Safety plan check, will use potable water. The final irrigation planting design will comply with the State of California Model Water Efficient Landscape Ordinance. Existing trees to remain on-site do not require new irrigation. Adequate provisions are included to ensure long-term maintenance of all planting areas.

I. All exterior lighting, including for signage, is well-designed, appropriate in size and location, and dark-sky compliant.

The proposed exterior lighting is designed for safety and visibility of the public and facility staff. The use of fully cut-off LED fixtures meets the lighting standards of the City's Dark Sky Lighting standards. Pathway and walkway lighting is proposed beneath the solar carports installed at approximately 9 feet high to enhance visibility and safety in the parking areas. Lighting will also be installed on approximately 16-foot poles located along the sidewalks surrounding the building perimeters to illuminate the adjacent parking spaces and pedestrian walkways. Exterior wall-mounted lighting will be provided on the western and eastern sides of Hangar 5 at approximately 11 feet in height, along with recessed ceiling-mounted

fixtures on the northern and southern perimeters to illuminate the sidewalks. Exterior building lighting will be dark-sky-compliant and angled downward to minimize glare and light spill. The photometric grid showing foot-candle readings at 10-foot intervals demonstrates compliance with the City's Light Trespass standard, stating that lighting does not exceed 0.1 foot-candles at the property line, preventing glare or light pollution. The Project complies with the City's Lighting Ordinance, and signage will be proposed and reviewed at a later date.

J. The project architecture will respect the privacy of neighbors, is considerate of private views, and is protective of solar access off site.

The proposed Project is located within a Business Park-zoned area. The proposed Hangar 5 would be the building nearest to the existing structure on-site, located approximately 90 feet, 3.5 inches away from the existing building and about 26 feet from the eastern property line, where existing development is located on the adjacent parcel. Screening between the proposed buildings and the adjacent property will be provided by a combination of solid walls and a landscaped strip in front of the wall. The landscaping will include a variety of trees, shrubs, tall ornamental grasses, succulents, and flowering groundcover to create a buffer between the two properties. As such, the proposed development is considerate of neighboring privacy and private views, and is protective of off-site solar access, ensuring that no adverse shading or solar access would be impacted.

K. The proposed development is consistent with any additional design standards as expressly adopted by the City Council. (Ord. 20-03 § 6).

The Project is consistent with the Architecture and Design Standards for Commercial Projects.

SECTION 7. Actions. The Planning Commission takes the following actions:

- A. Adopts the Exemption provided as Exhibit No. A, which is incorporated herein by reference, and directs staff to have filed the Notice of Exemption with the County Clerk and State Clearinghouse within five (5) business days of the approval of this Resolution.
- B. Grants Preliminary Design Approval and approves the Development Plan (Case No. 22-0003-DP) with the requested landscape and setback adjustments based on the Findings provided in Sections 1 through 6 above

and the General Plan and Zoning Ordinance Consistency analyses provided as Exhibits B and C to this Resolution, subject to the Conditions of Approval attached as Exhibit D to this Resolution, and incorporated herein by reference. This approval includes the Applicant's requests for an adjustment to development standards for a reduction in landscape coverage from 30% to 27.4% and for a reduction of the 10-foot minimum setback from public rights-of-way.

SECTION 8. Reliance on Record

Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Project. The findings and determinations constitute the independent findings and determinations of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 9. Limitations

The Planning Commission analysis and evaluation of the Project, including this Resolution, are based on the entire record, including the best information currently available. This includes competent and substantial evidence, both oral and written. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the Project is the Planning Commission's lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions. Somewhat related to this are the limitations on the City's ability to solve what are, in effect, regional, state, and national problems and issues. The city must work within the political framework within which it exists and with the limitations inherent in that framework.

SECTION 10. Summaries of Information

All summaries of information in the findings, which preceded this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 11. Duration of the Resolution

This Resolution will remain effective until superseded by a subsequent Resolution.

SECTION 12. Copies of the Resolution

The City Clerk is directed to mail a copy of this Resolution to Nederlander Holdings, LLC and to any other person requesting a copy.

SECTION 13. Effective Date of the Resolution

This Resolution will become effective immediately after adoption.

SECTION 14. Certification of the Resolution

The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 12th day of January 2026.

JENNIFER FULLERTON
CHAIR

ATTEST:

APPROVED AS TO FORM:

DEBORAH S. LOPEZ
CITY CLERK

WINNIE CAI
ASSISTANT CITY ATTORNEY

Exhibit A – NOE
Exhibit B – General Plan Consistency Analysis
Exhibit C – Zoning Consistency Analysis
Exhibit D – Conditions of Approval
 Exhibit i – SBCFD conditions
 Exhibit ii – APCD conditions

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF GOLETA)

I, DEBORAH S. LOPEZ, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing Resolution No. 26-__ was duly adopted by the Planning Commission of the City of Goleta at a regular meeting held on the 12th day of January 2026, by the following roll call vote of the Planning Commission:

AYES:

NOES:

ABSENT:

ABSTENTION:

(SEAL)

DEBORAH S. LOPEZ
CITY CLERK

To: Office of Planning and Research
P.O. Box 3044, 1400 Tenth St. Rm. 212
Sacramento, CA 95812-3044

From: City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Clerk of the Board of Supervisors
County of Santa Barbara
105 E. Anapamu Street, Room 407
Santa Barbara, CA 93101



Subject: Filing of Notice of Exemption

Project Title:

Hanger 5 and Quonset Huts Adaptive Reuse Project
115 Castilian Drive; APN 073-150-025
Case Nos. 22-0003-DP, 23-0031-DRB

Project Applicant:

Joseph Fiss, TW Land Planning and Development, LLC, Agent for Nederlander Holdings, LLC, property owners.

Project Location (Addresses and APN):

115 Castilian Drive, Goleta CA, 93117, County of Santa Barbara, APN: 073-150-025.

Description of Nature, Purpose, and Beneficiaries of Project:

The parcel is 3.52 acres in size, located at 115 Castilian Drive in the City of Goleta, Santa Barbara County (APN 073-150-025). The General Plan/Local Coastal Plan (GP/CLUP) land use designation for the site is Business Park (I-BP); the associated zoning district is Business Park (BP). It is located in the Inland area of the City. Figure 1, *Vicinity Map*, shows the project site and surrounding development.

The parcel currently contains a 21,928-square foot office building, a 5,663-square foot fenced equipment yard, associated parking, landscaping, and trash enclosures at 111-115 Castilian Drive. The southern portion of the parcel is currently vacant. Street trees line the northern and eastern property line. A water well for groundwater monitoring is located in the southwest corner of the property, approximately 10 feet from the western property line. The proposed project would develop the vacant portion of the property by relocating a World War II squadron hangar from the Santa Barbara Airport (Hangar 5) and two World War II-era Quonset huts from Tri-County Produce at 335 South Milpas Street to 115 Castilian Drive. These buildings would be restored and interior remodels undertaken, to provide for 16,379 square feet of research & development and business use with associated landscaping and parking ("Project"). The Project would be served by the Goleta Water District and the Goleta Sanitary District.

Figure 1- Vicinity Map



The Project comprises the construction of a total of three new research and development buildings and associated structures , as follows:

- One 9,042 square foot building (Hangar 5)
- One 3,335 square foot building (West Quonset Hut)
- One 4,002 square foot building (East Quonset Hut)

Hanger 5 Adaptive Reuse Project NOE November 2025

- Two solar carports totaling 7,200 square feet

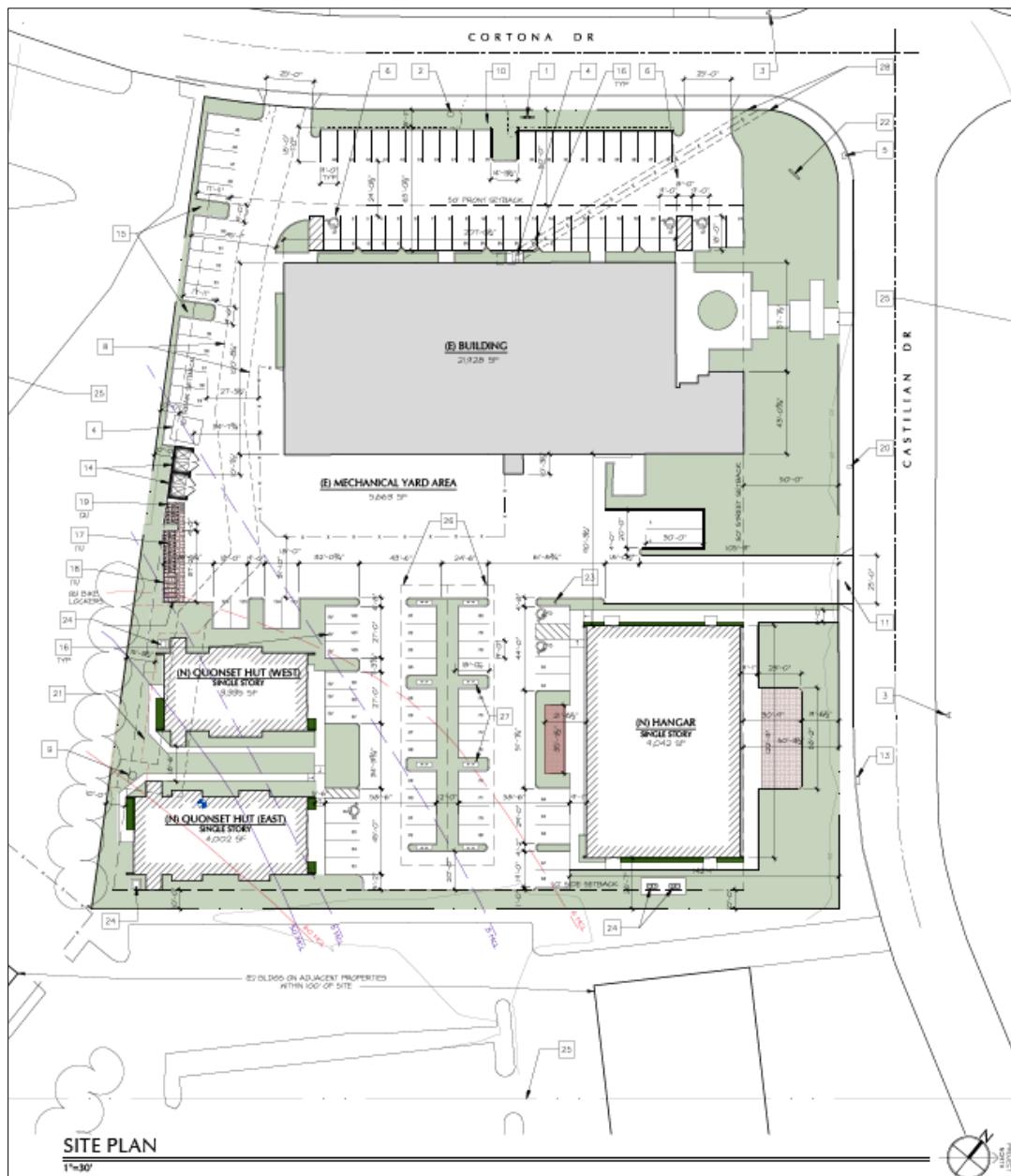
The Project includes the following adjustment requests:

- The application includes a request for an Adjustment to Development Standards consistent with Goleta Municipal Code Section 17.59.040 for a reduction in landscape coverage from 30% to 27.4%.
- The application includes a request for an Adjustment to Development Standards consistent with Goleta Municipal Code Section 17.59.040 for a reduction of the 10-foot minimum setback from public rights-of-way. The existing parking spaces adjacent to Cortona Drive are proposed to remain 8.9 feet (8 feet, 11 inches) from the public right-of-way.

The existing building on the site has 57 parking spaces available and the proposed Hanger 5 and Quonset huts would be served by an additional 47 parking spaces, with about half of the parking spaces covered by the solar carport. There would also be a total of 11 electric vehicle charging spaces in the two parking lots. The Project would also provide 11 short-term bicycle parking spaces, 11 long-term bicycle parking spaces, and two electric bicycle charging spaces. Twenty-four parking spaces located on the central parking strip between the Quonset Huts and Hangar 5 will be covered by two solar carports. Together, the solar carports will cover an area of approximately 147 feet 3 inches by 49 feet, providing shaded parking and on-site renewable energy generation.

As part of this Project, landscaped buffers will be provided along Cortona Drive, Castilian Drive, and in the southern portion surrounding the Quonset huts to screen and enhance the Project boundaries. Plantings will include drought-tolerant and low-maintenance trees, shrubs, and ground cover. Within the Project site, there will be landscaped islands in the proposed parking lot at least every 5 parking spaces. Landscaping within these islands will include tall ornamental grass under the shade of the solar panels in the parking lot. The buildings will be enhanced with landscaping both within planter areas as well as individual tree wells. The lighting in the existing parking lot will remain with additional LED pole-mounted lighting proposed in the new parking lot. Project construction is anticipated to last between 12 to 18 months. The Project site plan is shown in Figure 2.

Figure 2 -Site Plan



The Beneficiary of the Project is Nederland Holdings LLC.

Name of Public Agency Approving the Project (Lead Agency):

City of Goleta

Name of Person or Agency Carrying Out the Project:

Joseph Fiss, Director of Planning, TW Land Planning and Development

Hanger 5 Adaptive Reuse Project NOE November 2025

Exempt Status:

Categorical Exemption: *In-Fill Development Project, State CEQA Guidelines, section 15332 [Class 32]*

Reason(s) why the Project is exempt:

Categorical Exemption: *In-Fill Development Projects, State CEQA Guidelines Section 15332 [Class 32]*

Class 32 consists of projects characterized as in-fill development within urbanized areas, where the project is (a) consistent with the applicable general plan designation and all applicable general plan policies, as well as with the applicable zoning designation and regulations, (b) occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, (c) has no value as habitat for endangered, rare, or threatened species, (d) would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) is adequately served by all required utilities and public services.

Consistent with the requirements of the Class 32 requirements above, and pursuant to CEQA Guidelines Section 15300.2, *Exceptions to the Exemption*, the entirety of the Project falls within the Class 32 Exemption set forth in State CEQA Guidelines Section 15332.

(a) General Plan and Zoning Consistency and Applicable Regulations

The Project will conform to the policies within the City of Goleta GP/CLUP, and the regulations of Title 17, the City of Goleta Zoning Ordinance, within the City of Goleta Municipal Code. The proposed research and development use is consistent with the allowable uses under the I-BP designation. The Project would meet I-BP performance standards for scale and design, lighting, signage, curb cuts, access, and landscaping. Research and development use is a permitted use within the BP zone. As mentioned above, in accordance with Goleta Municipal Code Section 17.59.040, the Project will require a request for Adjustment to Development Standards to reduce landscape coverage from 30% to 27.4% and for a reduction of the 10-foot minimum setback from public rights-of-way, as the existing parking spaces adjacent to Cortona Drive are proposed to remain 8.9 feet (8'11") from the public right-of-way. No variances are required and all services and access to the parcels are sufficient and will comply with local standards.

The Project is located within Safety Zone 6 of the Santa Barbara Airport in the Airport Land Use Compatibility Plan (ALUCP) adopted January 2023. This zone is compatible with all office, commercial, service, and lodging uses, and there are no limits on lot coverage or maximum intensity. Figure 3 displays the airport safety compatibility criteria presented in ALUCP Table 3-2.

Figure 3 -Table 3-2 of the ALUCP

TABLE 3-2
SANTA BARBARA AIRPORT SAFETY COMPATIBILITY
CRITERIA

Land Use Types / Typical Uses	Safety Zone						Criteria for Conditionally Compatible Uses
	1	2	3	4	5	6	
• Multiple land use categories and compatibility criteria may apply to a land use action							
Maximum Intensity (People/Acre – sitewide average) Nonresidential Development	0	80	150	200	150	No limit	
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential Development	n/a	120-160	210-300	300-400	210-300	No limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	

(b) Project Site Size and Surrounding Uses

The parcel where the Project site is located is 3.52 acres and is surrounded on all sides by business park development and commercial retail. The Project site is already developed with an existing office building, equipment yard, associated parking, landscaping, and trash enclosures. Therefore, the Project site is located on a substantially developed site within the City of Goleta limits, is substantially surrounded by urban uses, and is less than 5 acres in size.

(c) Biological Resources

Per Figure 4-1, *Special-Status Species and Environmental Sensitive Habitat Areas (ESHA)* of the GP/CLUP, the site does not contain special-status species or ESHA. Additionally, the Project site has no potential value as a habitat area for endangered, rare, or threatened species. The site to be developed under this Project has been previously graded, is partially developed as a parking lot, and is situated adjacent to similar developments within the urban context. The closest riparian corridor or creek to the Project site is approximately 310 feet to the west, which is a part of Los Carneros Business Park and separated by an existing asphalt parking lot and office buildings. The Project will not have an impact on this riparian habitat area.

(d) Transportation, Noise, Air Quality, and Water Quality

Transportation

There would be a total of 105 parking spaces provided for the two buildings with 47 spaces at the Project site. The site would be accessed from two driveway connections to a new entrance drive that would extend westerly from Castilian Drive. A Traffic and Vehicle Miles Traveled Study prepared by Associated Transportation Engineers in 2022, and updated in 2025, found that the Project is consistent with the City's roadway and intersection policies and with the City's Vehicle Miles Traveled (VMT) threshold. The Project would not have a significant impact on transportation resources.

Noise

According to the GP/CLUP Table 9-2, *Noise and Land Use Compatibility Criteria*, office buildings are "normally acceptable" uses within areas that receive noise exposure up to 67.5 A-weighted decibels (dBA). The Project site is within the 60 dBA contour for airport noise exposure and 65 dBA for roadway noise exposure, which means that the Project would be exposed to noise up to 60 dBA from the airport and 65 dBA from roadways. Both of these noise exposure estimates are less than 67.5 dBA, so special noise-insulating measures would not be required.

With respect to potential noise increases due to Project-related traffic, impacts would be significant if the additional traffic resulted in exposure of sensitive noise receptors to "unacceptable" levels of noise. The GP/CLUP identifies sensitive noise receptors as residential neighborhoods, schools, libraries, hospitals and rest homes, auditoriums, certain open space areas, and public assembly places. The closest off-site noise receptors are apartments on Calle Koral, which are 500 feet to the northeast.

Construction of the Project would use standard equipment, and construction activities would be consistent with the City's noise ordinance and construction schedule limitations. The Project will comply with standard City of Goleta construction hours, which are from 8AM to 5PM, Monday through Friday, with no construction allowed on State holidays. Additionally, existing 2-story and 1-story buildings between the Project site and the apartments on Calle Koral will serve to attenuate any construction-related noise from the Project site.

Based on the traffic study prepared for the Project, existing average daily traffic volumes along Los Carneros Road would increase by approximately 0.5% due to the Project, once operational. This change will be insignificant in terms of existing noise levels and will not increase onsite outdoor noise to a level exceeding 67.5 dBA. The Project would generate approximately 181 average daily trips, which would be distributed primarily to Highway 101 southbound (45% of the trips) and Hollister Avenue eastbound (20%). Northbound Highway 101, Los Carneros Road, and Hollister Avenue westbound would average 10% of Project-related trips, and Cortona Drive would receive the remaining 5%. This increase in traffic would not significantly increase roadway noise on Cortona Drive for the nearest sensitive receptors.

The Project will not result in the generation of a substantial temporary or permanent increase in ambient noise in the Project vicinity.

Air Quality

A Project conforms with an air quality plan if it complies with all applicable Air Pollution Control District (APCD) rules and regulations, complies with proposed control measures that are not yet adopted from the air quality plan, and is consistent with growth forecasts in the plan. The most recent air quality plan is the 2022 Ozone Plan adopted by the Santa Barbara County APCD Board on December 15, 2022. The Ozone Plan relies on land use and population projections as a basis for forecasting vehicle emissions. The projections are based on the general plans of the local jurisdictions. The Project is consistent with the Business Park designation of the GP/CLUP and Title 17 and therefore was included in the

2022 Ozone Plan. As such, the Project would not conflict with the applicable air quality plans.

Construction Emissions

The California Emissions Estimator Model (CalEEMod) Version 2022 was used to estimate air emissions from Project-related construction and operation. Table 1 provides an estimate of unmitigated annual emissions generated during construction. As shown in the table, construction-related emissions would not exceed the Santa Barbara County Air Pollution Control District applicable thresholds of significance for criteria air pollutants.

Table 1

Estimated Annual Construction Greenhouse Gas Emissions, Unmitigated

Year	ROC	NOx	CO	SOx	PM10	PM2.5
	Tons					
2026	0.37	1.50	1.81	<0.005	0.35	0.2
Threshold	25	25	25	25	25	25
Threshold Exceeded?	No	No	No	No	No	No

Notes: ROC = reactive organic compound; NOx = oxides of nitrogen; CO = carbon monoxide; SO = sulfur oxides; PM10 = coarse particulate matter; PM2.5 = fine particulate matter

Source: TW Land Planning & Development LLC, 2025

Operational Emissions

Table 2 presents the maximum daily emissions during operation of the Project for both the summer and winter seasons, assuming no mitigation measures are implemented. As the table indicates, the Project would not exceed the City's operational criteria pollutant emissions thresholds.

Table 2

Estimated Maximum Daily Operational Criteria Air Pollutants Emissions

Year	ROC	NOx	CO	SOx	PM10	PM2.5
	Pounds per Day					
Summer (max)						
Mobile	0.34	0.20	1.65	<0.005	0.29	0.07
Area	0.60	0.01	0.75	<0.005	<0.005	<0.005
Energy	0.01	0.20	0.17	<0.005	0.02	0.02
Total	0.95	0.41	2.57	<0.005	0.30	0.09
Winter (max)						
Mobile	0.34	0.22	1.79	<0.005	0.29	0.07
Area	0.48	—	—	—	—	—
Energy	0.01	0.20	0.17	<0.005	0.02	0.02
Total	0.83	0.42	1.96	<0.005	0.30	0.09

Year	ROC	NOx	CO	SOx	PM10	PM2.5
	Pounds per Day					
Threshold	25	25	—	—	—	—
Threshold exceeded?	No	No	—	—	—	—

Notes: ROC = reactive organic compound; NOx = oxides of nitrogen; CO = carbon monoxide; SO = sulfur oxides; PM10 = coarse particulate matter; PM2.5 = fine particulate matter

Source: TW Land Planning & Development LLC, 2025

Construction and operation of the Project would not result in emissions that exceed the Santa Barbara County APCD or City of Goleta emission thresholds for any criteria air pollutant, and therefore would not expose sensitive receptors to substantial pollutant concentrations.

Cumulative Net Increase

The County is currently designated as nonattainment-transitional for ozone standards. Project construction would generate ROC and NOx emissions, both of which are precursors to ozone. As indicated in Tables 1 & 2, the Project would not exceed thresholds of significance for ROC or NOx for either construction or operation, and therefore would not result in a cumulatively considerable increase of nonattainment pollutants.

Toxic Air Contaminants

The Santa Barbara County APCD considers the following land uses as sensitive receptors: schools, daycare facilities, hospitals, and adult care facilities. The nearest of these is LEAP Children's Center, located approximately 3,150 feet to the southwest of the Project site. Project construction would result in the emission of diesel exhaust from heavy construction equipment, which is considered a toxic air contaminant by the State. However, due to the relatively short period of exposure during construction, the minimal particulate emissions on the site, and distance of the LEAP Children's Center, these toxic air contaminants generated during construction would not result in concentrations causing significant health risks. During operation, the Project would not generate any toxic air contaminants that could affect the nearest sensitive receptors.

Carbon Monoxide (CO)

Projects that contribute to substantial adverse traffic impacts may result in the formation of carbon monoxide hot spots. Since Santa Barbara County has relatively low background ambient CO levels, localized impacts from traffic are not expected to exceed CO health-related air quality standards. As such, the Project would not pose any health risks from carbon monoxide emissions.

Odors

The proposed research and development use will not generate any objectionable odors during operation. The potential for odors is primarily associated with vehicle and equipment exhaust during construction. Given the relatively short duration of construction and that the Project site is not surrounded by a substantial number of people outside during construction hours, the Project will not create odor impacts considered significant.

Greenhouse Gases

Consistent with other recent City documents, the City has relied upon the Bay Area Air Quality Management District's recommended threshold of significance of 1,100 metric tons of carbon dioxide equivalent (MT CO₂e) per year. As shown in Tables 3 and 4 below, the Project's operational Greenhouse Gas (GHG) emissions plus amortized construction emissions (assuming a 30-year Project lifespan) would be 152.72 MT CO₂e per year. Therefore, the Project would not exceed the City's significance threshold and impacts would be considered less than significant.

Table 3**Estimated Annual Construction Greenhouse Gas Emissions**

Year	CO ₂	CH ₄	N ₂ O	CO ₂ e
	Metric Tons			
2026	295	0.01	<0.005	297
Total				297
<i>Annualized emissions over 30 years (metric tons per year)</i>		<i>Threshold</i>		9.9 1,100 metric tons

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

Table 4**Estimated Annual Operation Plus Amortized Construction Greenhouse Gas Emissions**

Emissions Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
	Metric Tons per Year			
Mobile	48.4	<0.005	<0.005	49.4
Area	0.25	<0.005	<0.005	0.25
Energy	78.0	0.01	<0.005	78.3
Solid Waste	7.11	0.01	<0.005	8.17
Water and Wastewater	1.91	0.19	0.00	6.7
Amortized construction emissions				9.9
Total Threshold				152.72 1,100 metric tons

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

Hydrology and Water Quality

The Project site is not in close proximity to any creeks, wetlands, or riparian habitats. The Project will not rely on groundwater as a source of potable water and therefore will not decrease supplies or interfere with groundwater recharge.

Ashley and Vance Engineering Inc. prepared a Tier 4 Stormwater Control Plan for the Project dated June 9, 2025, to demonstrate that the Project can meet applicable post-construction stormwater requirements of the Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032 with the current design. The Project is consistent with the existing 2013 Water Quality Control Plan.

As described in the Stormwater Control Plan, the Project site slopes to the south and east. Stormwater flows into several area drains. These drain to the north and east onto Castilian Drive to the east, and Corona Drive to the north. There is an existing 42-inch storm drainpipe crossing through the center of the property. An existing detention basin in the northerly half of the site also accepts offsite runoff, and will be retained as part of the Project. Stormwater infiltration is limited due to the soil type present, and due to a plume of vinyl chloride contaminant that originates on the adjacent western property and previously spread onto the Project site.

The site minimizes the amount of runoff to the maximum extent practical. The proposed site layout conforms to the natural grade. Runoff will be directed away from building foundations and footings and towards vegetated areas. Permeable surfacing and landscape breaks are used where practical. Project-related runoff will be collected from the 24,743 square feet (sf) of new roof area and 50,166 sf of new hardscape area. Water will be collected via new storm inlets and drains for pretreatment before draining into a proposed underground chamber system. The proposed underground chamber system provides 11,629 cubic feet (cf) of storage below the lowest outlet invert. The County's minimum storage volume required to store the 95th percentile storm is 3,354 cf. Water would overflow out of the chambers and fill the distribution manhole, where it would enter an overflow pipe that would outlet to Castilian Drive to the east during significant storm events or drainage system blockages. The Stormwater Control Plan report concluded that the Project design is sized such that runoff would not be increased in the post-Project conditions for the 2-year through 100-year design storms.

There will be no storage of chemical or other hazardous materials on the site. Soil vapor sampling was undertaken at the locations of the two proposed Quonset huts, with respect to the underground contaminant plume. The County of Santa Barbara Environmental Health Service determined that the underground plume would not require a vapor mitigation system, as the cancer and non-cancer screening levels were not exceeded at the sampling locations. Given the proposed Project use and design, there will be no potential for release of pollutants due to Project inundation. The Project will not violate any water quality standards or waste discharge requirements.

(e) Utilities and Public Services

The existing parcel will be served by all required utilities and public services.

For all of the foregoing reasons, the entirety of the Project falls within the Class 32 exemption.

Exceptions to the Exemption

Moreover, none of State CEQA Guidelines Section 15300.2's exceptions to the Class 32 exemption apply to the Project, as summarized below:

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- **Cumulative Impact.** Section 15300.2(b)'s exception, relating to cumulative impacts, does not apply as technical reports in the record of proceedings demonstrate that the Project would not result in significant cumulative impacts. Moreover, there are no projects of the same type in the same place that, in combination with the proposed Project, could result in significant cumulative impacts.
- **Significant Effect.** Section 15300.2(c)'s exception does not apply because there are no "unusual circumstances" that apply to the Project. Construction of commercial buildings as urban infill on commercially-zoned land next to existing development does not constitute an unusual circumstance.
- **Scenic Highways.** Section 15300.2(d)'s exception does not apply because the Project is not located near any scenic highways and there are no scenic resources (e.g., trees, historic buildings, or rock outcroppings) that could be damaged within or near a scenic highway.
- **Hazardous Waste Sites.** Section 15300.2(e)'s exception does not apply because the Project site and off-site improvement locations do not contain hazardous wastes and are not on any list compiled pursuant to Section 65962.5 of the Government Code.
- **Historical Resources.** Section 15300.2(f)'s exception does not apply because the Project has no potential of causing a substantial adverse change in the significance of a historical resource. According to the Phase 1 Archaeological Resources Report prepared by Stone Archaeological Consulting, no potentially significant prehistoric or historic-era cultural resources have been identified within the Project site. Additionally, the Project's site does not contain any identified significant cultural resources and will be conditioned to include all mandatory grading best practices.

For all of the foregoing reasons, the entirety of the Project is exempt under the Class 32 exemption.

Conclusion:

Based on this analysis, the entirety of the *Hanger 5 Adaptive Reuse Project* meets all criteria for the Class 32 Categorical Exemption pursuant to Section 15332 of the State CEQA Guidelines. Furthermore, exceptions to the applicability of a Categorical Exemption, as specified in Section 15300.2(a) through (f) of the CEQA Guidelines, do not apply to the Project. Therefore, the Project is exempt from CEQA.

City of Goleta Contact Person and Telephone Number:

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Lisa Prasse, AICP

Current Planning Manager

Date

Note: Authority cited: Section 21083 and 211110, Public Resources Code
Reference: Sections 21108, 21152.1, Public Resources Code

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EXHIBIT B

GENERAL PLAN/COASTAL LAND USE PLAN CONSISTENCY ANALYSIS FOR THE DEVELOPMENT PLAN FOR RELOCATION AND ADAPTIVE REUSE OF HANGAR 5 AND TWO QUONSET HUTS AT 115 CASTILIAN DRIVE CASE NUMBERS 23-0003-DP AND 23-0031-DRB

The Project (the Development Plan for the relocation and adaptive reuse of Hangar 5, two Quonset Huts, and associated development) is consistent with the Goleta General Plan/Coastal Land Use Plan (GP/CLUP) as follows:

Land Use (LU) Element

The proposed Project and its uses are consistent with the guiding principles and goals of Chapter 2.0, *Land Use Element*, of the City's GP/CLUP.

The Project is in compliance with Figure 2-1 and LU 1.1, *Land Use Plan Map*, which designates the site as Business Park (I-BP). This designation allows for "Research and Development" and "Business Services" uses, per Table 2-3, *Allowable Uses and Standards for Office and Industrial Use Categories*, and consistent with Policy LU 4.2, *Business Park (I-BP)*. The proposed site improvements do not conflict with the land use designation nor the zoning ordinance designation of Business Park (BP).

Land Use (LU) Element Policy 4.2, and Table 2-3, *Allowable Uses and Standards for Office and Industrial Use Categories*, establish development standards for sites within the BP designation, including a maximum building height of 35 feet and a maximum lot coverage ratio of 0.35. The Project complies with these standards, with proposed building heights reaching a maximum of 35 feet and total building coverage of 26.2% (ratio of 0.26). The Applicant proposes a Landscaping Adjustment to Development Standards to reduce the minimum landscape coverage in the BP zone from 30% to 27.4% (a reduction of approximately 3,982 square feet) in order to accommodate the preservation and adaptive reuse of the buildings to be relocated to the site. In accordance with Policy LU 1.13, *Adequate Infrastructure and Services*, sufficient public infrastructure and services are available to serve the Project.

Further, the BP category, as described in Policy LU 4.2, is intended to:

...identify lands for attractive, well-designed business parks that provide employment opportunities to the community and surrounding area. The intensity, design, and landscaping of development should be consistent with the character of existing development currently located in these areas. Uses in the Business Park designation may include a wide variety of research and development, light

industrial, and office uses, as well as small-scale commercial uses that serve the needs of business park employees.

The Project would provide attractive, well-designed buildings for business and research & development uses that create employment opportunities for the community. It is also consistent with Policy LU 1.4, *Employment Centers*, as it preserves areas for business and research & development uses, encourages a mix of industries, and provides diverse job opportunities.

With respect to LU 1.8, *New Development and Neighborhood Compatibility*, and LU 1.9, *Quality Design*, the Design Review Board (DRB) during its Conceptual review of the project and at its Preliminary review recommendation hearing has determined that the proposed buildings and associated site development to be exemplary in design. The DRB found the Project's architecture and landscaping to be appropriate and compatible with the surrounding neighborhood and would contribute positively to the community's overall design, sense of place, and scale. Further, the Project would include two solar carports located on the central parking strip between the Quonset huts and Hangar 5. The solar carports will be screened from view by the existing and proposed buildings, minimizing their appearance from surrounding vantage points. The Project's circulation, site planning, and design coordination are consistent with the existing on-site development.

Open Space Element (OS)

The proposed Project and uses are consistent with the guiding principles and goals of Chapter 3, *Open Space Element*, of the City's GP/CLUP.

Given the Project's location, scope, and nature, it would not create an additional demand for, or increase the use of existing parks, recreational facilities, or open spaces within the community, nor would it affect beach access. As such, the Project would not result in any significant impacts on recreational resources or generate a substantial new demand for public amenities. In addition, the Project site is not located in the 100-year or 500-year flood zones.

The Project would be consistent with Policy OS 8, *Protection of Native American and Paleontological Resources*. The Project site was systematically investigated in 1979, and no cultural resources were identified at that time. A Phase I Archaeological Resources Report was prepared in June 2022 and updated in 2025 by Stone Archaeological Consulting for the Project site footprint. No potentially significant prehistoric or historic-era cultural resources were identified within the Project site. The site has previously been graded, and all future grading associated with the Project will comply with mandatory best management practices. Based on the level of prior ground disturbance and observable site conditions, it is unlikely that intact archaeological deposits are currently present within the parcel, except for the potential of deeply buried materials within fill deposits. However, the archaeological literature and records search conducted at the California Historical Resources Information System (CHRIS) and the Central Coastal Information Center

(CCIC) determined that four previously recorded archaeological sites are within a 0.25-mile radius of the Project site. Due to the proximity of these previously recorded archaeological sites, a Pre-Construction Meeting will be held with City Building & Safety staff, the Contractor, Grading and Underground Utility Subcontractors, a City-qualified archaeologist, and local Chumash tribal representative. Additionally, a Chumash cultural monitor is to be present during any ground disturbance.

To further ensure consistency with these General Plan policies, conditions of approval are proposed that address the unanticipated discovery of cultural or tribal cultural and paleontological resources during construction. The conditions require ground-disturbing work activities to be stopped if resources are encountered during soil disturbance until the find(s) can be evaluated. As conditioned, the Project is consistent with the Open Space Element policies for cultural and paleontological resources.

Conservation Element (CE)

The proposed Project and uses are consistent with the guiding principles and goals of Chapter 4, *Conservation Element*, of the City's GP/CLUP.

Per Figure 4-1, *Special-Status Species and Environmentally Sensitive Habitat Areas (ESHA)*, the Project site does not contain special-status species or ESHA. The Project site has no potential value as a habitat area for endangered, rare, or threatened species given that the site has been previously graded, is partially developed as a research & development building, and is situated adjacent to similar urban developments. The nearest riparian corridor or creek is located approximately 310 feet east of the Project site within the Los Carneros Business Park and is separated by an existing asphalt parking lot and office buildings. The Project will not have an impact on this riparian habitat area or other sensitive habitat areas.

The Project is consistent with Policies CE 10.1, *New Development and Water Quality*, 10.2, *Siting and Design of New Development*, 10.3, *Incorporation of Best Management Practices for Stormwater Management*, 10.6, *Stormwater Management Requirements*, 10.7, *Drainage and Stormwater Management Plans*, and 10.8, *Maintenance of Stormwater Management Facilities*, which collectively promote the protection of surface and groundwater quality, the control and treatment of stormwater runoff, and the prevention of pollutant discharge. A Tier 4 Stormwater Control Plan dated June 9, 2025, prepared by Ashley and Vance Engineering Inc., demonstrates that the Project meets all applicable post-construction stormwater requirements established by the Central Coast Regional Water Quality Control Board (Resolution No. R3-2013-0032) and is consistent with the 2013 Water Quality Control Plan. The Project includes detention and treatment facilities designed to capture, store, and treat runoff from the new roof and hardscape areas prior to discharge, ensuring that runoff does not exceed pre-project conditions for design storm events. The Project retains an existing on-site detention basin, incorporates permeable surfaces and landscape breaks where practical, and directs runoff away from building foundations. No chemical or hazardous material storage is proposed, and soil

vapor sampling confirmed that no vapor mitigation measures are required. The Project will not violate water quality standards or waste discharge requirements and will not result in the degradation of surface or groundwater quality.

The Project is consistent with Policy CE 15.3, *Water Conservation for New Development*, as the Project will use drought-tolerant landscaping, will use potable water for irrigation, and the final irrigation planting design will comply with the State of California Model Water Efficient Landscape Ordinance.

Safety Element (SE)

The proposed Project and uses are consistent with the guiding principles and goals of Chapter 5, *Safety Element*, of the City's GP/CLUP.

Policy SE 1.3, *Hazardous Materials and Waste*, requires that new development avoid exposure to hazardous materials and that any sites with known contamination be identified and remediated prior to development. The Project site as well as the off-site improvement areas are not included on any list compiled pursuant to Government Code Section 65962.5 and do not contain hazardous wastes. Soil vapor sampling conducted on-site confirmed that contamination from an off-site plume does not pose a risk to the proposed Project and does not require mitigation.

The Project is adequately served by fire protection services, and the Santa Barbara County Fire Department has reviewed and approved the access and circulation plan, pursuant to SE 7.2, *Review of New Development*. The Project would comply with Fire Department standard conditions regarding circulation and access.

The Project use will not involve the routine transport, use, or disposal of hazardous substances and therefore the Project is consistent with the policies of SE 9.8, *Limitations on Hazardous Facilities*.

The Project is located within Safety Zone 6 of the Santa Barbara Airport Land Use Compatibility Plan (ALUCP) adopted January 2023. The ALUCP standards apply to the Project and policy consistency is the responsibility of the Santa Barbara Council of Associated Government's Airport Land Use Commission (ALUC). Zone 6 is compatible with all office, commercial, service, and lodging uses. ALUCP Chapter 3.3.5, *Nonresidential Development Criteria*, includes a maximum acceptable intensity calculated as people per acre on a site-wide average. There are no limits on Maximum Lot Coverage or Maximum Intensity of People/Acre for Nonresidential Development within Zone 6 as noted in ALUCP Table 3-2, *Santa Barbara Airport Safety Compatibility Criteria*.

Visual and Historic Resources Element (VH)

The proposed Project is consistent with the guiding principles and goals of Chapter 6, *Visual and Historic Resources Element*, of the City's GP/CLUP and the objectives of section VH 4.7, *Office Buildings, Business Parks, Institutional, and Public/Quasi-Public Uses*.

The proposed Project is not located on a scenic corridor and is consistent with Policies VH 1.1, *Scenic Resources*, VH 1.2, *Scenic Resources Map*, VH 1.4, *Protection of Mountain and Foothill Views*, VH 1.5, *Protection of Open Space Views*, VH 2.1, *Designated Scenic Corridors*, VH 3.1, *Community Design Character*, VH 3.2, *Neighborhood Identity*, VH 3.3, *Site Design*, and VH 3.4, *Building Design*, because the Project isn't located in a scenic resource area or on the scenic resource map. The Project won't interfere with views of the mountains or foothills as it is approximately the same height as the surrounding development and is not located near any open spaces. Additionally, the Project is not located in a designated scenic corridor.

The proposed Project is designed to be compatible with adjacent developments relative to size, bulk, and scale. The street elevation(s)/renderings of the site enhance the pedestrian-friendly streetscape along Castilian Drive and Cortona Drive.

The Project is consistent with the objectives of section VH 4.9, *Landscape Design*, as the landscape plan was designed and considered as part of the development and conforms to the natural topography. All existing on-site trees are protected except for one Canary Island Palm. The landscaping palette avoids invasive plants and uses native and drought-tolerant vegetation with a range and density of plantings including groundcovers, shrubs, and trees in varying heights and species.

The Project is consistent with Policy VH 4.11, *Parking Lots*, as adequate parking is provided in the quantity specified for the use and at dimensions and widths consistent with City standards. Pedestrian circulation is integrated, adequate, and delineated to provide safe and convenient pedestrian links. The proposed parking lot landscaping provides buffers and visual relief, and the proposed solar carports will provide shade to twenty-four parking spaces. The application includes a request for an Adjustment to Development Standards consistent with § 17.59.040 for a reduction of the 10-foot minimum setback from public rights-of-way. The existing parking spaces adjacent to Cortona Drive are proposed to remain 8.9 feet (8 feet, 11 inches) from the public right-of-way.

The Project is consistent with Policy VH 4.12, *Lighting*, as the proposed outdoor light fixtures are dark-sky compliant, downward facing, and shielded. The outdoor lighting proposed is minimal in terms of the number of fixtures and level of intensity, preventing light pollution. Further, the fixtures are of appropriate style and compatible with surrounding areas and architectural fabric of the area, which the DRB has reviewed and recommended approval. The Project does not negatively affect the visual character of

Goleta as the DRB found the Project to be an exemplary design complementary and compatible with adjacent development in the surrounding area. The DRB found the Project to have good site design including well designed landscaping and circulation of the site and will use high quality materials.

The Project is consistent with Policy VH 4.16, *Green Buildings*, through the incorporation of recycled materials, use of drought-tolerant and native landscaping, and design that maintains solar access. Although the proposed buildings are not designated historic resources in the City of Goleta and are not included in the City's Historic Resources Inventory, the Project would retain and adaptively reuse historic, sensitive buildings, supporting conservation and preserving WWII-era buildings. The Project is consistent with Policies VH 5.4, *Preservation of Historic Resources*, and VH 5.5, *Alterations to Historic Resources*, by preserving the historically sensitive buildings and repurposing them for continued use.

Transportation Element (TE)

The proposed Project and uses are consistent with the guiding principles and goals of Chapter 7, *Transportation Element*, of the City's GP/CLUP.

General Plan Policy TE 3.3, *Principal Arterials*, addresses major principal arterials (including Hollister Avenue and South Los Carneros Road), which are the nearest arterials to the Project site. Policy TE 3.6, *Local Streets*, addresses local streets (including Castilian Drive and Cortona Drive), which serve the Project site. Policy TE 4.1, *General Level of Service Standards*, sets Level of Service (LOS) Standard C for roadways and intersections, including the principal arterials in the Project vicinity. According to the Traffic Study prepared for the Project by Associated Transportation Engineers in 2022, and updated in 2025, the Project is consistent with the City's roadway and intersection policies and with the City's Vehicle Miles Traveled threshold.

The Project is consistent with General Plan Policies TE 9.1, *Off-Street Parking*, 9.2, *Adequacy of Parking Supply in Proposed Development*, and 9.4, *Parking within Commercial and Industrial Areas*, as it provides sufficient and adequate off-street parking with a combination of new on-site parking spaces and use of an existing reciprocal parking agreement with the existing building on-site. The existing building and the Project combined are required to provide a total of 105 parking spaces. A total of 58 spaces currently serve the existing office building. The Project would provide 47 parking spaces for a total of 105 parking spaces on-site. Therefore, the Project meets the City's parking supply standards and is consistent with applicable General Plan parking policies.

Further, General Plan Policies TE 9.5, *Parking Lot Design*, TE 11.4, *Facilities in New Development*, and 12.1, *General*, address parking lot layout, bicycle facilities, and driveway design and spacing to minimize pedestrian conflicts with vehicles. The Project proposes one new driveway, which is appropriate given the parcel's length, and building entrances are designed to minimize pedestrian circulation through the parking area,

thereby reducing potential pedestrian conflicts. The Project also would provide 11 short-term bicycle parking spaces, 11 long-term bicycle parking spaces, and two electric bicycle charging stations, for a total of 24 bicycle spaces. Accordingly, the siting and design of the Project is consistent with these Transportation Element Policies.

Additionally, the proposed Project is not in conflict with TE Figure 7-3, *Transportation Improvement Map*, Figure 7-4, *Public Transportation System*, Figure 7-5, *Pedestrian System Plan*, or Figure 7-6, *Bikeways Plan Map*. Therefore, the Project is consistent with the Transportation Element Policies.

Public Facilities Element (PF)

The proposed Project is consistent with the guiding principles and goals of Chapter 8, *Public Facilities Element*, of the City's GP/CLUP.

Public Facilities Policies PF 3.1, *Fire Protection*, PF 3.4, *Fire Safety in New Development*, PF 4.1, *Water Facilities and Service*, PF 4.2, *Sewer Facilities and Services*, PF 6.1, *Utilities*, PF 9.2, *Phasing of New Development*, and PF 9.7, *Essential Services for New Development*, ensure that new development is coordinated with the provision of essential public services such as water, sewer, and fire protection. The Project site is located in an urbanized area where all the necessary infrastructure already exists adjacent to or within the site. The Goleta Water District and Goleta West Sanitary District have confirmed that sufficient capacity and infrastructure are available to serve this site. Further, the Santa Barbara County Fire Department has also confirmed service capacity. The Project will not impact local schools as no new housing or population growth is proposed.

The proposed Project will not result in a significant new demand on public facilities or services. Coordination with agencies providing public services has been performed throughout the development of this Project. The Project is designed to comply with fire safety design standards identified in the California Fire Code, as referenced by the Goleta Municipal Code, and Fire Department development standards. The Project would not result in any significant new demands on police or fire protection services. Given the non-residential nature of the Project, there would be no impact on schools, parks, or other public facilities.

Noise Element (NE)

The proposed Project and uses are consistent with the guiding principles and goals of Chapter 9, *Noise Element*, of the City's GP/CLUP.

Policy NE 1.1, *Land Use Compatibility Standards*, specifies, "The City shall use the standards and criteria of Table 9-2 to establish compatibility of land use and noise exposure." According to Table 9-2, *Noise and Land Use Compatibility Criteria*, office buildings are considered "normally acceptable" uses in areas exposed to noise levels up to 67.5 A-weighted decibels (dBA). The Project site is located within the 60 dBA contour for airport noise exposure and the 65 dBA contour for roadway noise exposure, both of

which are below the 67.5 dBA threshold. Therefore, the Project is consistent with Policy NE 1.1, and the applicable 2023 ALUCP policies for Safety Zone 6, and special noise-insulating measures are not required for the proposed use.

Construction-related noise would be temporary and is expected to comply with the City's standard noise ordinance and permitted construction hours (8:00 AM to 5:00 PM, Monday through Friday, excluding State holidays). Existing buildings between the Project site and the nearest sensitive receptors are the apartments located approximately 500 feet northeast on Calle Koral. These permit conditions are consistent with Policy NE 2.1, *Construction Noise Management*, which requires that construction activities minimize impacts on nearby sensitive receptors.

Once operational, the Project would generate approximately 181 average daily trips, resulting in an estimated 0.5% increase in existing traffic volumes along Los Carneros Road. This minor increase would not cause a substantial permanent increase in ambient noise levels or expose nearby receptors to "normally unacceptable" levels of noise. The Project's limited traffic-related noise contribution is consistent with Policy NE 3.1, *Transportation Noise Reduction*.

Housing Element (HE)

The proposed Project is consistent with the City's adopted 2023-2031 Housing Element.

The non-residential Project does not propose any new residential development, would not substantially induce unplanned population growth, would not result in any significant effects on housing, and would not create a substantial demand for housing. In addition, the Project would not remove existing housing units, displace residents, or necessitate the construction of replacement housing. Further, the BP zone is a non-residential district under the Goleta Municipal Code and does not generally permit residential uses.

The Project will not have an effect on existing housing and neighborhoods with respect to Policies HE 1, *Maintain and Improve Existing Housing and Neighborhoods*, HE 3, *Fair Housing and Special Needs*, or HE 5, *Community Partnerships in Support of Local and Regional Housing Policies*, as the development will occur on a vacant lot that has been planned for non-residential use. Pursuant to HE 2.2b, *Mitigation of Non-Residential Development Impact on Housing*, the Project will be required, as stated in the Conditions of Approval, to contribute to providing affordable housing within the City. The Project will accommodate business and research & development uses that will create employment opportunities for the community. While the increase in employment is expected to be minimal, the Project will be required to pay the applicable housing in lieu fee to help offset the demand for affordable housing associated with these new jobs.

**ZONING CONSISTENCY ANALYSIS
FOR THE DEVELOPMENT PLAN
FOR RELOCATION AND ADAPTIVE REUSE OF HANGAR 5 AND
TWO QUONSET HUTS AT 115 CASTILIAN DRIVE
CASE NUMBERS 23-0003-DP AND 23-0031-DRB**

<u>ORDINANCE REQUIREMENTS</u>	<u>PROPOSED PROJECT</u>	<u>CONSISTENCY WITH STANDARDS</u>
17.09.030 Minimum Lot Area (acre): 1 acre	Lot area is 3.52 acres.	Yes
17.09.030 Maximum Lot Coverage: 35%	Total building coverage is 26.2%.	Yes
17.09.030 Maximum Building Height (feet): 35 feet	Maximum height of the existing building is 21 feet 3 inches at the peak of associated mechanical screening. Maximum height of the proposed Hangar 5 is 35 feet at the peak of a standing seam metal roof. Maximum height of the proposed Quonset Huts are 21 feet 5 inches at the peak of a standing seam metal roof. The solar carports on-site will reach an overall height of approximately 17 feet 5 inches at the highest point and 15 feet 5 inches at the lowest point.	Yes

<p>17.09.030 Minimum Setbacks (feet):</p> <p>Front Setback applicable to Castilian Drive frontage: 50 feet from the property line</p> <p>Street Side Setback applicable to Cortona Drive frontage and Parking spaces: 10 feet from the property line</p> <p>Interior Side: 10 feet from property line</p> <p>Rear: 10 feet from property line</p>	<p>The existing building and the proposed Hangar 5 adjacent to Castilian Drive are setback 50 feet from the property line.</p> <p>The existing parking spaces adjacent to Cortona Drive are proposed to remain 8 feet 11 inches from the property line.</p> <p>The proposed Quonset Hut (east) would be the building nearest to the Interior Side, set back 10 feet from the property line.</p> <p>The proposed Quonset Hut (east) would be the building nearest to the Rear Side, set back 10 feet from the property line.</p>	<p>Yes</p> <p>Yes, with approval of a requested Setback Adjustment to Development Standards to reduce the 10-foot minimum setback from public rights-of-way.</p> <p>Yes</p> <p>Yes</p>
<p>17.09.030 Minimum Landscaping:</p> <p>30%</p>	<p>Proposed landscaping: 42,017 square feet</p> <p>Percent of parcel: 27.4%</p>	<p>Yes, with approval of a requested Landscaping Adjustment to Development Standards to reduce the minimum landscape coverage in the BP zone from 30% to 27.4%.</p>
<p>17.09.030 Limitations on Curb Cuts:</p> <p>Wherever possible, parking and loading entrances must share curb cuts in order to minimize the overall number of curb cuts. Curb cuts are limited to one per parcel unless an absolute need is demonstrated. On corner lots, curb cuts must be located on the street frontage with the</p>	<p>3 curb cuts: two existing and one proposed.</p>	<p>Yes, a need is demonstrated based on the need for a driveway along Cortona Drive to access the parcel and the new buildings, the use of the existing driveways by the existing building, and the need for adequate Fire Department access and circulation.</p>

least traffic volume wherever feasible.		
17.38 Parking: Total Auto Spaces: 1 space per 500 square feet of floor area (104 spaces)	Total Provided: 105 spaces 58 spaces existing 47 spaces proposed	Yes
Electric Vehicle Charging Spaces: 10% of required parking (11 spaces)	Total Provided: 11 spaces 5 spaces existing 6 spaces proposed	Yes
Accessible Spaces: 5	Total Provided: 6 spaces 3 spaces existing 3 spaces proposed	Yes
Long-term Bicycle Spaces: 1 per 10 required spaces (11 spaces)	Total Provided: 11 spaces proposed (6 with bike lockers)	Yes
Short-Term Bicycle Spaces: 1 per 10 required spaces (11 spaces)	Total Provided: 11 spaces proposed (2 with EV chargers)	Yes
Loading Spaces: 1	Total Provided: 2	Yes
17.24.210 Vision Clearance: No structure or vegetation in excess of 3 feet within the “triangle” as defined in Section 17.24.210	No wall, fence or landscaping will exceed a height of 3 feet within the defined triangle.	Yes
17.24.170 Screening of Mechanical Equipment: All mechanical equipment must be screened from public view.	Mechanical equipment is located on the roof of the existing building as well as on the rear of the existing building facing the proposed developments and is surrounded by a screen wall on all sides that is integrated into the building. The solar carports	Yes

	on site will be screened from view by the existing and proposed buildings, minimizing their appearance from surrounding vantage points off of Castilian Drive and Cortona Drive.	
17.24.140 Trash Enclosures: Must be located outside of front & street setbacks and required parking & landscape areas.	The trash enclosures are located on the southwestern edge of the property between the existing S.C.E. transformer and the proposed electric bicycle charging station, far from public viewing areas. They will be within a solid enclosure with a solid roof structure.	Yes
17.35 Parking Lot Lighting: Must not exceed 20 feet in height. The light level at property lines must not exceed 0.1 foot candles.	Proposed parking lot lights are 16 feet in height on a 2-foot concrete base. The foot candle at the property lines does not exceed 0.1 foot candles.	Yes
17.39.070 Noise: Commercial uses “normally acceptable” are within the 50-67.5 CNEL noise exposure range.	The project site lies within the 60-65 CNEL noise exposure range, and Project-related activities are expected to generate noise levels generally consistent with this existing ambient noise environment.	Yes

**Conditions of Approval
Hangar 5 and Quonset Huts
Development Plan Case Nos. 22-0003-DP, 23-0031-DRB**

In addition to all applicable provisions of the Goleta Municipal Code (“GMC”), Nederlander Holdings, LLC (“Property Owners”), hereinafter referred to as “Permittee,” agrees to the following conditions for the City’s approval of Case Nos. 22-0003-DP, 23-0031-DRB (“Project Conditions”). Unless the contrary is stated or clearly appears from the context, the construction of words and phrases used in these Project Conditions use the definitions set forth in the GMC. For purposes of these Project Conditions, the term “Director” refers to the Planning and Environmental Review Director.

A. AUTHORIZATION

1. This Development Plan, Case Nos. 22-0003-DP, 23-0031-DRB, authorizes implementation of plans stamped “APPROVED”, dated _____, and attached/subject to these Conditions of Approval set forth below, including specified plan sheets and agreements included by reference, as well as all applicable City rules and regulations.

The Project description is as follows:

Nederlander Holdings, LLC (“Applicant” or Permittee) proposes a Development Plan for an adaptive reuse project, for the relocated Hangar 5 from the City of Santa Barbara Airport property at 500 Fowler Road in Santa Barbara and two Quonset huts from the Tri-County Produce property at 335 South Milpas Street in Santa Barbara to the vacant portion of the subject property at 115 Castilian Drive (APN 073-150-025).

The square footage associated with the three new buildings and associated structures is as follows:

- One 9,042-square foot building (Hangar 5)
- One 3,335-square foot building (West Quonset hut)
- One 4,002-square foot building (East Quonset hut)
- Two solar carports totaling 7,200 square feet

In addition to the 16,379 square feet of new research & development and business uses, the 3.52-acre parcel contains an existing 21,928-square-foot office building and a 5,663-square-foot fenced mechanical yard for a total of approximately 43,970 square feet of development on site. The existing building provides 58 parking spaces and the Project would provide an additional 47 parking spaces for a total of 105 parking spaces on site. Eleven of those parking spaces would be available for electric vehicle charging. The Project would also include 11 short-

term bicycle parking spaces, 11 long-term bicycle parking spaces, and two electric bicycle charging stations, for a total of 24 bicycle spaces. The total landscaped area would be approximately 42,017 square feet (27.4% coverage). Hangar 5 will have two patio areas made of permeable pavers on the northern and southern sides of the building. The bicycle parking area will also use permeable pavers.

Twenty-four parking spaces located on the central parking strip between the Quonset huts and Hangar 5 will be covered by two solar carports. Together, the solar carports will cover an area of approximately 147 feet 3 inches by 49 feet, providing shaded parking and on-site renewable energy generation. Each carport will be supported by concrete footings measuring 8 feet by 3 feet and columns set at an angle of 66 degrees. The structures will reach an overall height of approximately 17 feet 5 inches at the highest point and 15 feet 5 inches at the lowest point.

The application includes a request for an Adjustment to Development Standards consistent with GMC § 17.59.040 for a reduction in landscape coverage from 30% to 27.4%. The application includes an additional request for an Adjustment to Development Standards consistent with § 17.59.040 for a reduction of the 10-foot minimum setback from public rights-of-way. The existing parking spaces adjacent to Cortona Drive are proposed to remain 8.9 feet (8 feet, 11 inches) from the public right-of-way.

As part of the Project, landscaped buffers will be provided along Cortona Drive, Castilian Drive, and around the southern portion of the site surrounding the Quonset huts to screen and enhance the Project boundaries. Plantings will include drought-tolerant and low-maintenance trees, shrubs, and ground cover. Within the Project site, landscaped islands will be incorporated in the proposed parking lot at intervals of at least every five parking spaces. Landscaping within these islands will include a variety of tall and low ornamental grasses, as well as grass-like perennials. These plantings will be located beneath the shade of the solar panels and around the concrete footings of the solar carport structures. Additional landscaping will be provided adjacent to the buildings through planter areas and individual tree wells. Lighting in the existing parking lot will remain, with new LED pole-mounted lighting proposed in the additional parking area. A Pre-Construction Meeting with City Building & Safety staff, the Contractor, Grading and Underground Utility Subcontractors, a City-qualified archaeologist, and local Chumash tribal representative will be required, during which the Permittee must also implement a Worker Environmental Awareness Program (WEAP) to ensure all personnel are informed of environmental and cultural resource procedures. Additionally, a Chumash cultural monitor shall be present during any ground disturbing activities.

2. All construction, improvements, implementation, and/or any other actions taken pursuant to this permit shall be in substantial conformance with the Project Description. Any deviations from the Project must be reviewed and approved by the

City of Goleta (City). The City shall determine whether any deviation substantially conforms to the Project. Any deviation determined to not be in substantial conformance with the Project requires the Permittee to seek additional approval, permits, or other action by the City. Any deviation from the Project made without the above-described review and approval of the City is a violation of this permit.

3. Approval of the Development Plan will expire five (5) years after approval, unless before the expiration, substantial physical construction has been completed on the Development Plan or a time extension has been applied for by the Permittee. The decision-maker with jurisdiction over the Project may, upon good cause shown, grant a time extension as specified by City regulations. If the Permittee requests a Time Extension, the Project may be revised to include updated language to standard conditions and/or may include revised/additional conditions which reflect changed circumstances or additional identified Project impacts. Any existing fees, and new fees imposed, will be those in effect at the time of the extension request.
4. Should the Project construction be phased, all unbuilt portions of the approved Development Plan shall expire at the same time as the Development Plan or two years from the date of issuance of the Building Permits, whichever occurs later, unless prior to the expiration date, substantial physical construction has been completed on the unbuilt portion of the development.
5. This Development Plan shall become effective upon the date of City Council action on the Development Plan.
6. This permit runs with the land and the rights and obligations thereof, including the responsibility to comply with the Development Plan, are binding upon successors in interest. The Development Plan may be modified, terminated, or abandoned in accordance with applicable law including, without limitation, the GMC.
7. On the date that a subsequent Development Plan is approved for this site, any previously approved but unbuilt plans become null and void.
8. The City will only issue permits for development, including grading, when the construction documents (e.g., grading plans, building plans, etc.) are in substantial compliance with the approved Development Plan. The size, shape, arrangement, use, and location of buildings, walkways, parking areas, drainage facilities, and landscaped areas must be developed in substantial conformity with the approved plans. Substantial conformity must be determined by the Planning and Environmental Review Director.
9. Any proposed deviations from the Project Plans, Project description, or Project Conditions must be submitted to the Planning and Environmental Review Director for review and approval by the appropriate decision maker. Any unapproved deviations from the Project approval will constitute a violation of the permit approval. The plans labeled Project Plans with print date October 31, 2025, are herein incorporated by reference.

10. When exhibits and/or written Project Conditions are in conflict, the written Project Conditions must prevail.
11. The Project site and any portions thereof shall be sold, leased, or financed in compliance with the exhibit(s), Project description, and the conditions of approval including all related covenants and agreements.
12. No signs of any type are approved with this action unless otherwise specified. All future signage must be reviewed and permitted in compliance with the City's zoning code.
13. This approval does not confer legal status on any existing structures or uses on the property unless specifically reviewed and authorized within the Project description of this Development Plan.
14. Permittees agrees to indemnify, hold the City harmless from and defend the City against any and all claims, actions, appeals, damages, costs (including, without limitation, attorney's fees), injuries, or liability (each, a "Claim"), arising from or related to the City's approval of the Development Plan and attendant Conditions of Approval or any associated post-discretionary approvals, approval and condition clearance of the Development Plan, and associated post-discretionary approvals ("Project Approvals"). The obligation to indemnify, hold harmless and defend the City shall arise when the City is named in or subject to any Claim, including without limitation a lawsuit, claim, or other legal proceeding regardless of whether such Claim is meritless, meritorious, or otherwise arising out of related to any of the Project Approvals. Permittees shall pay all litigation costs, attorney's fees, expert fees, and other costs associated with any Claim related to or arising out of the Project Approvals against the City ("Defense Costs"), and agrees that the City may select counsel of its own choosing to defend against such Claim(s). Permittees shall remit payment of the City's Defense Costs within thirty (30) days of request for payment. For purposes of this section "the City" includes the City of Goleta's elected officials, appointed officials, officers, employees, consultants, contractors, and agents. Permittees are jointly and severally liable for this condition.
15. In the event than any conditions imposing a fee, exaction, dedication or other mitigation measure is challenged by the Permittee in action filed in a court of competent jurisdiction or threatened to be filed, this approval must be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any Project Condition is invalidated by a court of competent jurisdiction, the Project must be reviewed by the City and substitute conditions may be imposed to validate the Development Plan.

B. AGENCY REQUIREMENTS

1. **Santa Barbara County Fire Department (SBCFD):** Comply with all conditions and requirements outlined in the April 25, 2025 (or as amended) SBCFD letter to the satisfaction of the SBCFD prior to issuance of a building permit.
2. **Santa Barbara County Air Pollution Control District (APCD).** Comply with all the conditions and requirements outlined in the letter December 5, 2025 (or as amended), from the Santa Barbara County APCD to the satisfaction of the APCD prior to the issuance of a building permit.
3. **Goleta Water District (GWD).** Prior to the issuance of building, apply for and received a Conditional Can and Will Serve letter from GWD and implement any required conditions set forth by GWD to the satisfaction of GWD.
4. **Goleta West Sanitary District (GWSD).** Prior to the issuance of building permits, apply for and receive permits from GWSD and implement any required conditions set forth by GWSD to the satisfaction of GWSD.

C. CITY DEPARTMENT- PUBLIC WORKS

1. In general, the Permittee shall comply with the requirements of the Santa Barbara County Flood Control District Standard Conditions of Project Plan Approval dated January 2011 available on the City web site.

Prior to issuance of a Zoning Clearance, the Permittee must:

2. Secure approval of the **Drainage Report** (Hydrology and Hydraulics Study) from the Public Works Director or designee which incorporates any revisions or changes from the Preliminary Drainage Report. The study must:
 - a. Use the Santa Barbara County Urban Hydrograph method or approved equal, provide Hydrology and Hydraulics calculations for the 2, 5, 10, 25, and 100-year storm events for both pre and post construction and mitigate any increase in peak flow for the 2,5-,10-, 25-, and 100-year storm events over existing conditions.
 - b. Indicate drainage flows from the surrounding watershed that may affect the proposed development location.
 - c. Show that drainage across property lines shall not exceed that which existed prior to grading unless the property owner agreed and signed a Drainage Easement. Excess or concentrated drainage shall be contained on site or directed to an approved drainage facility.
 - d. Indicate that all off-tract drainage and flood control facilities and installations must be installed and completed prior to any grading of the subject development.

- e. Be prepared, signed, and stamped by a Registered or Qualified Engineer in California.
3. Secure approval of a **Stormwater Control Plan (SWCP)** from the Public Works Director or designee. The Owner/Applicant shall submit a SWCP for regulated projects that create or replace 2,500 square feet or more of impervious surface and uses Low Impact Development (LID) measures to detain, retain and treat runoff for review and approval by the Public Works Director or designee. The SWCP shall be prepared in accordance with the California Regional Water Quality Control Board, Central Coast Region, Resolution R3-2013-0032, Post-Construction Stormwater Management Requirements (PCRs) for Developmental Projects in the Central Coast Region (PCRs Resolution) and shall use the "Stormwater Technical Guide for Low Impact Development" as set forth by the County of Santa Barbara for guidance in complying with the PCRs Resolution. The following are design considerations when proposing Stormwater Control Measures (SCMs):
 - A. Surfaced-based SCMs, including but not limited to self-retaining areas, grassy swales, or biofilters should be maximized to the extent practicable to achieve runoff retention before considering SCMs listed within item B of this section.
 - B. Surface Basin, Subsurface Well, Fluid Distribution System/Galleries and/or Infiltration Trench may require registration as an Environmental Protection Agency (EPA) Class V Injection Well.
 - C. Fluid Distribution System/Galleries **such as Underground Infiltration Chambers (UICs)** must follow the Public Works [UIC Guidance Document](#) be designed to ensure that they are properly sited, detailed, and maintained to function for short- and long-term compliance.
4. Secure approval of a Stormwater Facilities Operation and Maintenance (O&M) Plan for all parcels from the Public Works Director or designee. The Owner/Applicant shall submit an O&M Plan that will be used to plan, direct, and record the maintenance of all SCMs on-site for review and approval by the Public Works Director or designee. The O&M plan will default to the final O&M Plan if no amendments are needed prior to Owner/Applicant request for Final Occupancy Clearance(s).
5. Submit the [Stormwater Data Sheet Application](#) (Page 1 and/or 2 as applicable) with the SWCP and O&M Plan.

6. Secure approval of a **Stormwater Pollution Prevention Plan (SWPPP)** for all parcels if the project is disturbing greater than or equal to 1 acre soil disturbance OR less than 1 acre but part of a larger common plan or development (\geq 1 total acres of disturbance) from the Public Works Director or designee. Once approved, the Owner/Applicant shall submit a copy of the Notice of Intent (NOI) and a copy of the State Water Resources Control Board's (SWRCB) Receipt of NOI Letter with Waste Discharge Identification (WDID) Number as proof of intent to comply with the terms of the National Pollutant Discharge and Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, or proof of exemption from an NPDES permit. The SWPPP shall be prepared in compliance with the Construction General Permit (CGP) using the latest version of the CASQA SWPPP template or equivalent. The SWPPP shall be developed, amended, or revised by a Qualified SWPPP Developer (QSD). SWPPPs developed pursuant to the CGP may substitute for the Erosion and Sediment Control (E&SC) Plan for those projects where a SWPPP is required, if it contains the requirements of the E&SC Plan.

Prior to issuance of a Zoning Clearance, the Permittee must retain a qualified Stormwater Compliance Monitor. The Stormwater Compliance Monitor shall be responsible for overseeing implementation of all construction-phase stormwater Best Management Practices (BMPs), ensuring compliance with the approved SWPPP or Erosion & Sediment Control Plan, conducting routine site inspections, documenting corrective actions, and coordinating with City Environmental Services staff. The Stormwater Compliance Monitor must meet the qualifications of a QSP or QSD and must be identified to the City prior to ground disturbance.

7. Secure approval of a **Drainage and Stormwater Facilities Agreement (Maintenance Agreement)** for all parcels concurrently from the Public Works Director or designee and execute the Maintenance Agreement, in a form approved by the City Attorney. The Maintenance Agreement shall include, but not be limited to, insurance, security, and other measures to ensure that the Permittee properly installs and maintains the Project's stormwater facilities in perpetuity. The Maintenance Agreement shall include all SCMs that will be inspected and maintained during construction and phased Occupancy Clearances. The Maintenance Agreement will be based on procedures and information outlined in the O&M Plan. The Maintenance Agreement shall include a legal description of the project and project location, and the party responsible for O&M Plan implementation. The Maintenance Agreement shall be signed by

the Property Owner accepting responsibility of O&M of the installed onsite and/or offsite treatment and flow control SCMs until such responsibility is legally transferred to another entity in accordance with the requirements specified within the PCRs Resolution. The Maintenance Agreement shall be recorded with the County of Santa Barbara. The Property Owner shall provide a signed, and notarized Maintenance Agreement to the City for final review and acceptance by the City prior to recordation. The Property Owner is responsible for all of the costs associated with the preparation and recordation of said Maintenance Agreement. Supporting documentation for the Maintenance Agreement may require updates and revisions to reflect 'Record Drawing/As-Built' conditions, and the 'As-Built' information will be submitted to the City for review prior for acceptance prior to inclusion in said Maintenance Agreement.

8. Secure approval of a Public Improvement Plan from the Public Works Director or designee for improvements proposed along the frontage on Castilian Drive and submit an Engineers Estimate. The Permittee must use approved City Standard Plans and Details.

Prior to obtaining Grading/Building Permit, the Permittee must:

10. Invite Environmental Services staff to the Pre-Construction Meeting with the Construction Manager, site Qualified SWPPP Practitioner (QSP)/QSD, the Project's Stormwater Compliance Monitor, and construction crew to receive training on stormwater BMPs and to coordinate inspection of all SCMs including UICs installed during construction.
11. Include the following on the Building or Grading Plans:
 - a. All existing survey monuments to be preserved and/or tied out in coordination with the County of Santa Barbara's Surveyor's Office.
 - b. Indicate all Rights-of-Way Easements and Monuments.
 - c. Provide official documentation approving use of an easement from all utilities that have easement rights.
 - d. Reset survey monuments if damaged during construction. If survey monuments are damaged or affected by the construction activities, the City will require a security for the resetting of the survey monuments disturbed by construction. The Owner/Applicant shall submit an estimate, signed, and stamped by a Licensed Surveyor in the State of California for

monument preservation. This estimate will be used to determine the amount of the security.

- e. Trash/Enclosures to be sized for solid waste, recyclables, and organics containers.

12. Secure approval of a Construction and Demolition (C&D) Debris Recycling from the Public Works Director or designee. Provide a copy of the signed Certificate of Implementation of State Law: Construction and Demolition (C&D) Debris Recycling Program ensuring compliance with the Green Building Code. This form indicates who will haul all material and an account number for the C&D project from the hauler. This will facilitate the recycling of all construction recoverable/recyclable materials. The project will be required to meet the CalGreen minimum diversion requirement of 65% of the project's solid waste to be diverted from the landfill.

13. Apply for and secure approval of a Haul Permit from the Public Works Director or designee (if necessary)

1. All applicable permits for the placement of exported material at off-site location(s) within the City limits must be provided to the Public Works Director or designee. The Haul Permit must clearly identify:
 - a. The proposed haul routes.
 - b. The proposed location for placement of export material.
 - c. Measures to ensure that all haul trucks hauling debris, sand, soil and/or other loose materials shall be covered and/or maintain a minimum 2 feet freeboard.
 - d. Measures to ensure that construction vehicles only use the City's designated Truck Routes, as clearly indicated on the Haul Route Exhibit. All other routes are prohibited.
 - e. Measures to ensure that construction parking is implemented in a manner that will minimize the potential for traffic interference. Include construction parking designated area(s) on Haul Route exhibit.
 - f. Clearly identify the proposed area for construction vehicle staging and location(s) for construction vehicle ingress and egress. The ingress/egress pattern shall be identified on the Haul Route Exhibit.

Prior to Encroachment Permit(s) Issuance, the Permittee/Contractor must:

14. Submit a traffic control plan for review and approval by the Public Works Director or designee, that includes City Resolution No. 15-46, "Construction and Major

Maintenance Limitations in the Public Right-of-Way for construction working hours and lane closure limitations".

15. Submit a current Certificate of Insurance and obtain a City of Goleta Business License, if needed.
16. Submit Performance and Payment Bonds if the Engineers Estimate, or contract price is greater than \$100,000.00.

During Construction, the Project Permittee must:

17. Provide Environmental Services staff with a schedule 2 weeks in advance of the SCMs including Surface Basin, Subsurface Well, Fluid Distribution System/Galleries including UICs and/or Infiltration Trench installations, so Environmental Services can inspect and verify subgrade and subsequent construction details for all SCMs.

The Stormwater Compliance Monitor shall conduct regular inspections during construction to verify BMP effectiveness, ensure SCM protection measures remain in place, and coordinate with City Environmental Services staff on stormwater compliance matters. Inspection reports shall be maintained on-site and submitted to the City upon request.

18. Ensure ongoing compliance with the E&SC Plan or SWPPP and shall perform inspections and maintenance on all installed BMPs, including work performed within the Road right-of-way, and the SCMs as identified in the Maintenance Agreement. Maintenance Reports shall be submitted to Environmental Services (StormwaterDevelopmentReview@cityofgoleta.org).
19. Ensure ongoing implementation of BMP Requirements, including dust control of soil off-site. The Owner/Applicant shall identify appropriate BMPs to control the volume, rate, and potential pollutant load of stormwater runoff; and ensure that BMPs are installed, implemented, and maintained through the duration of the project (construction, new or redevelopment) to minimize the potential discharge of pollutants to the Storm Drain System. These requirements may include a combination of structural and non-structural BMPs that are consistent with the California Storm Water Quality Association (CASQA) Best Management Practice Handbook, most current edition (or equivalent), and shall include requirements to ensure the proper long-term operation and maintenance of these BMPs.
20. Ensure the use of the SCMs during active construction are documented within the E&SC Plan or the SWPPP as well as shown on the grading and drainage plans. The following measures must be implemented during active construction to protect

post-construction SCMs and while disconnected to ensure that they function properly:

- A. SCMs such as UICs or bioretention basins must be protected from sedimentation during construction activities or until the site surface conditions are stabilized. Erosion and Sediment Control BMPs must be inspected and maintained to ensure effectiveness so that inflow of sediment from runoff from nearby stockpiles and disturbed areas, etc. does not occur that could cause SCM to clog and compromise the effectiveness of the long-term operation;
- B. SCMs must also be protected from construction wastewater (concrete, stucco, paint, etc.), construction debris or other materials during construction activities that can cause the SCMs to clog and compromise the effectiveness of the long-term operation;
- C. SCMs should be kept off-line until the surrounding tributary areas are fully stabilized to prevent clogging;
- D. Minimize compaction of soils and restrict heavy equipment in the area of SCMs to ensure infiltration rates are not affected. If compacted, the contractor will restore the native soil infiltration rates through ripping or disking.
- E. Infiltration testing may be required to verify infiltration rates after installation.

Prior to Issuance of the Final Certificate of Occupancy the Permittee must:

21. As specified in detail below, pay all required City Developer Impact Fees (DIF) associated with the Development, including but limited to the Transportation DIF.
22. Schedule a Final Construction Inspection and PCR Field Verification Inspection.
 - A. Final Construction Inspection - Following the completion of active construction and stabilization of disturbed areas the Public Works Director or designee will conduct an inspection in accordance with the Construction Site Inspection Form, to verify all temporary erosion and sediment control measures and BMPs have been removed and completed work is in compliance with the approved Plans and 'Record Drawing/As-Built' Plans. The City shall note that any outstanding issues have been resolved in a manner acceptable to the City.
 - B. Final PCR Field Verification Inspection - The PCR field verification inspection must include a visual inspection of each of the SCMs to ensure the SCMs are installed according to the SWCP and As-Builts. The field verification inspection for UICs and other SCMs shall be conducted in coordination with the Project's Stormwater Compliance Monitor, who shall verify that all SCMs are installed according to the SWCP, functioning

properly, and free of sediment, construction debris, or other blockages. The Owner/Applicant shall submit all images, dimensions, and elevations of constructed SCMs prior to the request for Occupancy Clearance to verify the installation of all SCMs that are subgrade or otherwise unable to be verified by Final PCR Field Verification Inspection. If design changes were implemented, 'Record Drawing/As-Built' Plans shall be submitted prior to the request for PCR Field Verification Inspection. The field verification inspection for UICs shall include, but are not limited to:

- i. Photo Documentation: UICs via Inspection Ports and Manholes, Drain Inlet (atrium grates, catch basins, area drains, etc.), Pre-treatment devices, Disconnected Downspouts; and/or
- ii. Video Inspection of UICs via Inspection Ports and Manholes to verify that the chambers are free of sediment, construction wastewater (concrete, stucco, paint, etc.), construction debris or other materials and standing water; and
- iii. Water Depth Measurements.

23. Complete the SWCP Certification of Approval and submit the following support documentation:

- A. Record Drawings/As-Built Site Plans - The Plans submission shall include CAD drawing files and GIS files of as-built conditions including all storm drain infrastructure installation and/or improvements.
- B. Quality Assurance/Quality Control Summary Checklist
 - i. SCM Installation Elevations by Licensed Surveyor as determined on plan;
 - ii. SCM Basin Dimensions and Depths;
 - iii. Photo Documentation of SCMs throughout the installation of the project (including installation of Liner and Geotextile Materials)
 - iv. Material Submittals for Liner and Geotextile Materials which may be invoices;
 - v. Soil Compaction Report by Licensed Soils Engineer documenting compliance with SCMs and project plans (if applicable)
 - vi. SCM Proof of EPA Registration for Class V Injection Wells (if applicable)
- C. Approved Revised Stormwater Control Plan (if applicable)
- D. Approved Revised Operation & Maintenance Plan (if applicable)

The certification submittal shall include documentation prepared and verified by the Stormwater Compliance Monitor as part of the Quality Assurance/Quality Control Checklist, confirming that all SCMs were installed and inspected in accordance with the approved SWCP, Operation & Maintenance Plan, and applicable BMP requirements.

24. Submit a Private Improvement Certification for parking lots, roads, sidewalks, etc. by the Engineer of Record. The Certificate shall include Record Drawing/As Built Plans and geotechnical testing information and results.
25. Submit a Waste Reduction and Recycling Summary (WRRS) to the Public Works Department for review and approval. The Report shall substantiate how a minimum 65% diversion goal was met by the project during construction, provides the actual amounts of material generated and what the final diversion rate was, along with either scale house receipts or a summary from the diversion facility used substantiating each load brought to the facility, the tonnage, and the diversion achieved.
26. Obtain final inspection and acceptance of the Public Improvement Plan and completion of the Encroachment Permit.
27. Provide electronic Record Drawing/As-Built Plans to the Public Works Director or designee for the constructed Public Improvements within 60 days of completion. The Owner/Applicant shall submit 'As-Built' Plans that incorporate all changes/revisions.

D. CITY DEPARTMENT CONDITIONS - PLANNING AND ENVIRONMENTAL REVIEW DEPARTMENT

GENERAL CONDITIONS

1. The Permittee is responsible for ascertaining and paying all City Development fees, including without limitation, fire facility fees, library fees, park fees, police services fees, public administration fees, and transportation fees as required by the GMC, in effect at time of payment. In addition, the impact fees established by the Goleta Union/Santa Barbara Unified School Districts (School Fees) shall also be paid in accordance with the requirements of those entities. This condition also serves as notice pursuant to Government Code Section 66020 (d) that the City of Goleta is imposing development impact fees ("DIFs") and the Permittee has 90 days after the imposition of the fees to protest fees.

The Permittee must pay all applicable development impact fees and other contributions for the Research & Development and Business Buildings in full no later than at the time specified in the chart below. The amount of the actual fee may be different than that listed below, as the Permittee must pay the most current rate of the fee in effect at the time of payment and on the latest edition of the Institute of Traffic Engineers Trip Manual. At the Permittee's discretion, the Permittee may

choose to pay the below listed fees at any time, but no later than the time frame specified.

FEE based on a 16,379 sq. ft.	RATE (FY 25-26)	ESTIMATED FEE	TIME DUE	AGENCY
Fire Facility	\$1,428/ KSF	\$23,389	CO/FI	City
Library	\$275/KSF	\$4,504	CO/FI	City
Park fee	\$3,382/KSF	\$55,393	CO/FI	City
Public Administration	\$880/KSF	\$14,413	CO/FI	City
Transportation (18 PM Peak Hour Trips)	\$16,665/ PM PHT	\$299,970	CO/FI	City
Storm Drain	\$3,578/KSF	\$58,604	CO/FI	City
Affordable Housing Commercial	\$9,814/KSF	\$160,743	CO/FI	City
Bicycle and Pedestrian	\$881/KSF	\$14,429	CO/FI	City
School Fees	Set by School Districts	Contact School Districts	Building Permit	GUSD and SBUSD
TOTAL (City Impact Fees)	—	\$631,445	—	—

KSF = 1,000 Square Feet, CO = Certificate of Occupancy, FI = Final Inspection

2. Any modifications to the approved plans including but not limited to site plan, floor plans, elevations, landscaping, colors and materials, cannot be executed without the Planning and Environmental Review Director's approval.
3. The Permittee shall maintain all landscaping and irrigation, per the approved plan, for the life of the Project.
4. Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, demolition, enlarging, or rebuilding of any building structure, or improvement, the Permittee must obtain a grading and/or building permit from the Planning and Environmental Review Director. Both the grading and the building plans must denote that any portion of the site with archaeological sensitivity cannot be used as parking/storage of construction worker vehicles, construction equipment, stockpiling, or construction material storage, etc., to the satisfaction of the Planning and Environmental Review Director.

5. All plans submitted for permit issuance (e.g., grading, building permit, etc.) must include all applicable conditions of Project approval. As the Project meets the threshold outlined in Ordinance 16-04 regarding Water Efficient Landscaping, the Permittee must secure approval of an irrigation plan from the Building Official or designee before issuance of a building permit. The landscape and irrigation shall be installed per plan prior to Final Building Inspection Clearance.
6. Before the start of any work on-site, the Permittee must conduct a pre-construction meeting that includes the Permittee, Project superintendent, architect, contractors, subcontractor, as well as City representatives from the Planning and Environmental Review and Public Works Departments. As part of this meeting, the Permittee must also implement a WEAP to ensure all construction personnel are informed of applicable environmental requirements, resource protection measures, and procedures to follow in the event of an inadvertent discovery.
7. All work within the public right-of-way, including without limitation, utilities and grading, must be explicitly noted on the building plans. The Permittee must obtain all necessary encroachment permits from the Public Works Director or designee, before commencing work within or over the public right-of-way, including without limitation, water meters, backflow devices, signs, and curb/gutter/sidewalk improvements.
8. Any temporary building, trailer, commercial coach, etc., installed or used in connection with the construction of this Project must comply with the requirements of Section 17.41.260 of the GMC.
9. The Permittee is responsible for informing all contractors, subcontractors, consultants, engineers, or other business entities providing services related to the Project of their responsibilities to comply with these conditions including, without limitation, the GMC. This includes the requirements that a business license be obtained to perform work within the City as well as the City's construction hour limitations.
10. The Permittee, including all contractors and subcontractors, shall limit construction activity and equipment maintenance to the hours between 8 AM and 5 PM, Monday through Friday since there are residential uses within 1,600 feet of the site. Exceptions to these restrictions may be made for good cause at the sole discretion of the Planning and Environmental Review Director, for onsite work. Exceptions to these restrictions may be made for good cause at the sole discretion of the Public Works Director or designee, for work in the City Right-of-Way only. Any subsequent amendment to the General Plan noise standard upon which these construction hours are based shall supersede the hours stated herein. No construction can occur on State holidays (e.g., Thanksgiving, Labor Day). Non-noise generating construction activities such as interior plumbing, electrical, drywall and painting (depending on compressor noise levels), are not subject to these restrictions.
- 11. Prior to the issuance of a Zoning Clearance, the Permittee must:**

A. Secure Final Design Approval from the Design Review Board (DRB) of the following items:

- i. Architecture, including building colors and materials, lighting, and trash enclosure(s);
- ii. Landscaping and irrigation plans. The landscaping plan must consist of at least 75% drought-tolerant native or Mediterranean-type plants which adequately complement the Project design and integrate the site with surrounding land use. The plant material used in the landscape palette must be compatible with the Goleta climate pursuant to Sunset Western Garden Book Zone 24 published by Sunset Books, Inc. Revised and Updated 2012 edition or a more current edition.

The irrigation plan must demonstrate compliance with the City's Water Conservation regulations and Guidelines for Water Conservation in Landscaping. Use reclaimed water to irrigate landscaped areas if the recycled waterline is extended to serve the site. If that occurs, then dual water connections must be installed to allow for landscaping to be irrigated by reclaimed water, if feasible.

Use efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach plant roots (e.g., drip irrigation, automatic sprinklers equipped with moisture sensors, etc.). Use automatic sprinkler systems that must be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Sprinklers must also be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscaping irrigation.

B. Enter into a Landscape Maintenance Agreement with performance securities, in a form approved by the City Attorney, to maintain required landscaping and water-conserving irrigation systems for at least a 3-year period. All expenses associated with the development, review and recordation of the Landscape Maintenance Agreement are the sole responsibility of the Permittee.

C. Enter into an agreement with the City regarding compliance monitoring and submit the fees to cover full costs of compliance monitoring. All costs associated with the development, review, and execution of the compliance monitoring contract is the sole responsibility of the Permittee.

D. Submit a composite utility plan to be approved by the Director of Planning and Environmental Review, or designee. All external/roof mounted mechanical equipment (including HVAC condensers, switch boxes, etc.) must be included on all building plans and designing this equipment to be integrated into the structure and/or screened in its entirety from public view.

- E. Provide trash/recycling enclosures that are compatible with the architectural design of the Project, of adequate size for trash and recycling containers (at least 50 square feet), and accessible by tenants and for removal. The trash/recycling areas must be enclosed with a solid wall of sufficient height to screen the area, with a solid gate and a roof, to be maintained in good repair in perpetuity and must be included on Building Project plans. The enclosures are required to be approved by the City Design Review Board (DRB).
- F. The Permittee, at its sole expense, must retain a City-qualified archaeologist and local Chumash Native American observer to monitor all ground disturbing construction activities. Field notes generated by the local Chumash Native American observer shall be made available upon request to the extent that the information is not considered confidential under applicable law. A Construction Monitoring Treatment Plan must be prepared and approved by the City and must include:
 - a. A requirement that all ground disturbances shall be monitored by a City-qualified archaeologist and a Chumash Native American observer;
 - b. Qualifications and organization of monitoring personnel;
 - c. Procedures for notifying the City and other involved or interested parties in case of a new discovery;
 - d. Procedures that would be used to record, evaluate, and mitigate new discoveries with minimum of delay;
 - e. Procedures that would be followed in case of discovery of disturbed as well as intact human burials and burial-associated artifacts. The City-qualified archaeologist and Chumash Native American observer shall have the authority to temporarily halt or redirect construction in the vicinity of any potentially significant discovery to allow for adequate Phase 3 data recovery recordation, evaluation, and mitigation. The monitoring program results must be documented in a report following the completion of all ground-disturbing activities.

A contract for the Construction Monitoring Plan for archaeological resources, including identification of the City-qualified archaeologist and Chumash Native American observer, must be approved by the City prior to the issuance of any Zoning Clearance issued for the project. The Planning and Environmental Review Director must verify compliance before the Zoning Clearance is issued.

- G. Before any ground disturbance, including staging areas, vegetation clearing, or grading activity, the Permittee and construction crew must conduct an on-site meeting with City staff, a City-retained archaeologist, and local Chumash consultant(s) and present the procedures to be followed in the unlikely event that human remains are uncovered. These procedures must include those identified by

Public Resources Code sections 5097.97 and 5097.98. Prior to ground disturbance, the Permittee must provide the Planning and Environmental Review Director with the contact information for the Chumash consultant and the procedure that is agreed upon.

If human remains are discovered, work must stop and the County Coroner must be notified. If the remains are determined to be of Chumash descent, the County Coroner will notify the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC will identify the Most Likely Descendent (MLD). The MLD, in consultation with the City-approved archaeologist, local Chumash consultant(s), Permittee, and City staff, will determine what course of action should be taken in dealing with the remains.

If the remains are identified as non-Chumash, the County Coroner will take possession of the remains and comply with all state and local requirements in the treatment of the remains.

The Planning and Environmental Review Director, or designee, must confirm that the County Coroner and the Native American Heritage Commission are notified as required.

- H. If archaeological resources are encountered during grading, work must be stopped immediately or redirected until the City-approved archaeologist and local Chumash Native American observer can evaluate the significance of the find pursuant to the investigation standards set forth in the City Archaeological Guidelines. The Permittee must fund any required Extended Phase 1 study, and if resources are found to be significant, the Permittee must also fund a Phase 3 mitigation program consistent with City Archaeological Guidelines. The City-qualified archaeologist and Chumash Native American monitor must be onsite during all project excavation, grading or other soil disturbance, and their identification must be approved by the City prior to issuance of the Zoning Clearance.
- I. The buildings must be designed to comply with all GMC standards and conditions for the attenuation of interior noise to the satisfaction of the Planning and Environmental Review Director.

13. Prior to construction and ongoing during grading and construction activities, the Permittee must:

- A. Promptly remove any graffiti at the Project site.
- B. Obtain all the necessary approvals, licenses, and permits and pay all of the appropriate fees as required by the City. Before any permit may be issued by the City of Goleta, the Permittee must obtain written clearance for each development phase from all Departments/Agencies having conditions or Project approval. Such clearance must indicate that the Permittee has

satisfied all pre-construction conditions.

C. Secure the construction site with a minimum 6-foot high fence. The fence must be covered with a material approved by the Planning and Environmental Review Director to minimize dust leaving the site.

D. Contact Planning and Environmental Review (PER) compliance monitoring staff at least two weeks prior to commencement of construction activities to schedule an on-site pre-construction meeting to be led by PER compliance monitoring staff and attended by all parties deemed necessary by the City, including the permit issuing planner, grading and/or building inspectors, other agency staff, and key construction personnel: contractors, sub-contractors and contracted monitors among others. As part of this meeting, the Permittee must also implement a WEAP to ensure all construction personnel are informed of applicable environmental requirements, resource protection measures, and procedures to follow in the event of an inadvertent discovery.

E. Meet the following standards:

- i. Prevent construction and/or employee trash from blowing offsite by:
 - a. Provide covered receptacles on-site before commencement of any grading or construction activities;
 - b. Coordinate trash pick up waste weekly or more frequently as directed by the City;
 - c. Designate and provide to the Planning and Environmental Review Director the name and contact information of the Project foreman who will monitor construction trash/waste. Additional covered receptacles must be provided as determined necessary by Planning and Environmental Review Director.
- ii. Ensure that public sidewalks remain open at all times.
- iii. Ensure that all haul trucks, hauling soil, sand, and other loose materials, are either covered or maintain two feet of freeboard.
- iv. Reduce NOx emissions during construction by limiting the operation of heavy-duty construction equipment to no more than 5 pieces of equipment at any one time if possible.
- v. Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturer's specifications and per APCD rules to minimize dust emissions.
- vi. Use electricity from temporary power poles rather than temporary diesel or gasoline-powered generators if possible.

- vii. Ensure that construction vehicles only use the City's designated Truck Routes to the satisfaction of the Public Works Director. All other routes are prohibited. Construction traffic must be routed away from congested streets.
- viii. Configure construction parking to minimize traffic interference to the satisfaction of the Public Works Director.
- ix. Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g., flag persons) to the satisfaction of the Public Works Director.
- x. Secure approval of the construction vehicle staging and location of vehicle ingress/egress location and the use of temporary construction driveways from the Public Works Director or designee.
- xi. Use electric equipment if feasible to replace diesel-powered equipment such as booster pumps or generators.
- xii. Install catalytic converters on equipment if feasible.
- xiii. Equip equipment with two to four-degree engine time retard or pre-combustion chamber engines if feasible.
- xiv. Use methanol or natural gas-powered mobile equipment and pile drivers instead of diesel equipment if feasible.

14. Prior issuance of a Certificate of Occupancy/Final Building Inspection clearance:

- A. Install all required trash enclosures in accordance with approved plans.
- B. Screen all mechanical equipment in accordance with approved plans.
- C. Install all landscaping and irrigation in accordance with approved plans.
- D. Screen all new utility service connections and above-ground mounted equipment such as the solar carports, etc. from public view and/or painted in a soft earth tone color so as to blend in with the Project (red is prohibited) in accordance with approved plans.
- E. Pay all adopted impact fees for the Research & Development and Business buildings due including but not limited to Fire, Parks and Recreation, Transportation, Library, Public Administration, Storm Drain, Bicycle and Pedestrian and Affordable Housing Development Fee Program in effect at the time unless previously paid as outlined in Condition # D 1 above
- F. Remove temporary construction driveway if one is installed.

G. Pay all required development compliance monitoring fees and complete construction in accordance with approved plans including design, colors and materials.

H. Install all landscaping and irrigation in accordance with approved plans.

By signing this document, the undersigned certifies that he has read, understood, and agrees to the Project Conditions listed in this document.

Marc Winnikoff, Nederlander Holdings, LLC

Date

-End of Development Plan Conditions -

Exhibit i – SBCFD 4/25/25 letter

Exhibit ii – APCD 12/5/25 letter

Memorandum

DATE: April 25, 2025

TO: Darryl Mimick
Planning and Environmental Review
City of Goleta

FROM: Christopher Olmstead, Captain
Fire Department

SUBJECT: APN: 073-150-025 Permit: 22-0003-DP Project: 22FDR-00057

Site: 115 Castilian Drive, Goleta

Project: Development Plan – Re-Locate and Interior Remodel of Airport Hanger Building to be Repurposed as New R&D and Technology Building, 9,042 sf, and two New Quonset Huts 4,002 sf & 3,335 sf

Digitally signed by
Christopher Olmstead
DN: C=US,
E=olmstea@countyofsb.org,
O=Santa Barbara County Fire
Department, OU="Captain",
OU="Engineering & Environment",
CN=Christopher.Olmstead
Date: 2025.04.25
14:21:26-07'00'



***This Condition Memorandum Supersedes the Previous Conditions Memorandum Dated July 7, 2022
(Removal of NFPA 409 Standard)***

All Other Conditions Remain the Same

The above project is located within the jurisdiction of the Santa Barbara County Fire Department.

CONDITIONS FOR DEVELOPMENT PLAN

The Fire Prevention Division must be notified of any changes to the project proposal.

A change in the project description may cause conditions to be imposed.

ADVISORY

1. All standard fire department conditions and current codes shall apply at time of development.

2. Fire Protection Certificates (FPCs) shall be required.

PROJECT DEVELOPMENT

We submit the following with the understanding the Fire Protection Certificate application(s) may involve modifications, which may determine additional conditions.

PRIOR TO VERTICAL CONSTRUCTION

3. All access ways shall be installed and maintained for the life of the project.

- Driveway shall have a minimum width of 20 feet.
- Surface shall be paved.

- Access ways shall be unobstructed and extended to within 150 feet of all portions of the exterior walls of the first story of any building.
- A minimum of 13 feet, 6 inches of vertical clearance shall be provided and maintained for the life of the project for emergency apparatus access.

4. 1 new fire hydrant shall be installed.

- The fire department shall have on file a set of approved fire hydrant plans prior to any work being started.
- Fire hydrant(s) shall be located per fire department specifications and shall flow 1250 gallons per minute at a 20 psi residual pressure.
- Commercial fire hydrants shall consist of one 4-inch outlet and two 2-1/2-inch outlets.
- A set of approved fire hydrant plans, stamped and dated by the fire department shall be kept at the job site and available upon request.
- Water systems shall be installed exactly as the approved fire hydrant plans dictate. No changes or modifications to these plans shall take place without prior fire department approval.
- No work shall be covered or otherwise rendered inaccessible or unviewable prior to inspection by a fire department representative.

5. Curb faces shall be painted red to 7.5 ft on both sides of the fire hydrant.

A 3-foot clear space shall be maintained around the circumference of all fire hydrants except as otherwise required or approved. Posts, fences, vehicles, growth, trash, storage and other materials or things shall not be placed or kept near fire hydrants

- Clearance shall be maintained for the life of the project.

PRIOR TO OCCUPANCY CLEARANCE

6. Designated fire lanes shall include red curbs and signs indicating “Fire Lane – No Stopping” placed as required by the fire department. Refer to current adopted California Fire Code.

7. An automatic fire sprinkler system shall be installed.

- Fire sprinkler plans shall be approved by the fire department prior to installation.
- The fire department shall determine the location of any fire department connection (FDC) that may be required.
- Fire department connection (FDC) shall be labeled, identifying all buildings or addresses it serves, per NFPA 13.
- Water systems shall be installed exactly as the approved plans dictate. No changes or modifications to these plans shall take place without prior fire department approval.
- No work shall be covered or otherwise rendered inaccessible or unviewable prior to inspection by the fire department.

8. An automatic fire or emergency alarm system shall be installed.
 - Fire alarm system shall meet Santa Barbara County Fire Department requirements.
 - Automatic fire or emergency alarm system plans shall be approved by the fire department.
 - Alarm panel locations and annunciator graphics shall be approved by fire department prior to installation.
9. Address numbers shall be a minimum height of 12 inches.
10. A Knox Box entry system shall be installed for the building.

To obtain a Knox Authorization Order Form and instructions, email pe.inquiries@countyofsb.org. Please note, review is required prior to submission to Knox Company, as an authorized fire agency signature must be included on your order form. Do not send order forms to Knox Company directly.

11. The applicant shall be required to pay Fire Department Development Impact Mitigation Fees in accordance with Chapter 15 of the Santa Barbara County Code.
 - Payment shall be made according to the schedule of fees in place on the date fees are paid. As of the date of this letter, fees currently are as follows:

Nonresidential-Retail/Commercial \$0.77 per square foot

Final occupancy clearance inspection will not be scheduled unless fees have been paid.

ADVISORY

12. The applicant will be required to pay the City of Goleta Fire Development Impact Fees directly to the City of Goleta.

As always, if you have any questions or require further information, please call me at 805-681-5528 or 805-681-5523.

CO:ps



December 5, 2025

Darryl Mimick
City of Goleta
Planning and Environmental Review
130 Cremona Dr. Suite B
Goleta, CA 93117

Sent Via Email: dmimick@cityofgoleta.org

Re: Santa Barbara County Air Pollution Control District Suggested Conditions for the Hangar 5 Development Plan, 22-0003-DP

Dear Darryl Mimick:

The Santa Barbara County Air Pollution Control District (District) has reviewed the referenced project, which consists of development of a vacant portion of the parcel with a 17,912 square foot (SF) repurposed airplane hangar and two Quonset huts (approximately 3,335 SF and 4,002 SF). The airport hangar will be relocated from a City of Santa Barbara property at 500 Fowler Road. The two Quonset huts would also be relocated from downtown Santa Barbara. Additional parking and landscaping would be added. Project grading would require 200 cubic yards (CY) of cut, 1,800 CY of fill, and 1,600 CY of import. The subject property, a 3.52-acre parcel zoned BP (Business Park) and identified in the Assessor Parcel Map Book as APN 037-150-025, is located at 135 Castilian in the City of Goleta.

The proposed project is subject to the following **regulatory requirements** that should be included as conditions of approval in the applicable land use permit:

1. Prior to the construction, installation or use of any operations or equipment subject to District permitting requirements, rules, and regulations, the applicant is required to obtain an **Authority to Construct (ATC) permit** from the District. Proof of receipt of the required ATC permit shall be submitted by the applicant to planning staff prior to building/grading permit issuance. After issuance of the initial ATC permit, the proposed project will be required to obtain a **Permit to Operate (PTO) permit** from the District for the ongoing operation/use of the regulated equipment following a Source Compliance Demonstration Period, as applicable. **Advisories:** (1) If the project has the potential to emit toxic or hazardous air pollutants, or is located in close proximity to sensitive receptors, the project may be required to prepare a **Health Risk Assessment** as part of District permit issuance to determine the potential level of risk associated with their operations. (2) The District permit process can take several months. To avoid delay, the applicant is encouraged to submit their Authority to Construct permit application to the District as soon as possible, see www.ourair.org/permit-applications/ to download the necessary permit application(s).
2. All portable diesel-fired construction engines rated at 50 brake horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or District permits prior to grading/building permit issuance. Generally, construction engines with PERP

certificates are exempt from the District permit, provided they will be on-site for less than 12 months. In some situations, portable and/or temporary engines, require a District permit irrespective of PERP-registration status. See www.ourair.org/wp-content/uploads/PERPfaq.pdf for more information on the operation of PERP-registered engines at stationary sources. If a District permit is required, proof of receipt of the District permits shall be submitted by the applicant to planning staff. The District permit process can take several months. To avoid delay, the applicant is encouraged to submit their Authority to Construct permit application to the District as soon as possible, see www.ourair.org/permit-applications to download the necessary permit application(s).

3. The application of architectural coatings, such as paints, primers, and sealers that are applied to buildings or stationary structures, shall comply with District Rule 323.1, *Architectural Coatings* that places limits on the VOC-content of coating products.
4. Asphalt paving activities shall comply with District Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.
5. Boilers, steam generators, and process heaters with rated heat inputs greater than or equal to 5 million British thermal units per hour (Btu/hr) used in all industrial, institutional, and commercial operations must comply with emission limits and requirements of District Rule 342. Please see www.ourair.org/wp-content/uploads/rule342.pdf for more information.
6. Construction/demolition activities are subject to District Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities*. This rule establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites, includes measures for minimizing fugitive dust from on-site activities, and from trucks moving on- and off-site. Please see www.ourair.org/wp-content/uploads/rule345.pdf. Activities subject to Rule 345 are also subject to Rule 302 (*Visible Emissions*) and Rule 303 (*Nuisance*).
7. Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 British thermal units per hour (Btu/hr) and water heaters rated below 75,000 Btu/hr must comply with the emission limits and certification requirements of District Rule 352. Please see www.ourair.org/wp-content/uploads/rule352.pdf for more information.
8. Boilers, water heaters, and process heaters rated between 75,000 and 2.0 million British thermal units per hour (Btu/hr) must comply with the emission limits and certification requirements of District Rule 360. Note: Units fired on fuel(s) other than natural gas still need to be certified under Rule 360. Please see www.ourair.org/wp-content/uploads/rule360.pdf for more information.
9. Boilers, water heaters, and process heaters rated between 2 million to 5 million British thermal units per hour (Btu/hr) must comply with the emission limits and certification requirements of District Rule 361. Please see www.ourair.org/wp-content/uploads/Rule361.pdf for more information.
10. The applicant is required to obtain an asbestos survey for suspect asbestos containing materials and complete and submit an **Asbestos Demolition/Renovation Notification** (District Form ENF-28, which can be downloaded at www.ourair.org/compliance-forms) for each regulated structure to be demolished or renovated. Demolition notifications are required regardless of

whether asbestos is present or not. The completed notification should be presented or mailed to the District with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. For additional information on asbestos notification requirements, please see www.ourair.org/asbestos/ or contact the District's Compliance Division at (805) 979-8050.

In addition, the District recommends that the following **best practices** be considered for inclusion as conditions of approval, in the interest of reducing emissions of criteria air pollutants, toxic air contaminants, greenhouse gases, dust and odors:

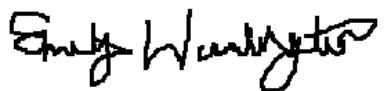
1. To reduce the potential for violations of District Rule 345 (*Control of Fugitive Dust from Construction and Demolition Activities*), Rule 302 (*Visible Emissions*), and Rule 303 (*Nuisance*), standard dust mitigations (**Attachment A**) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the District prior to grading/building permit issuance.
2. The State of California considers particulate matter emitted by diesel engines carcinogenic. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment. Recommended measures should be implemented to the maximum extent feasible. Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.
3. At a minimum, prior to occupancy, any feasible greenhouse gas reduction measures from the following sector-based list should be applied to the project:
 - Energy use (energy efficiency, low carbon fuels, renewable energy)
 - Water conservation (improved practices and equipment, landscaping)
 - Waste reduction (material re-use/recycling, composting, waste diversion/minimization)
 - Architectural features (green building practices, cool roofs)
 - Transportation (reduce vehicle miles traveled through employee commute trip reduction programs, such as ride-sharing programs and alternative transportation options, such as public transit, local shuttles, park-and-ride lots, etc., pedestrian- and bicycle-friendly features such as sidewalks and bike racks)
 - For additional information on greenhouse gas mitigation and potential strategies, see www.ourair.org/ghgmitigation-sbc.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 979-8334 or via email at WaddingtonE@sbcapcd.org.

December 5, 2025

Page 4

Sincerely,



Emily Waddington,
Air Quality Specialist
Planning Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO_x Emission Measures

cc: Planning Chron File

ATTACHMENT A
FUGITIVE DUST CONTROL MEASURES

Projects involving earthmoving activities are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345). The following measures should be implemented to reduce fugitive dust emissions and impacts.

- During construction, use water trucks, sprinkler systems, or dust suppressants in all areas of vehicle movement to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. When using water, this includes wetting down areas as needed but at least once in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.
- Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.
- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. The amount of excavated material or waste materials stored at the site should be minimized.
- Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, or if previously graded areas remain inactive for more than 10 calendar days, treat the disturbed area by watering, OR using roll-compaction, OR revegetating or hydroseeding, OR by applying non-toxic soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. proposed to be paved should be completed as soon as possible.
- Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.
- The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress.

All measures required by the Lead Agency shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map prior to grading/building permit issuance and/or map recordation. Conditions shall be adhered to throughout all grading and construction periods. The name and telephone number of a dust control contact shall be provided to the APCD prior to grading/building permit issuance and/or map clearance. The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



ATTACHMENT B

CONSTRUCTION DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- **Portable Engines:** All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program (PERP)¹ OR shall obtain an APCD permit.
- **Off-Road Equipment:** Fleet owners of diesel-fueled mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation². All off-road vehicles subject to this regulation must use renewable diesel fuel, with some limited exceptions.
- **Diesel Trucks:** Fleet owners of on-road diesel-fueled heavy-duty trucks and buses are subject to CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), the Statewide Truck and Bus Regulation, and the Advanced Clean Fleets Regulation to reduce emissions from trucks and buses.³
- **Idling:** Drivers of diesel-fueled commercial motor vehicles are subject to the Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.⁴ Idling restrictions for off-road equipment are set forth in CARB's In-Use Off-road Diesel-Fueled Fleets Regulation.

The following measures are recommended:

- At a minimum, off-road diesel equipment should be equipped with engines compliant with, or certified to meet or exceed, CARB Tier 4 emission standards. Where available, off-road construction equipment should be zero-emission. Alternative/renewable fuels such as compressed natural gas (CNG), liquefied natural gas (LNG), or propane should be utilized to the maximum extent feasible when zero-emission is not available. Electric auxiliary power units should be used. The Lead Agency should require commitments to Tier 4 and/or zero-emission equipment in applicable bid documents, purchase orders, and contracts; successful contractors should demonstrate the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- On-road heavy-duty equipment with model year 2014 or newer engines, or powered by zero- or near zero-emission technology, should be used whenever feasible.
- All portable generators should be powered by a source other than diesel or gasoline (i.e., battery, natural gas, propane, etc.)
- All construction equipment should be maintained in tune per the manufacturer's specifications.
- The number of construction equipment operating simultaneously should be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Proposed truck routes should minimize impacts to residential communities and sensitive receptors.
- Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows. Construction activity schedules and hours should be planned and adjusted as feasible to maximize distance from existing sensitive receptors and minimize exposure to air pollution.

Prior to grading/building permit issuance and/or map recordation, all measures required by the Lead Agency shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout grading and construction periods. The contractor shall retain onsite the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles and have it available for inspection. The Lead Agency shall ensure measures are on project plans and/or recorded with maps and ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

¹ <https://ww2.arb.ca.gov/our-work/programs/portable-equipment-registration-program-perp>

² <https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation>

³ <https://ww2.arb.ca.gov/our-work/programs/truckstop-resources/truckstop>

⁴ <https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling/about>

Attachment 2

Color Board



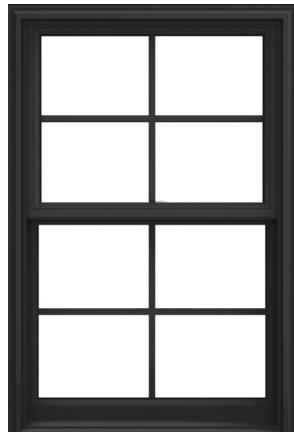
Roof
Standing Seam Metal
MFR: Metal Sales
Color: Cool Old Town Gray



Siding Color
Mfr: Benjamin Moore
Color: Boothbay Gray HC-165



Storefront
Window & Door System
(Anodized Dark Gray Mullions;
Skylights to Match)



Windows:
Aluminum Clad Wood
Benjamin Moore
50% Black HC-190
50% Charcoal Slate HC-178



Hangar 5
135 Castilian
10-31-2025

Attachment 3

Project Plans



HANGAR 5

ABBREVIATIONS

AT	FIN	FINISH	PLAM	PLASTIC LAMINATE
d	PENNY	FLN	FLOW LEVEL	PLAS
04	PIGDO	FLG	FLASHING	PLASTER
AB	ANCHOR BOLT	FLR	FLR	PLYWD
AC	ASPHALTIC	FLN	FIELD NAILING	PLYWOOD
AC/	CONCRETE	FOC	FACE OF	PR
A/C	AIR CONDITIONING	CONCRETE	FOF	PAIR
ALUM	ALUMINUM	CONCRETE	FACE OF FINISH	PDR
ANOD	ANODIZED	CONCRETE	FACE OF FINISH	PDR
BD	BOARD	FOM	FIELD MASONRY	PDR
BLDG	BUILDING	FOM	FACE OF	RD
BLK/G	BLOCKING	FOS	PLYWOOD	ROUND HEAD
BN	BOLTYARY	FOF	FACE OF STUD	RM
NAILING	FT	FOO OR FEET	RD	ROOM
GA	GAUGE	RD	ROUND OPENING	RD
ROI	BOTTOM	GALV	SCHED	SCHEDULE (D)
CB	CATCH BASIN	GYPUM	SFT	SOUTH
CI	CAST IRON	HP	SFTG	SQUARE FEET
CL	CEIL JOIST	HOB	SFTG	SQUARE FEET
CLG	CEILING	HP	SIMILAR	SIMILAR
CLR	CLEAR	HOUR	SPEC	SPECIFICATION
CMU	CONCRETE	HTR	SQ	SQUARE
CO	CLEAN OUT	HVAC	SSTL	STAINLESS STEEL
COL	COLUMN	HWR	SSTL	STANDARD
CONT	CONTINUOUS	HOT WATER	SSTL	STIEL
CSK	COUNTERSINK	INV	TC	TOP OF CURB OR
DI	DIAMETER	INVERT	TCV	TOP OF CONCRETE
DIA	DIA	LAM	TAC	TOP OF CATCH
DIA	DIA	LAMINATE	TAG	BASIN
DN	DOWN	LT	TONGUE AND	
DS	DOWNSPOUT	MAS	LIGHT	GROOVE
DWG	DRAWING	MAS	MATERIAL	TOP OF PAVING
E	EXISTING	MAX	MATERIAL	TOP OF WALL
(E)	EXISTING	MB	MATERIAL	TOP
EJ	EXPANSION JOINT	MCH	MACHIN BOLT	TYPICAL
ELEV	ELEVATION	MEM	MECHANICAL	UNLESS NOTED
EDG/TAIL	EDG/TAIL	MEMBR	MECHANICAL	OTHERWISE
EQ	EQ	MFR	MANUFACTURER	VIN
EQUIP	EQUIPMENT	MIN	MINIMUM	COMPOSITION TILE
FAU	FORCED AIR UNIT	MISC	VGCD	VERTICAL
FBO	FURNISHED BY	MISC	VERTICAL GRAIN	VERTICAL
FID	FID	N	VTR	VERTICAL
FE/C	FL	NIC	VTR	VERTICAL THROUGH
FE/C	FL	NOT IN CONTRACT	W	WEST
FE/C	FL	NO#	WC	WATER CLOSET
FE/C	FL	NUMBER	WH	WATER HEATER
FE/C	FL	NOT TO SCALE	WH	WATERPROOF
FE/C	FL	OC	WLS	WOOD SCREW
FE/C	FL	ON	WTF	WELDED WIRE
FE/C	FL	ONAL HEAD OR OVER	W	FABRIC
FE/C	FL	HEAD	W	WITH
FE/C	FL	OPENING	W/O	WITHOUT
FF	FINISH FLOOR	(P)	PROPOSED	
FG	FINISH GRADE	PL	PLATE OR	
FH	FLAT HEAD	PROPERTY LINE		

GENERAL NOTES

- ALL CONSTRUCTION SHALL CONFORM TO ALL CURRENT BUILDING, ELECTRICAL, MECHANICAL AND PLUMBING CODES AND ALL OTHER STATE, COUNTY AND CITY ORDINANCES AND REGULATIONS.
- THE CONTRACTOR SHALL INVESTIGATE, VERIFY AND BE RESPONSIBLE FOR ALL CONDITIONS AND DIMENSIONS OF THE PROJECT AND SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES AND INCONSISTENCIES BETWEEN DRAWINGS, SPECIFICATIONS AND EXISTING CONDITIONS TO SUBMIT A BID.
- CONTRACTOR SHALL NOTIFY THE ARCHITECT ABOUT ANY CONDITIONS REQUIRING A MODIFICATION OR CHANGE BEFORE PROCEEDING WITH THE WORK.
- REFER TO STRUCTURAL, MECHANICAL, PLUMBING AND ELECTRICAL DRAWINGS FOR OTHER GENERAL REQUIREMENTS AND COORDINATE WITH THE ARCHITECTURAL DRAWINGS FOR CONSTRUCTION.
- ALL CONSTRUCTION TO PROVIDE A WATERPROOF, WEATHER TIGHT BUILDING. CONTRACTOR SHALL FLASH AND CAULK AS NECESSARY TO ACHIEVE THIS REQUIREMENT.

APPROVAL NOTES:

AT THE TIME OF FINAL INSPECTION, A MANUAL, COMPACT DISK OR WEB BASED REFERENCE SHALL BE PLACED IN THE BUILDING AND SHALL INCLUDE ALL OF THE ITEMS LISTED IN CGSC SECTION 4.410.11.

PROJECTS WITH A MODIFICATION OR WITHIN 12' OF SETBACKS AND/OR PROPERTY LINES MAY REQUIRE A SURVEY.

PROJECT TO HAVE AN APPROVED FIRE SPRINKLER SYSTEM UNDER SEPARATE PERMIT.

SPECIAL INSPECTIONS

THE OWNER OR GENERAL CONTRACTOR SHALL EMPLOY A SPECIAL INSPECTOR TO PROVIDE INSPECTIONS ACCORDING TO UBC SECTION 1701, FOR THE FOLLOWING TYPES OF WORK:

- ANY RETROFIT REINFORCING BARS OR HOLLOWDN BOLTS INTO EXISTING SLABS OR FOOTINGS REQUIRING AN EPOXY GROUTED CONNECTION.
- FIELD WELDING FOR STRUCTURAL STEEL CONNECTIONS.
- STRUCTURAL MASONRY

CONSULTANTS

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805-239-9457
beacongeotechnical@gmail.com

GOVERNING CODES

CP-1

TR-1

EXSTG-1

Existing Building

E1.0

E1.1

E2.0

E2.1

E2.2

E3.1

E3.2

E3.3

E3.4

E3.5

E3.6

E3.7

E3.8

E3.9

E3.10

E3.11

E3.12

E3.13

E3.14

E3.15

E3.16

E3.17

E3.18

E3.19

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E3.69



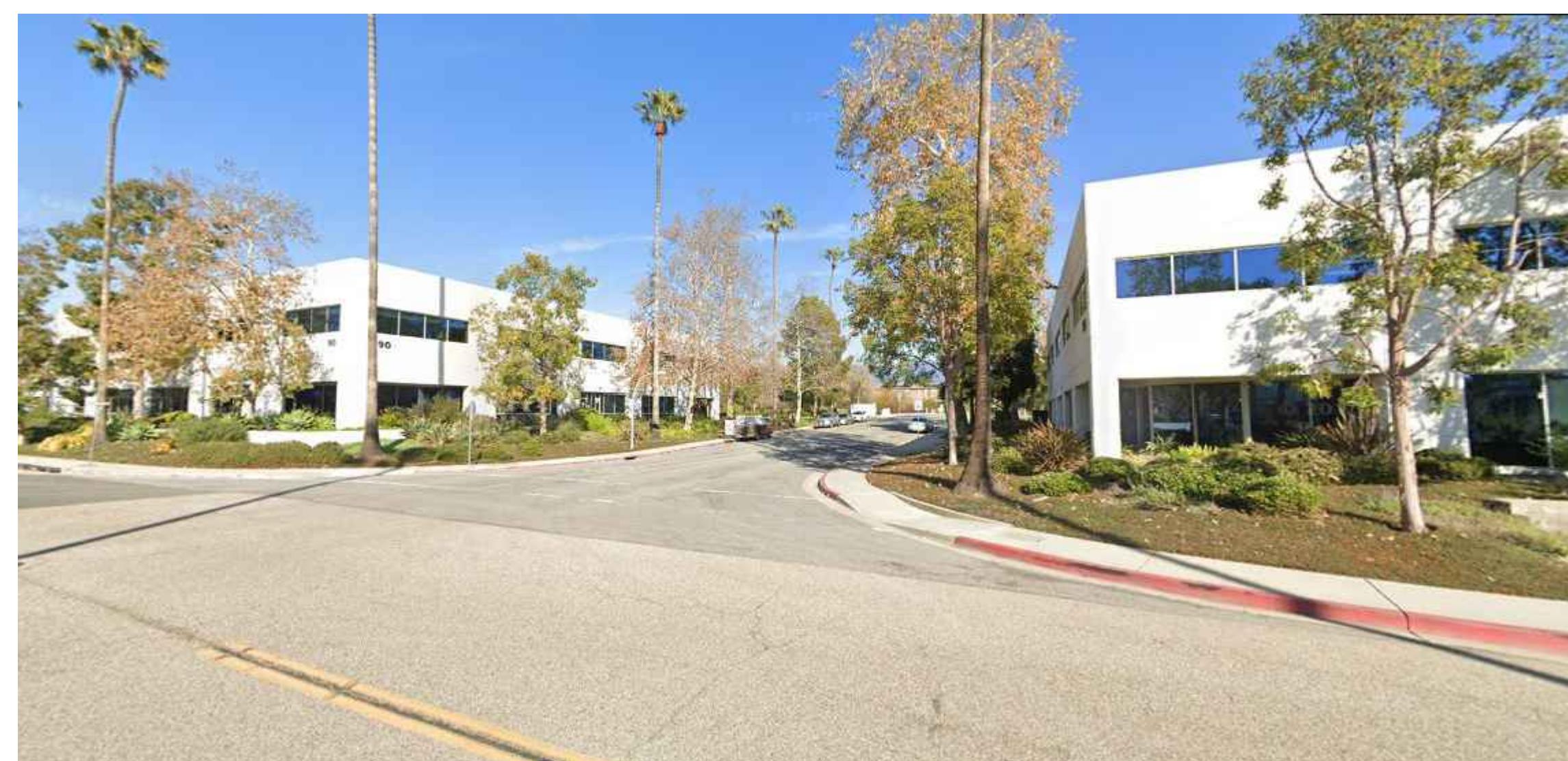
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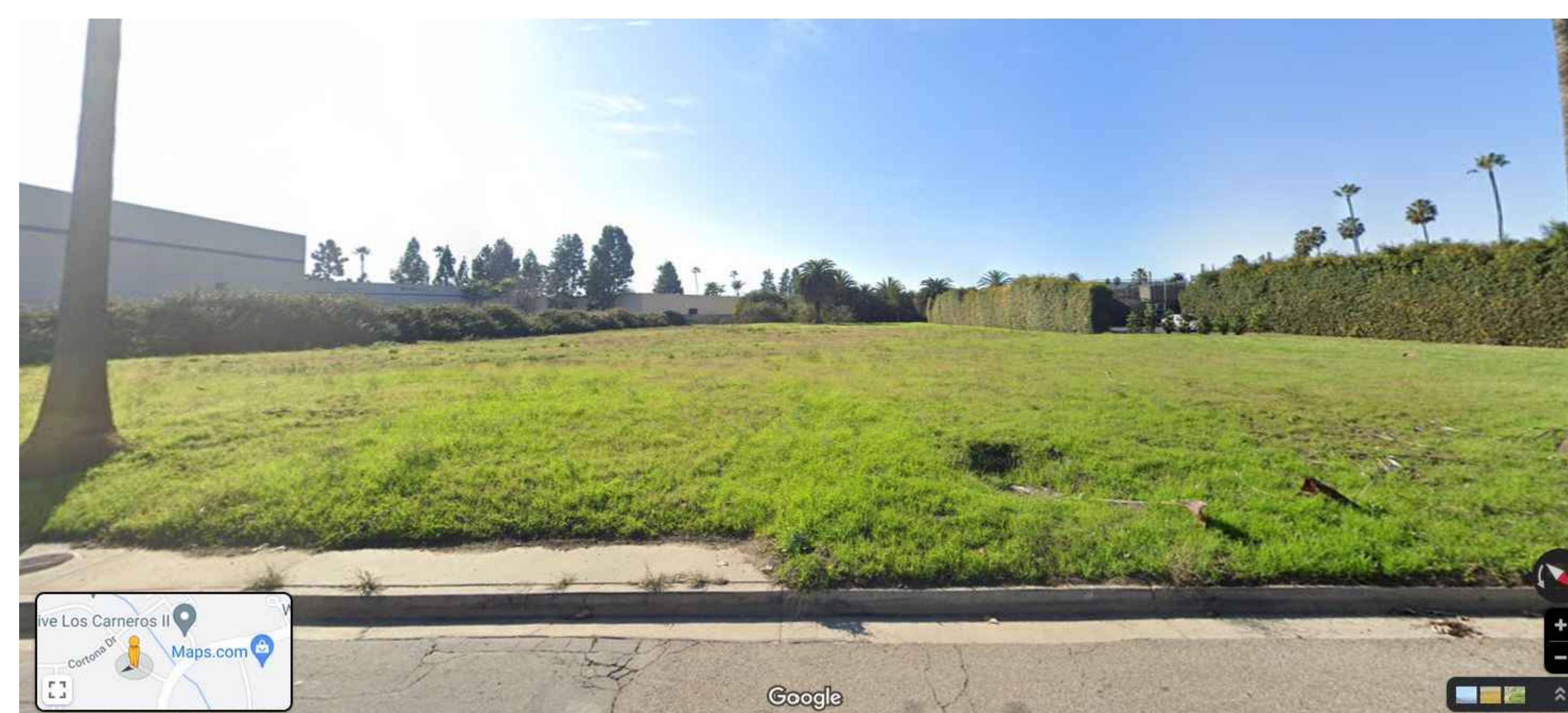
4- LOOKING NORTH FROM CORNER OF CORTONA & CASTILIAN



5- LOOKING NORTH FROM CORNER OF CORTONA & CASTILIAN



6- LOOKING NORTH FROM CORNER OF CORTONA & CASTILIAN



3- VIEW OF EXISTING SITE FROM CASTILIAN

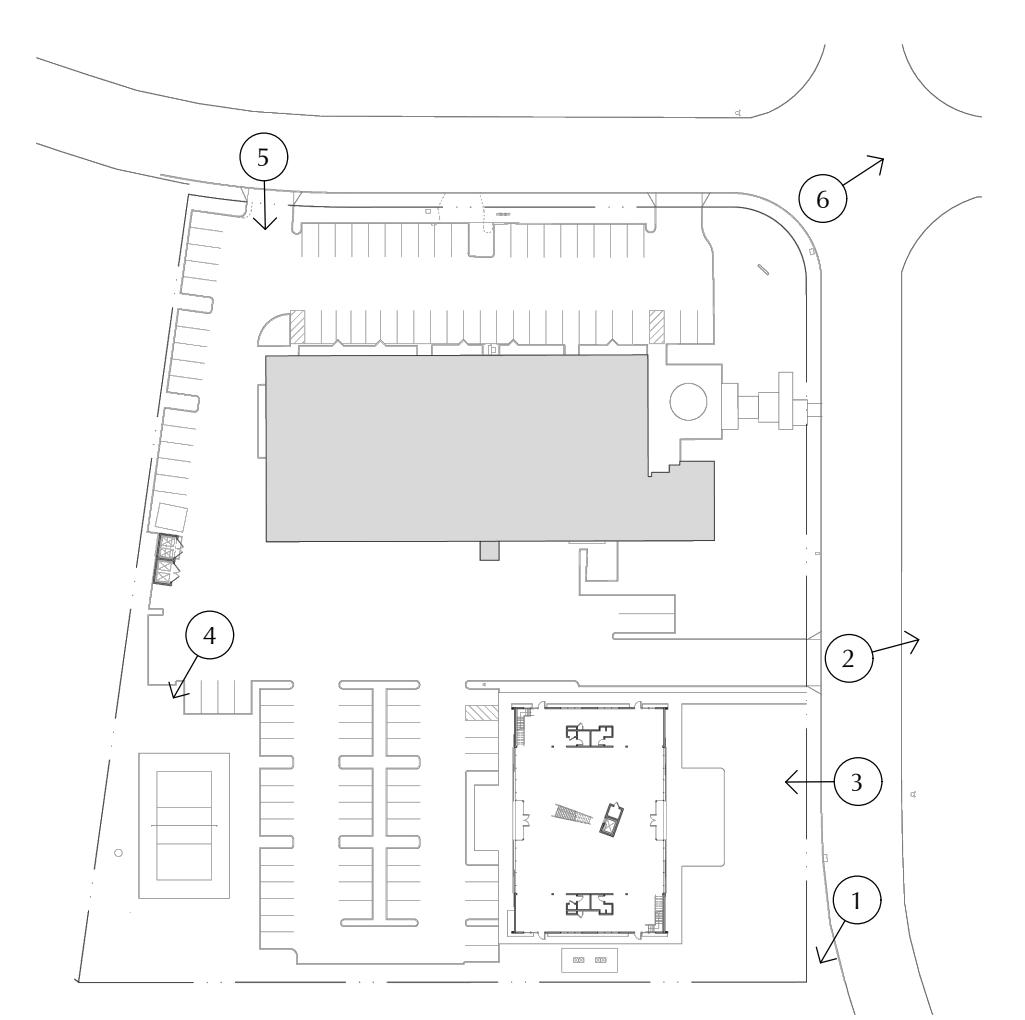
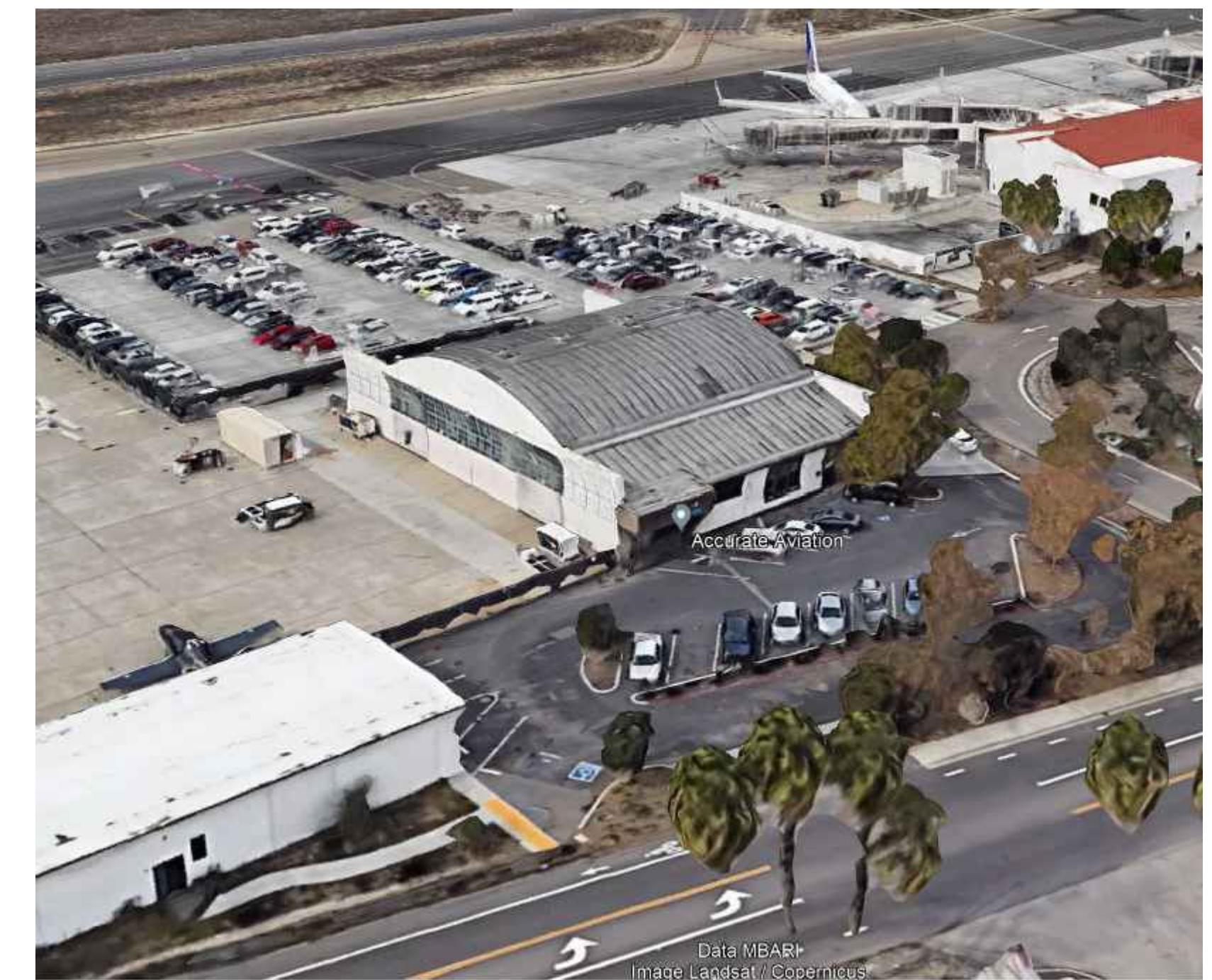


PHOTO KEY MAP



VIEW OF EXISTING HANGAR FROM MOFFETT PL



BIRD'S EYE GOOGLE EARTH VIEW



VIEW OF EXISTING HANGAR FROM AIRPORT EXIT

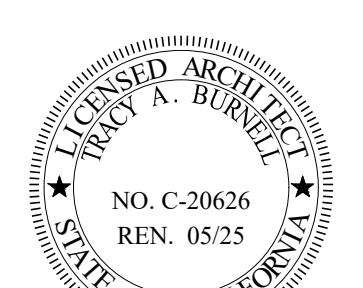


EXISTING HANGAR FENESTRATION



EXISTING HANGAR DOORS

ADAPTIVE RE-USE OF:
HANGAR 5
135 Castilian
Goleta, CA



sheet description
HANGAR PHOTOS

date:
1-13-2023
2-27-2023
3-2-2023
3-10-2023
3-23-2023
3-24-2023
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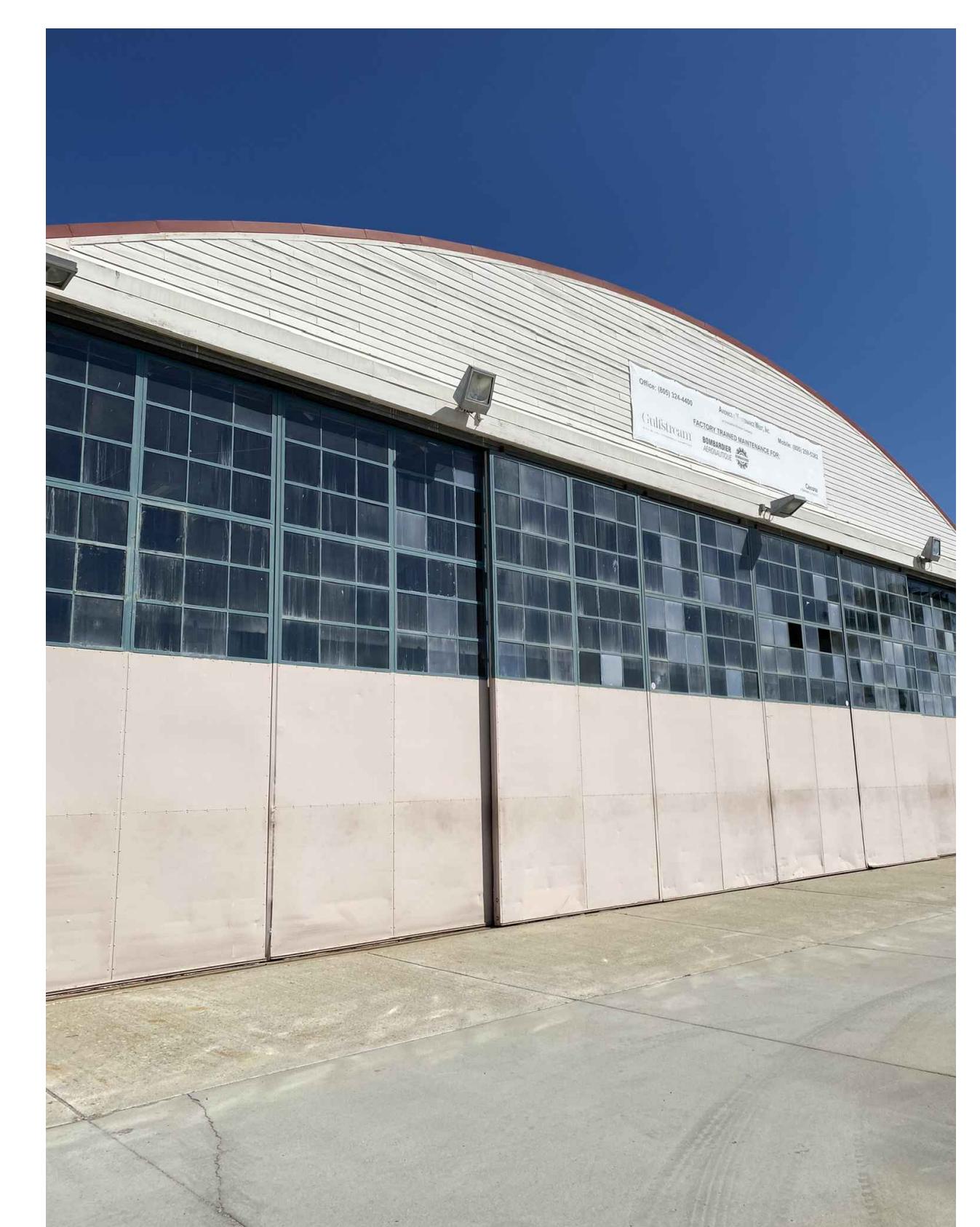
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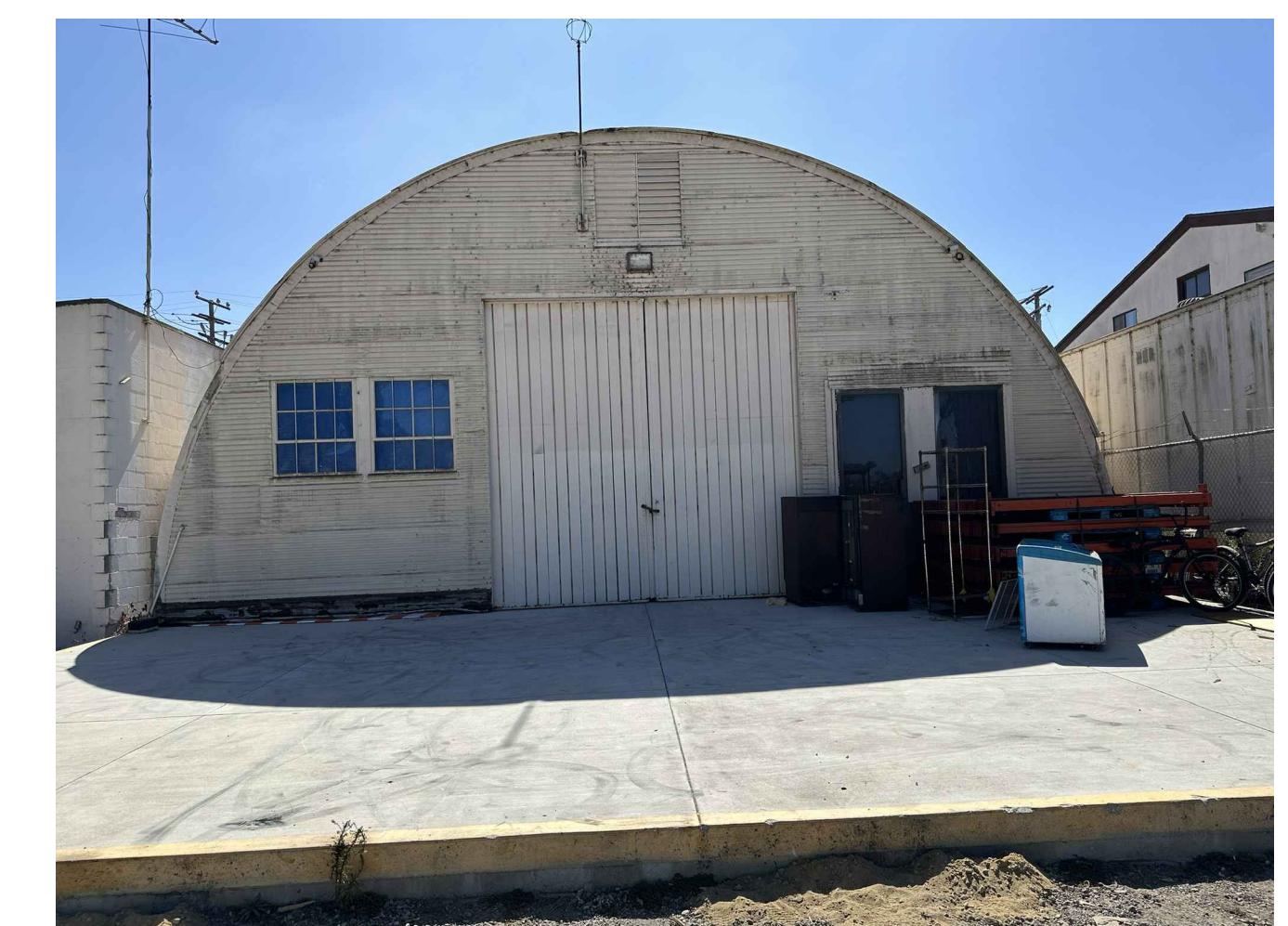
EXISTING TRUSSES & DOORS



EXISTING TRUSSES



EXISTING HANGAR DOOR DETAIL



EXISTING QUONSET HUT #1



EXISTING QUONSET HUT #2

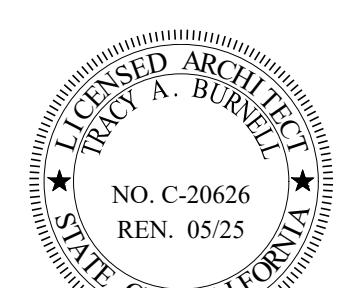


EXISTING QUONSET HUT #2



EXISTING QUONSET HUT #2

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Goleta, CA



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sheet no:
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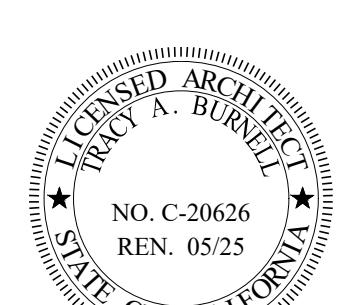
BIRD'S EYE VIEW OF SITE FROM EAST



BIRD'S EYE VIEW OF SITE FROM SOUTH



BIRD'S EYE VIEW OF SITE FROM NORTH

ADAPTIVE RE-USE OF:
HANGAR 5
135 Castilian
Goleta, CAsheet description
RENDERINGS

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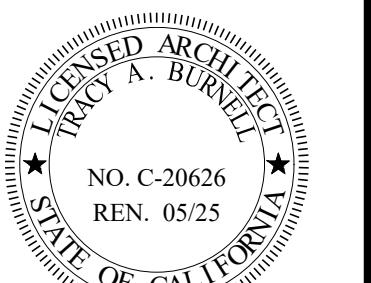
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R-1



HANGAR FROM THE SOUTH



HANGAR FROM CASTILIAN

ADAPTIVE RE-USE OF:
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135 Castilian
Goleta, CAsheet description
RENDERS

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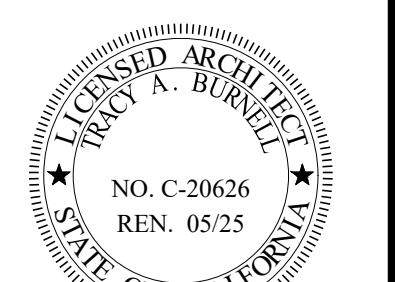
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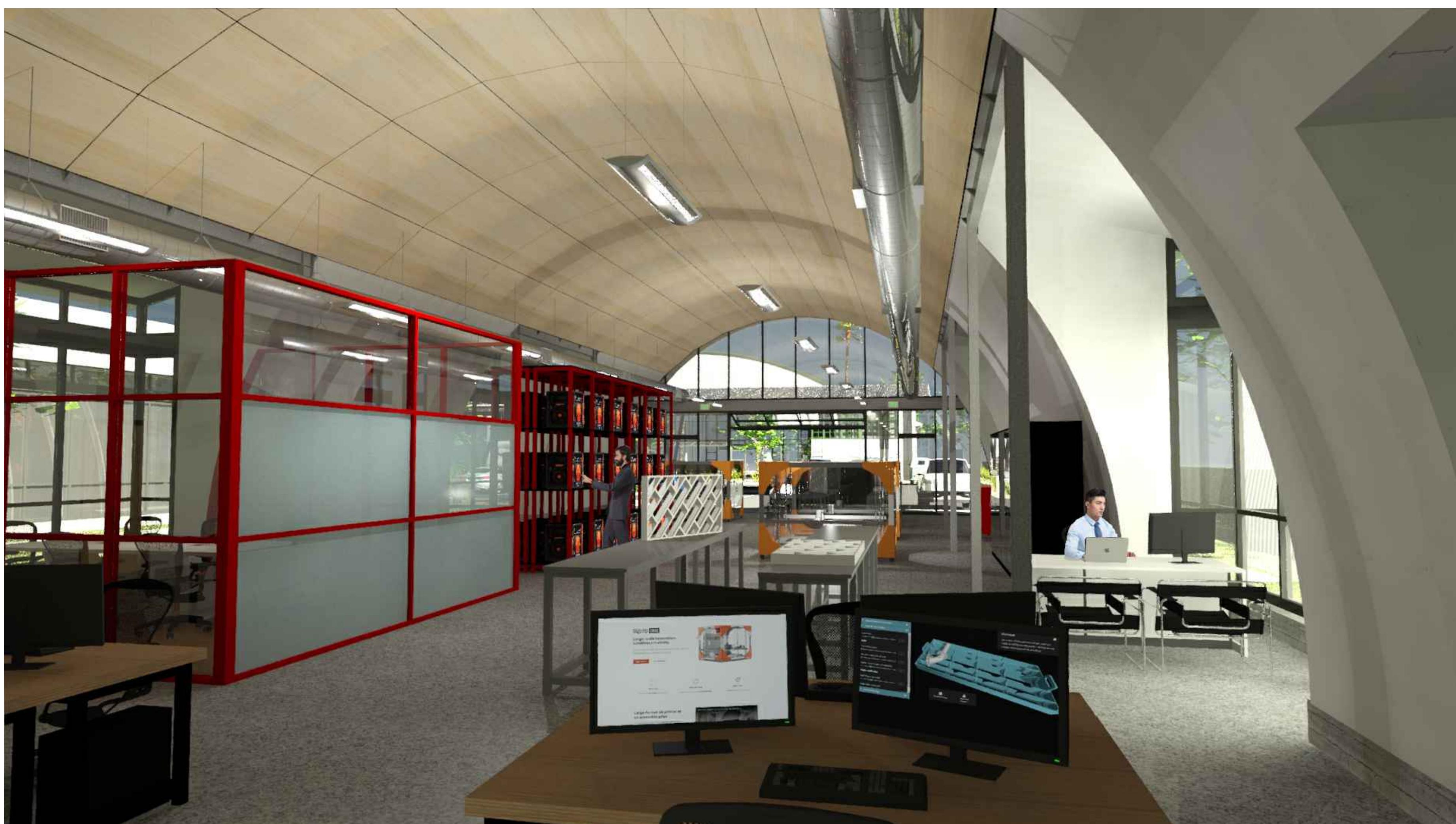


SECTION (DUSK)

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Goleta, CAsheet description
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2-15-2025
3-5-2024
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5-13-2025
10-31-2025sheet no:
R-3



QUONSET HUTS FROM PARKING LOT



TYPICAL QUONSET HUT INTERIOR

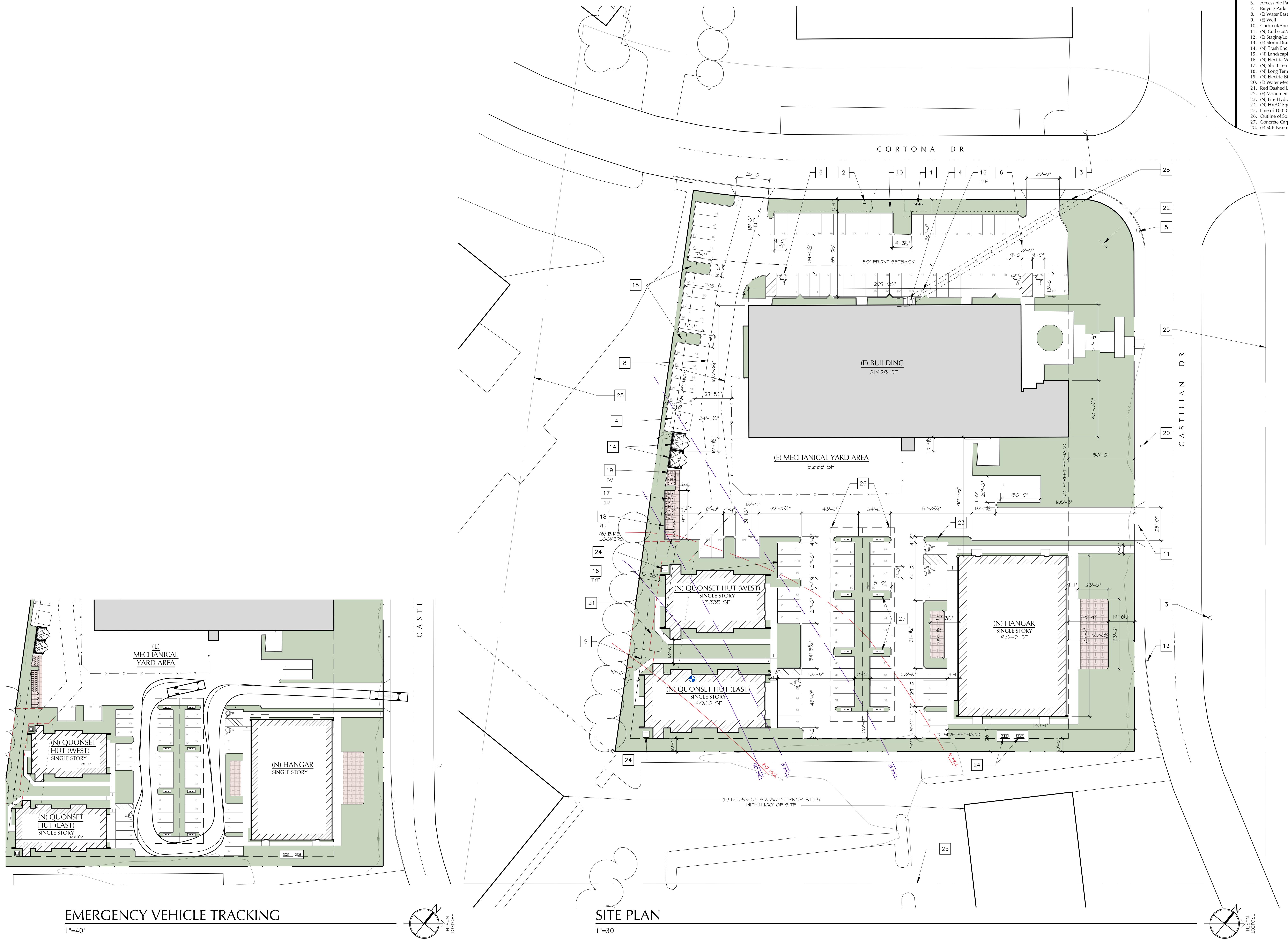
ADAPTIVE RE-USE OF:
HANGAR 5
 135 Castilian
 Goleta, CA

LICENSED ARCHITECT
 JAMES A. BURNELL
 STATE OF CALIFORNIA
 NO. C-20626
 REN. 05/25

sheet description
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 4-21-2025
 5-13-2025
 10-31-2025

sheet no:
R-4



SITE PLAN LEGEND:

— x — x	Line indicates fencing. See landscape plans for more information
C	Indicates compact parking space: Minimum size 8' x 14'
EV	Indicates Electric Vehicle charging space.
EC	Indicates Electric Vehicle capable space.
EB	Indicates Electric Bicycle capable space.
L	Indicates Loading Space
LANDSCAPING	Indicates Landscaping
PERMEABLE PAVES	Indicates Permeable Pavers

NOTES:
1. SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
2. SEE ELECTRICAL PLANS FOR ADDITIONAL INFORMATION.

924 anacapa st
santa barbara, ca
93101
805.564.6074



ARCHITECTURE

924 anacapa st
santa barbara, ca
93101
805.564.6074



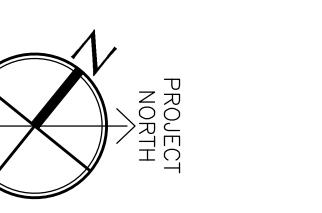
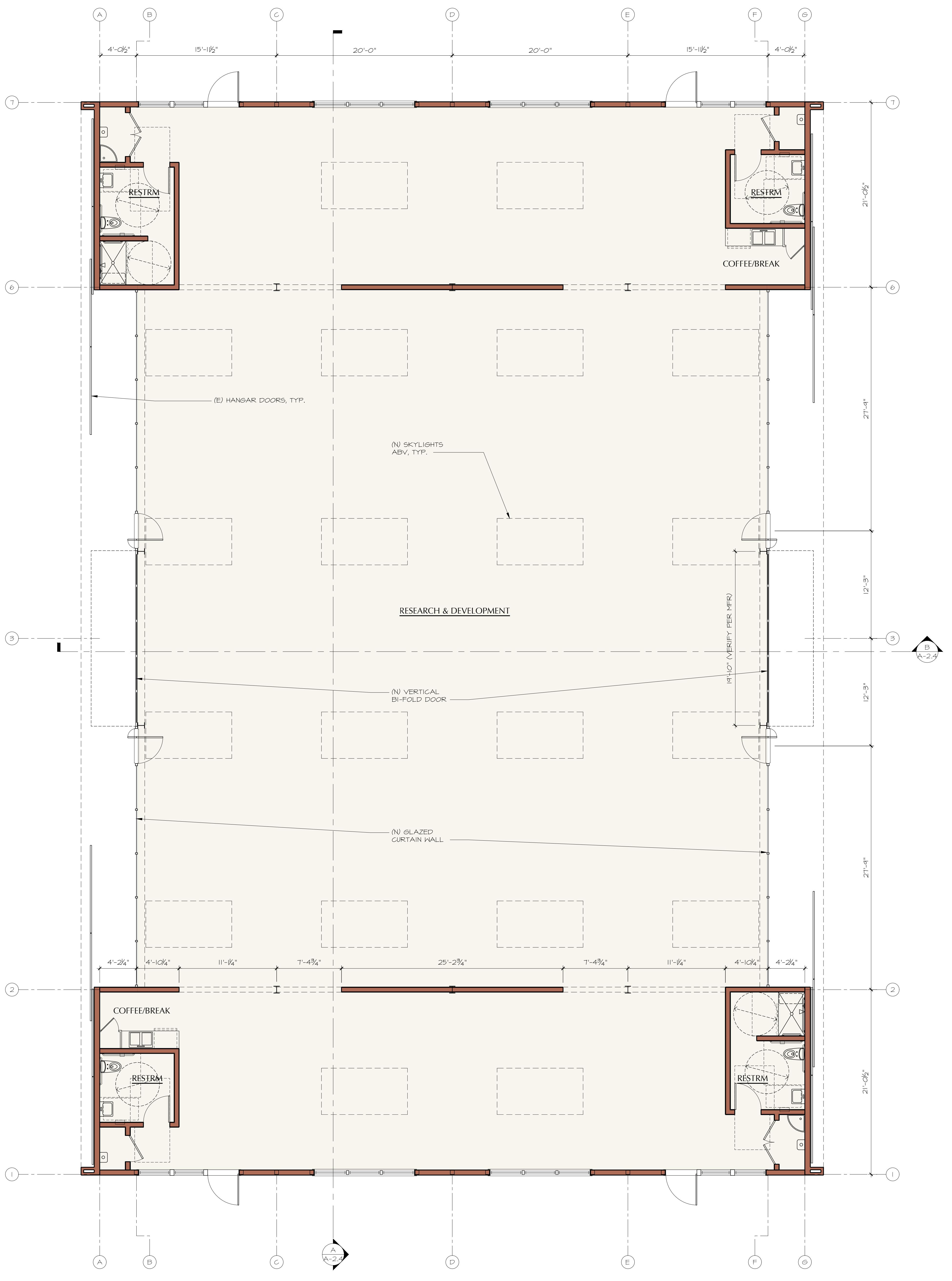
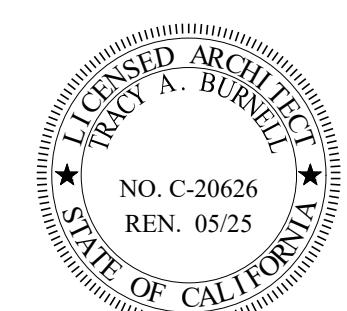
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SITE PLAN

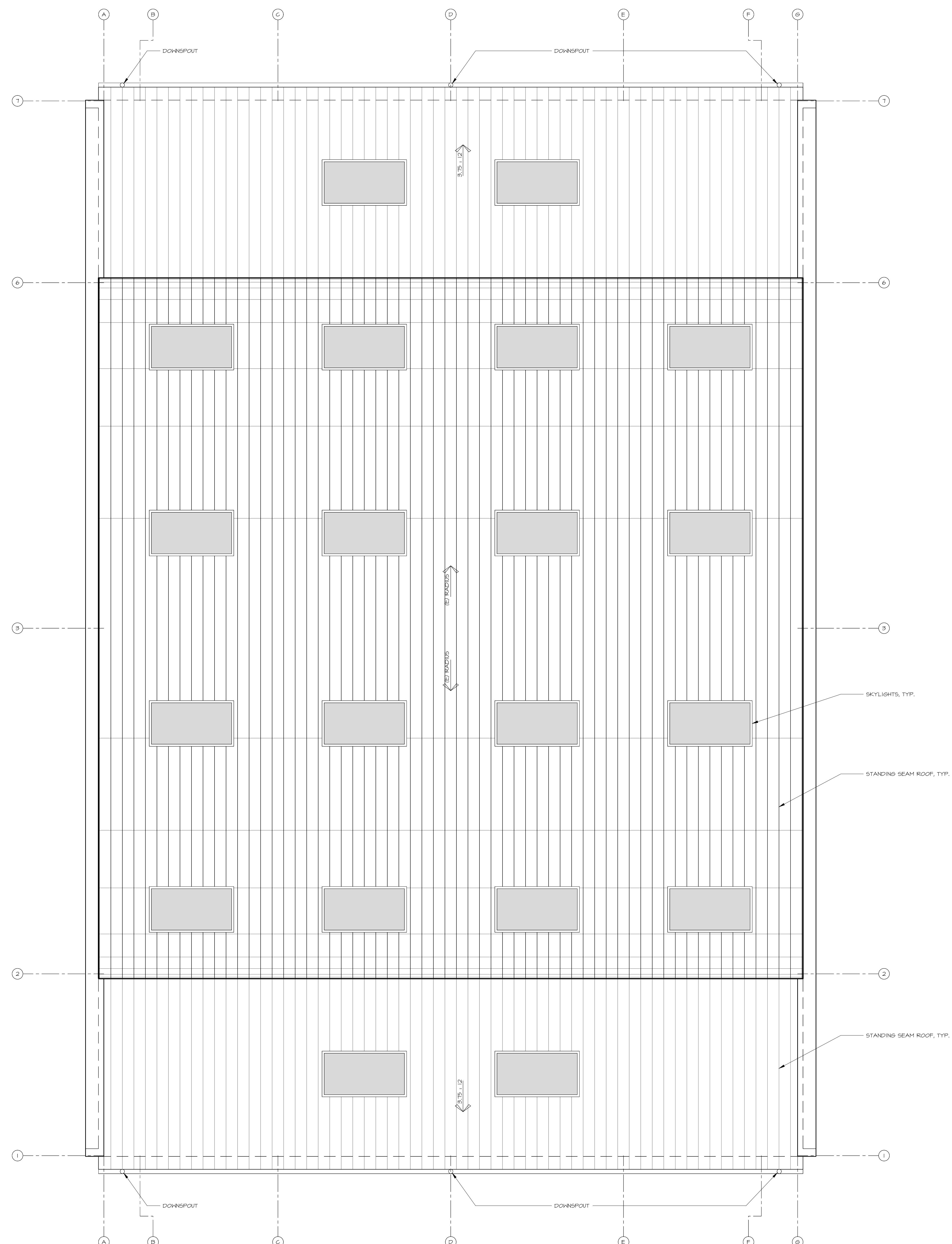
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sheet no:
A-1

Preliminary: NOT FOR CONSTRUCTION

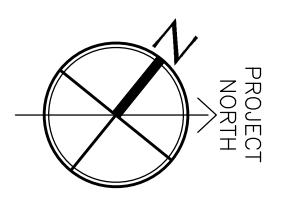
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ROOF PLAN

3/16"=1'-0"



ADAPTIVE RE-USE OF:
HANGAR 5
135 Castilian
Goleta, CA



sheet description
ROOF PLAN

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1-13-2023
2-27-2023
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10-18-2024
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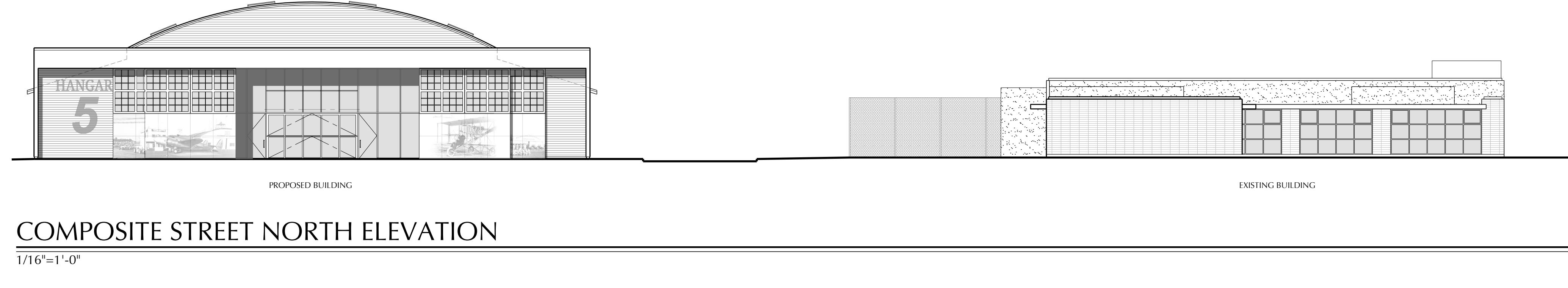
sheet no:
A-2.2

Preliminary: NOT FOR CONSTRUCTION

924 anacapa st
santa barbara, ca
93101
805.564.6074



ARCHITECTURE



HANGAR MATERIAL SCHEDULE:

Roof:	Standing Seam Metal
Walls:	Lap Siding: 6' Exposure (Handle or Equal) All siding of 5/8" sh'tg., typ.
Curtain Wall:	Storefront
Windows:	Aluminum Clad Wood
Colors:	Cool Old Town Gray Benjamin Moore: Boothbay Gray HC-165 Anodized Dark Gray Benjamin Moore: 5050 Charcoal Gray HC-178 & Black HC-190 Benjamin Moore: Boothbay Gray HC-165 Benjamin Moore: 5050 Charcoal Gray HC-178 & Black HC-190 Anodized Dark Gray

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ADAPTIVE RE-USE OF:
HANGAR 5
135 Castilian
Goleta, CA

sheet description
HANGAR ELEVATIONS

date:
1-13-2023
2-27-2023
3-2-2023
3-10-2023
3-23-2023
3-24-2023
3-30-2023
5-9-2023
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10-31-2025

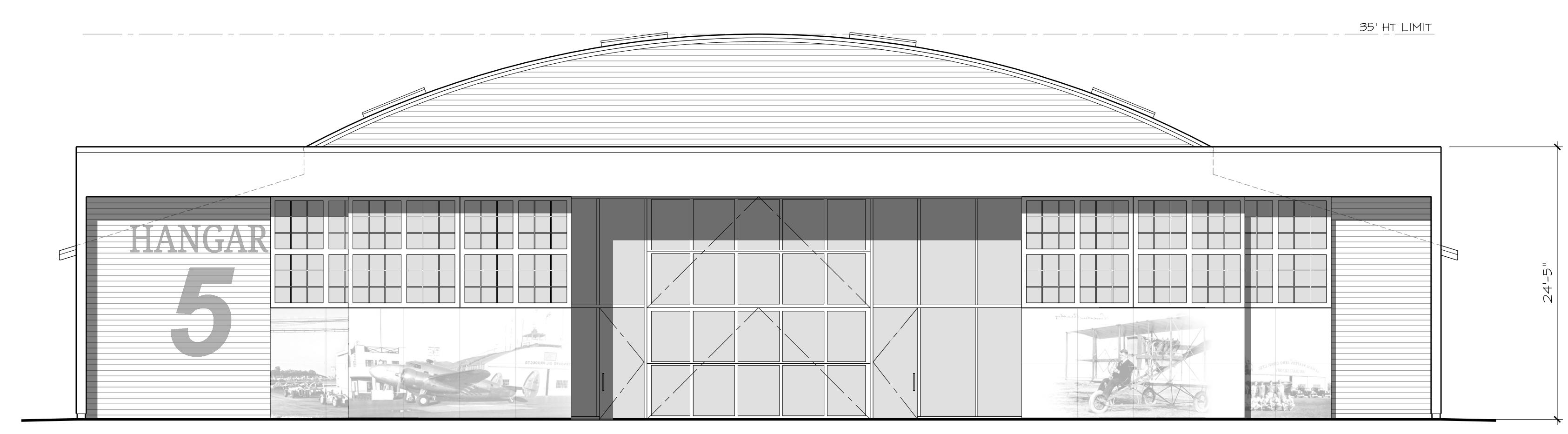
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A-2.3

Preliminary: NOT FOR CONSTRUCTION



EAST ELEVATION

1/8"=1'-0"



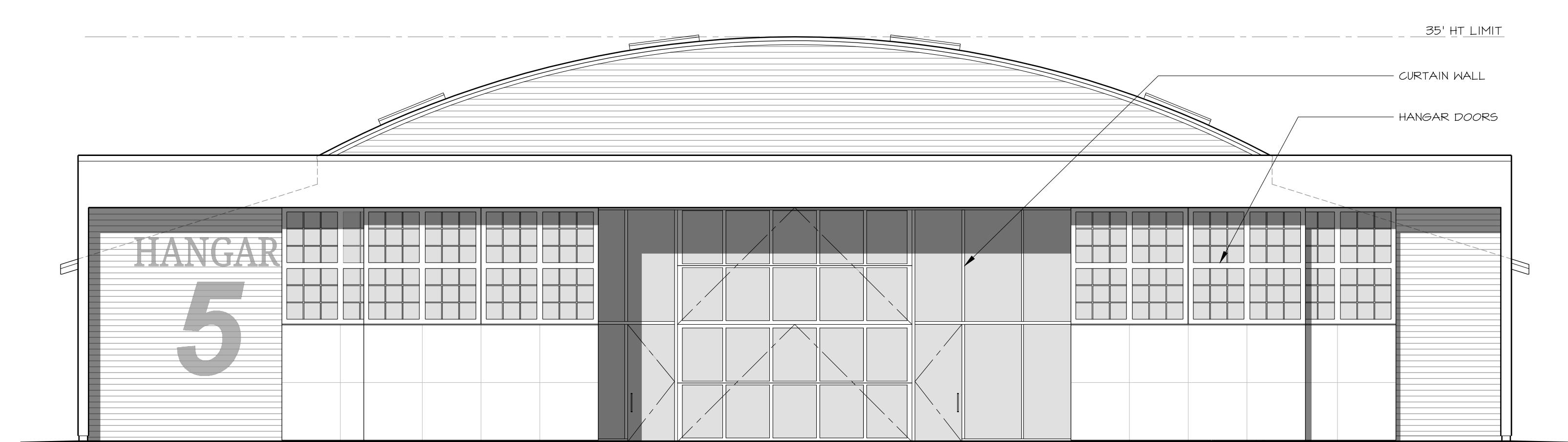
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1/8"=1'-0"



WEST ELEVATION

1/8"=1'-0"



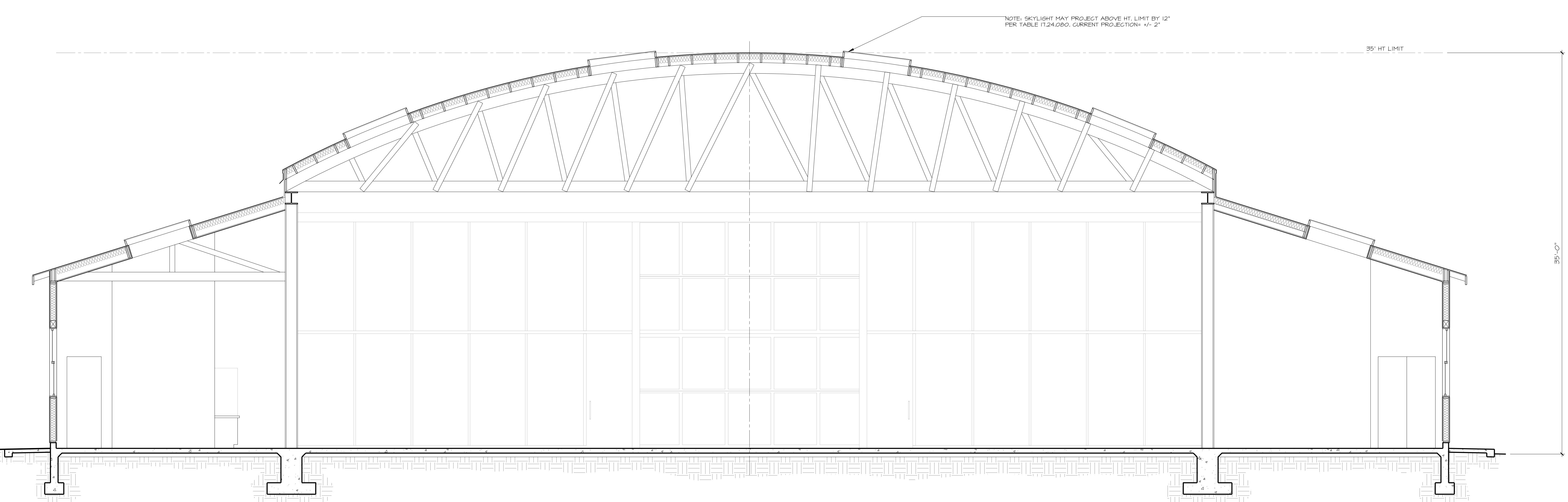
SOUTH ELEVATION

1/8"=1'-0"

35' HT LIMIT

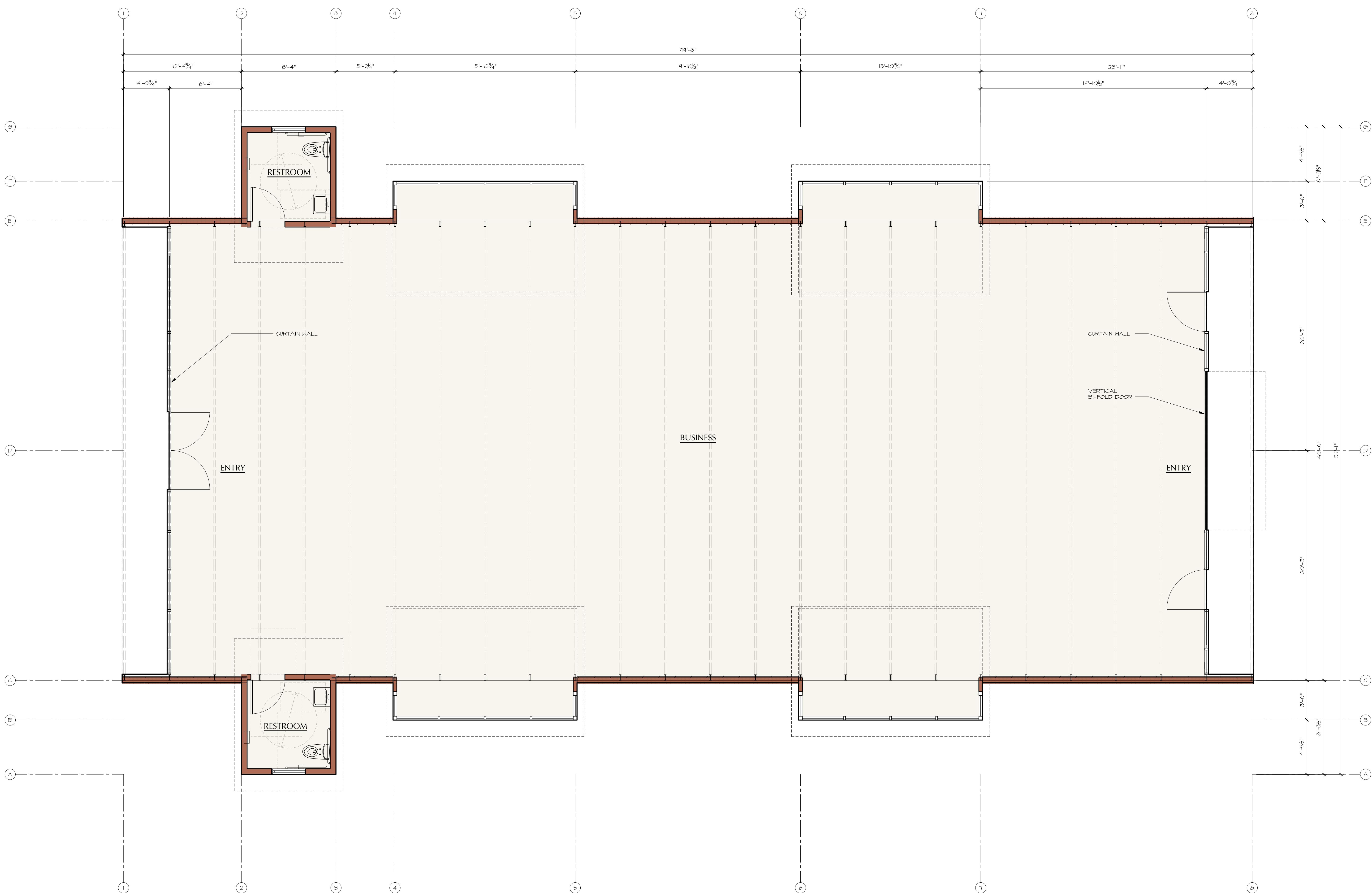
SECTION B

1/4"=1'-0"



SECTION A

1/4"=1'-0"



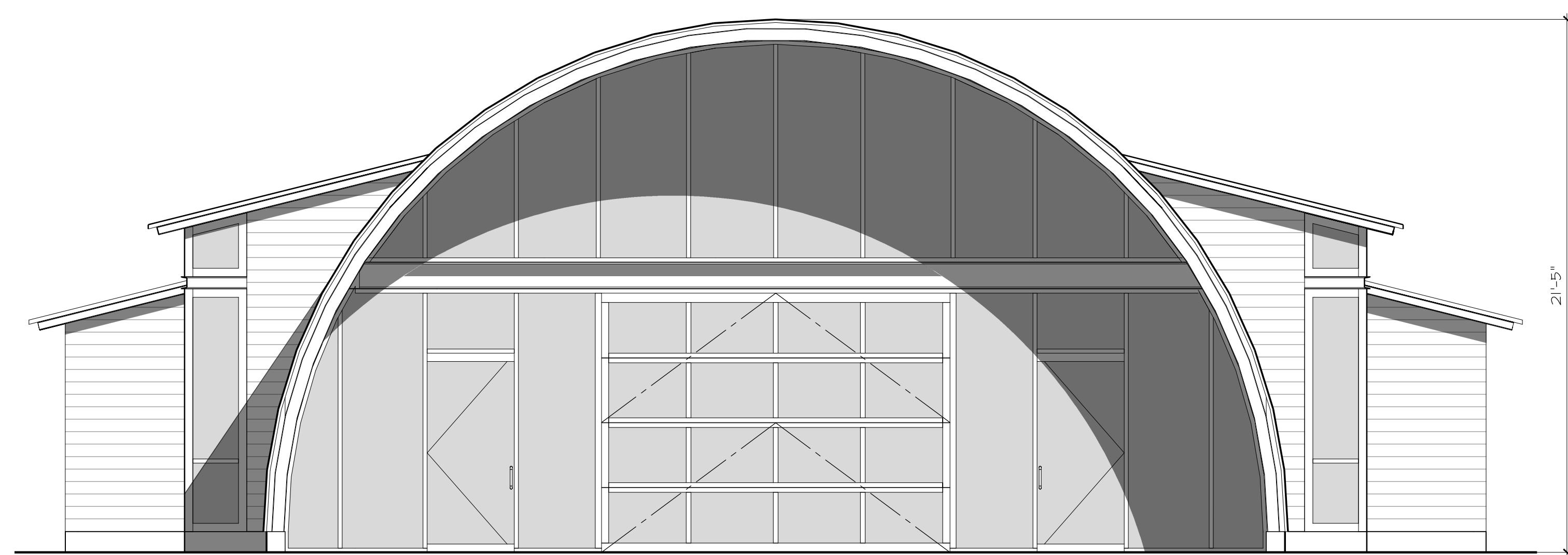
sheet description
QUONSET HUT #1
FLOOR PLAN

date:
1-13-2023
2-27-2023
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3-10-2023
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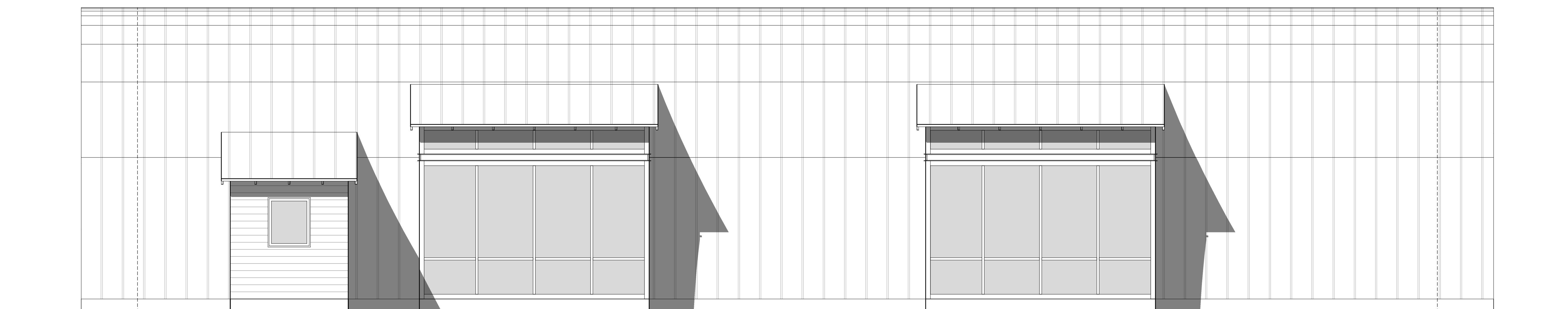
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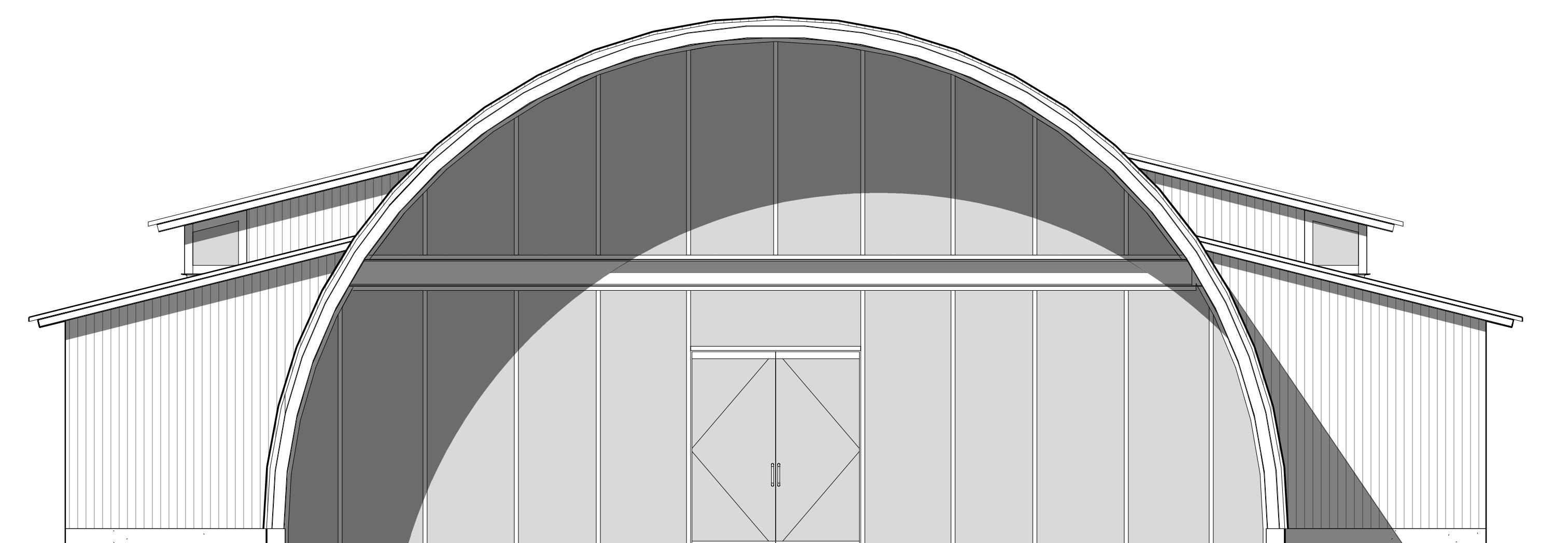
Roof:	Standing Seam Metal
Walls:	1/4" Siding: 6' Exposed (Handle or Equal) All siding of 5/8" sh'tg, -typ.
Curtain Wall:	Storefront
Windows:	Storefront & Aluminum Clad Wood
Colors:	
Roof:	Cool Old Town Gray
Walls:	Benjamin Moore: Boothbay Gray HC-165
Curtain Walls/Storefront:	Anodized Dark Gray
Windows:	Benjamin Moore: 50/50: Charcoal Gray HC-178 & Black HC-190

NORTH ELEVATION

1/4"=1'-0"

EAST ELEVATION (WEST SIM.)

1/4"=1'-0"

SOUTH ELEVATION

1/4"=1'-0"

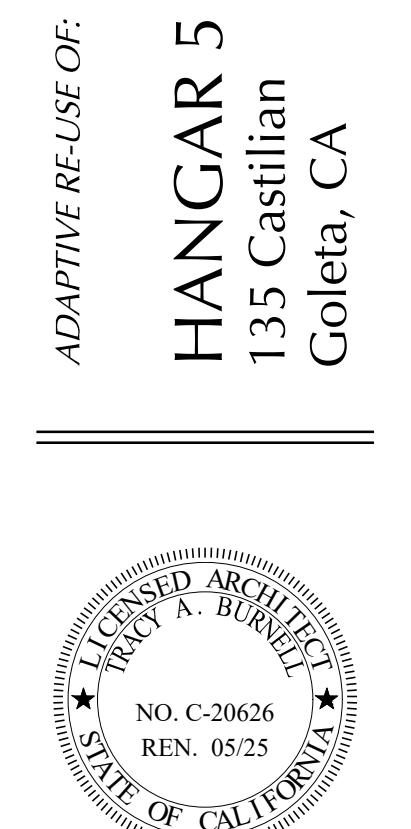
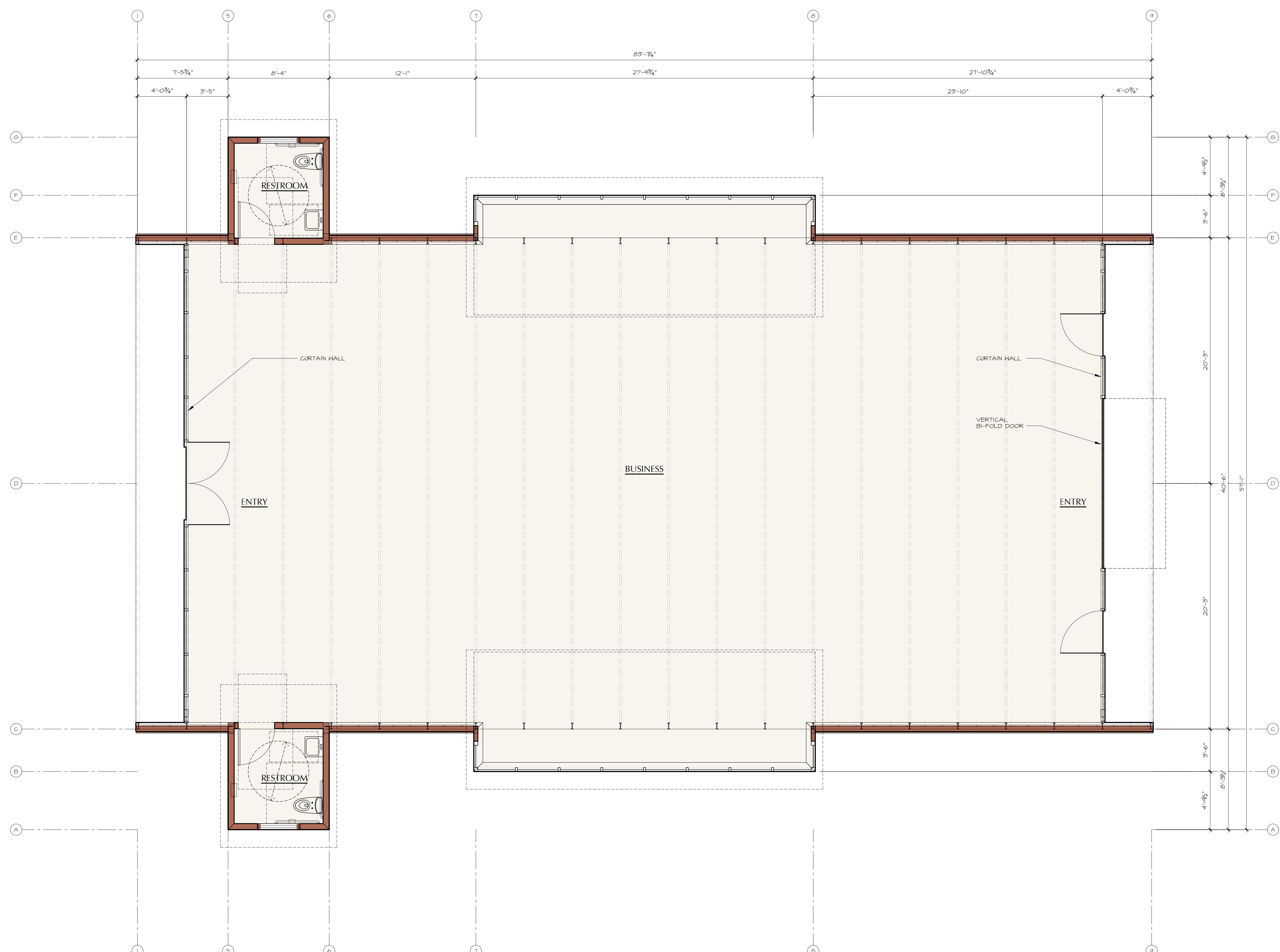


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ELEVATIONS

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3-24-2023
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sheet no:

A-3.2



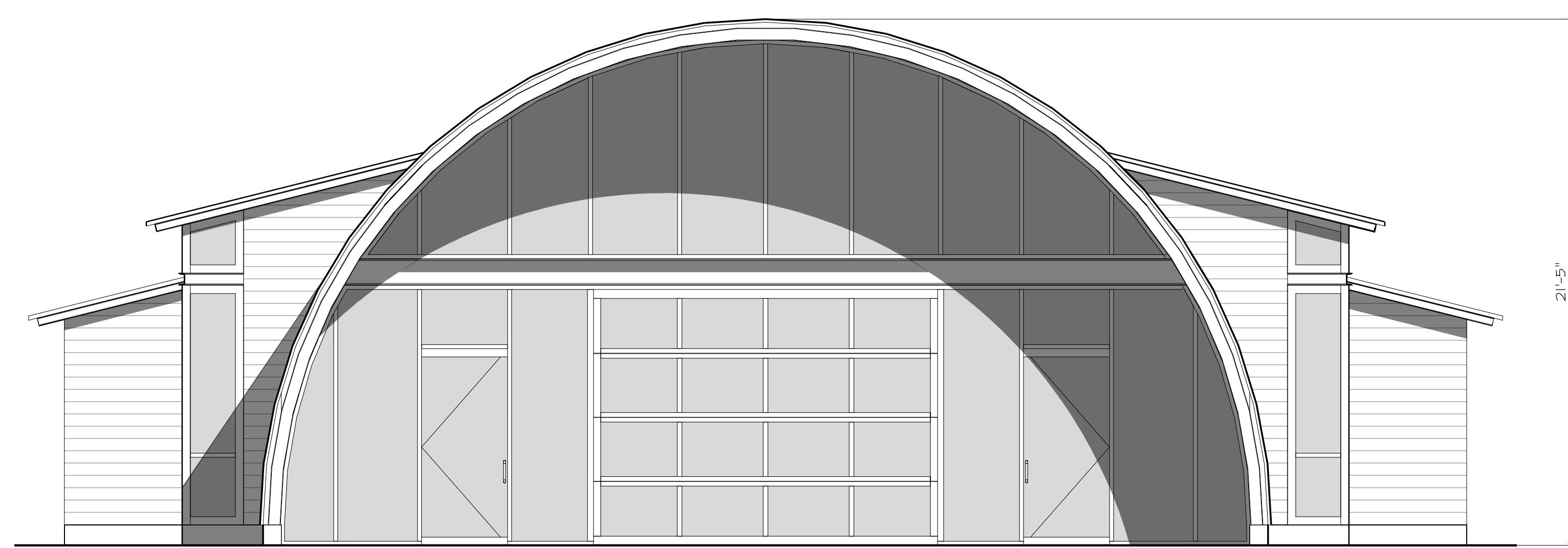
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FLOOR PLAN

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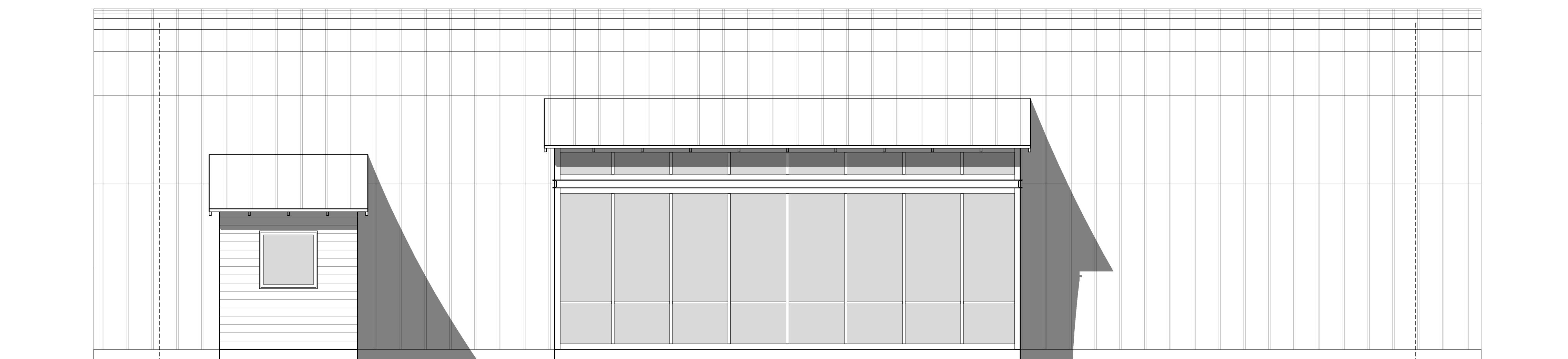
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QUONSET HUT MATERIAL SCHEDULE:

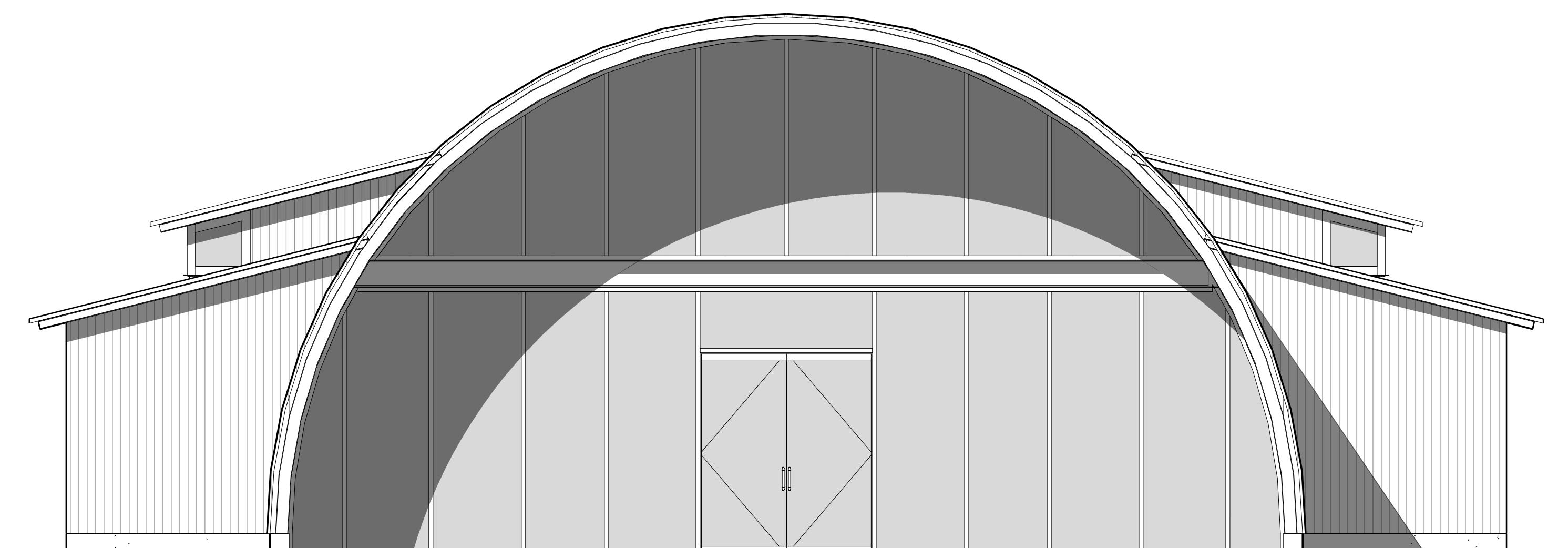
Roof:	Standing Seam Metal
Walls:	Log Siding: 6" Exposed (Header or Equal) All siding of 5/8" sh'tg, -typ.
Curtain Wall:	Storefront
Windows:	Storefront & Aluminum Clad Wood
Colors:	
Roof:	Cool Old Town: Gray
Walls:	Benjamin Moore: Boothbay Gray HC-165
Curtain Walls/Storefront:	Anodized Dark Gray
Windows:	Benjamin Moore: 50/50: Charcoal Gray HC-178 & Black HC-190

NORTH ELEVATION

1/4"=1'-0"

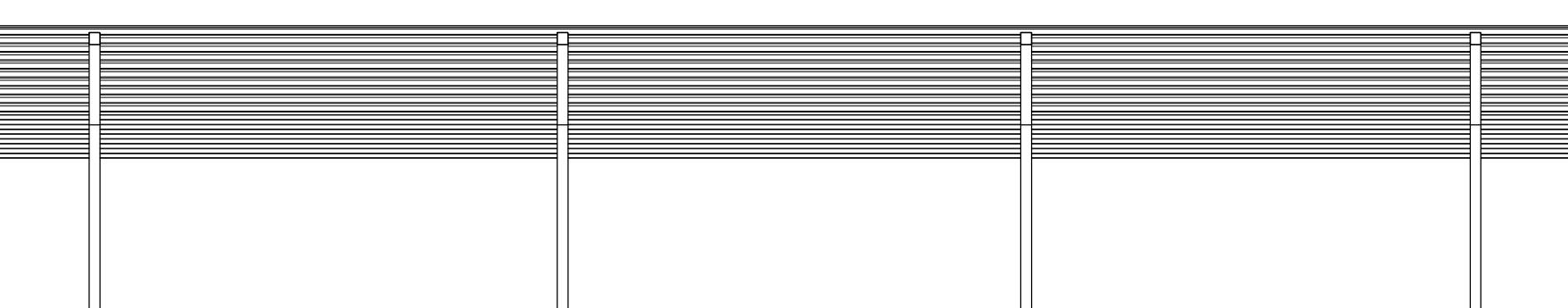
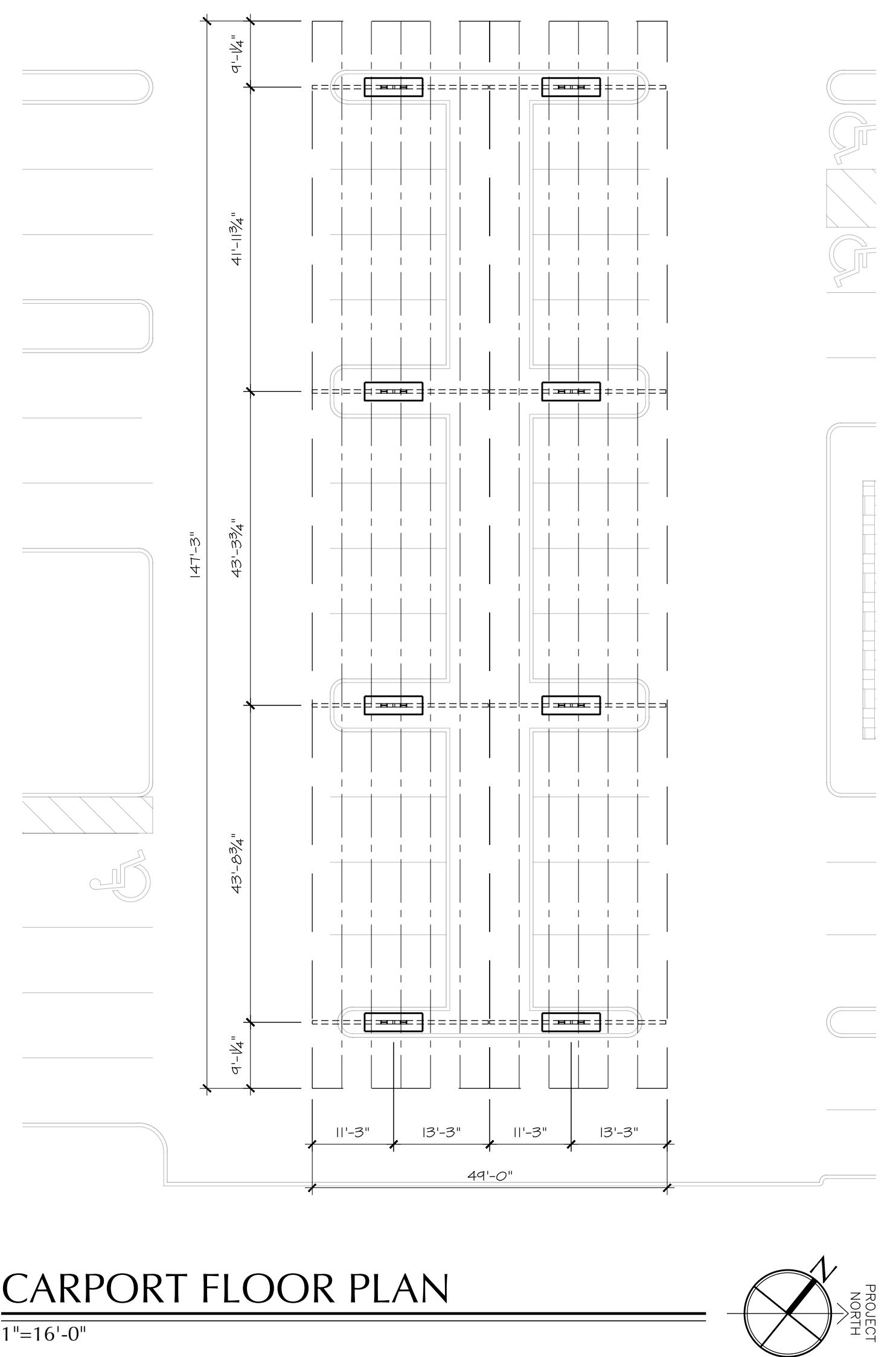
EAST ELEVATION (WEST SIM.)

1/4"=1'-0"

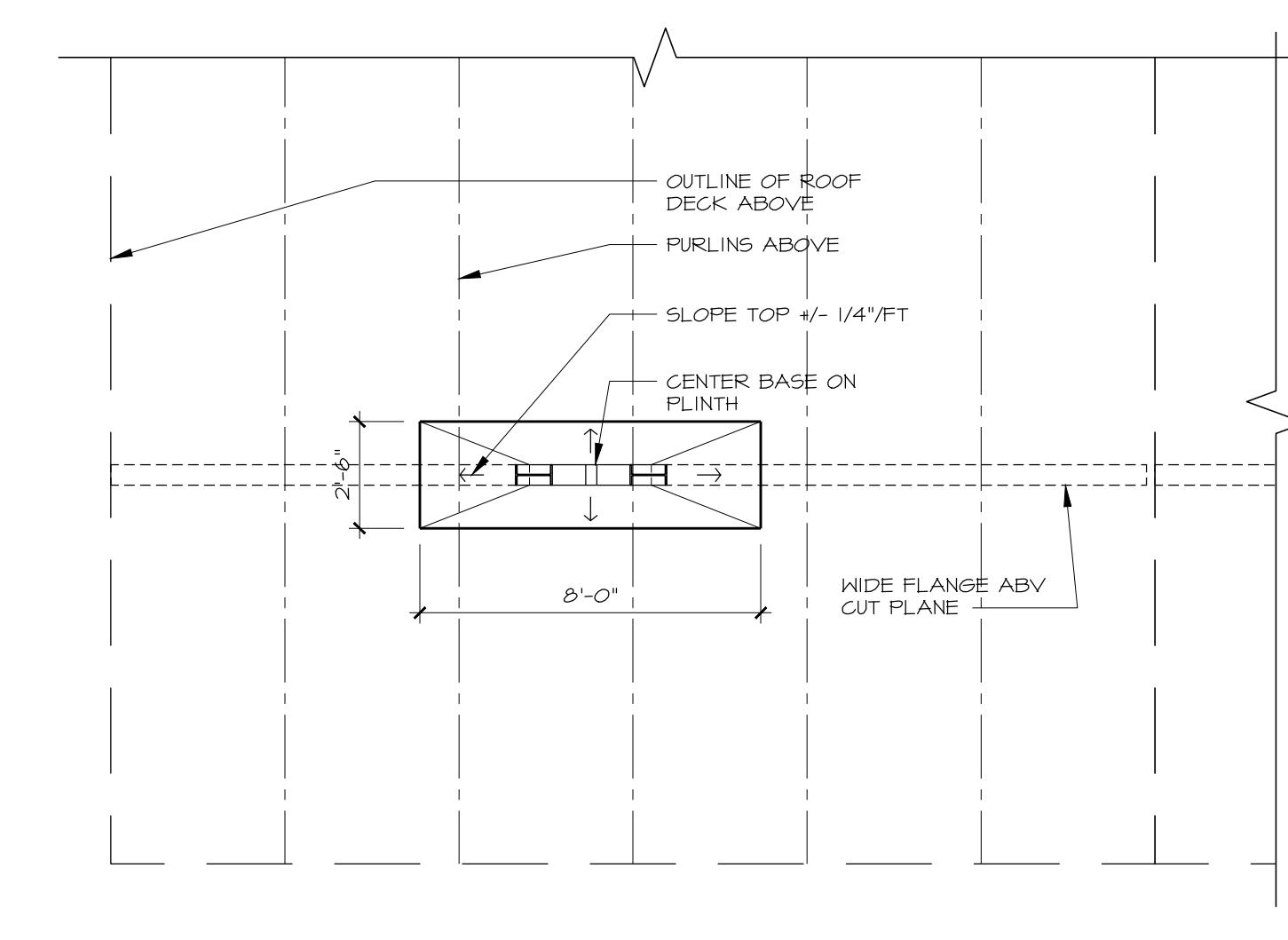
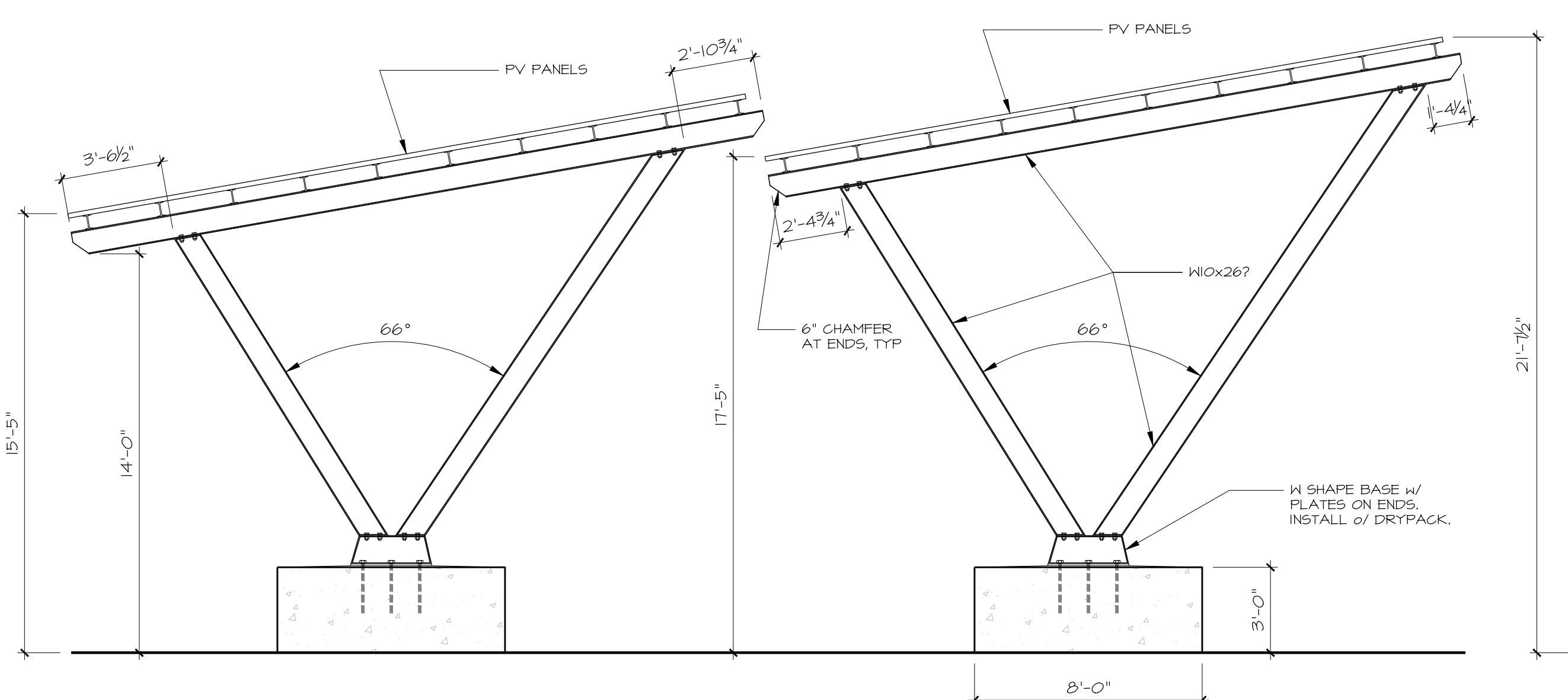
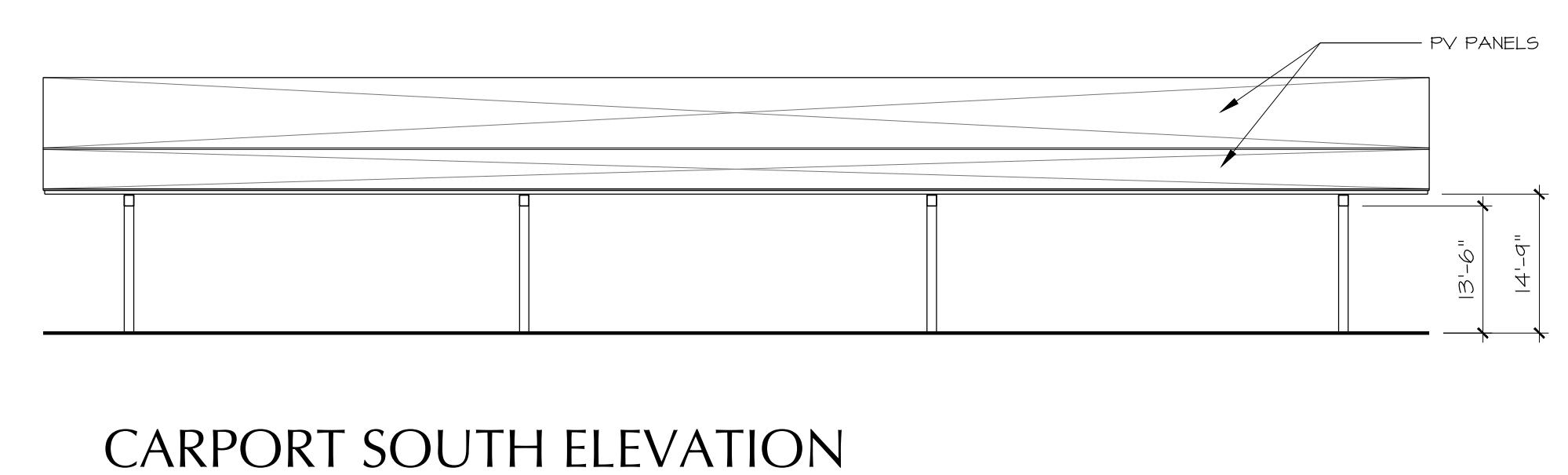
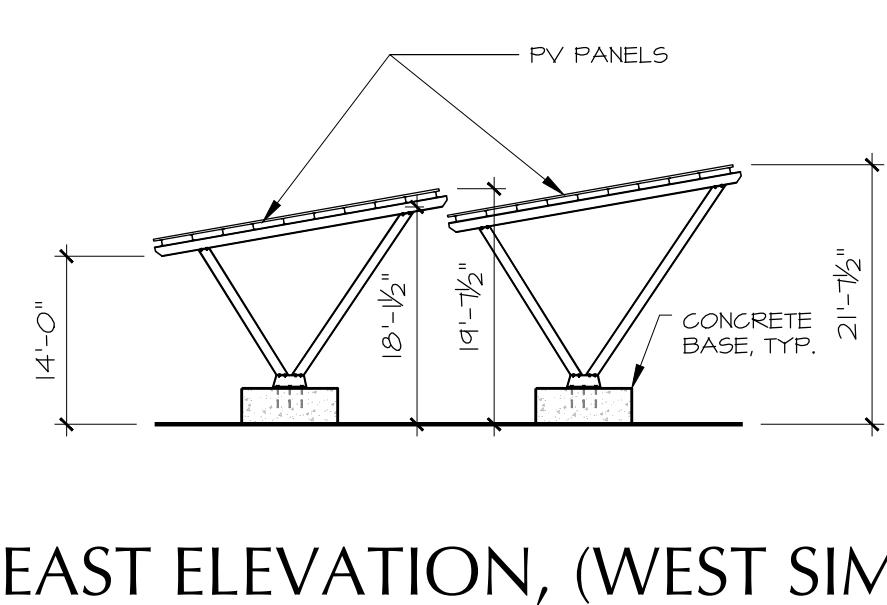
SOUTH ELEVATION

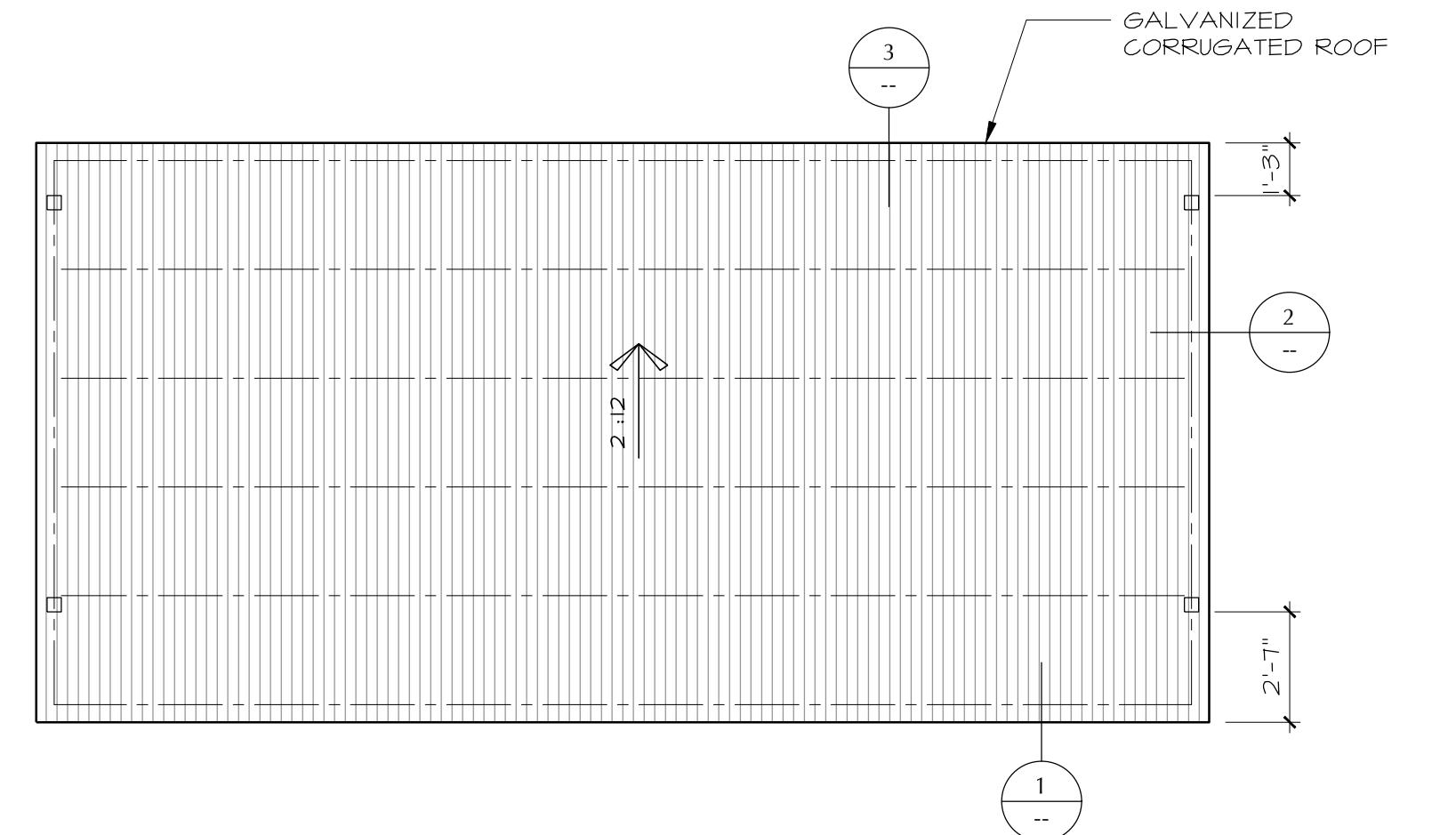
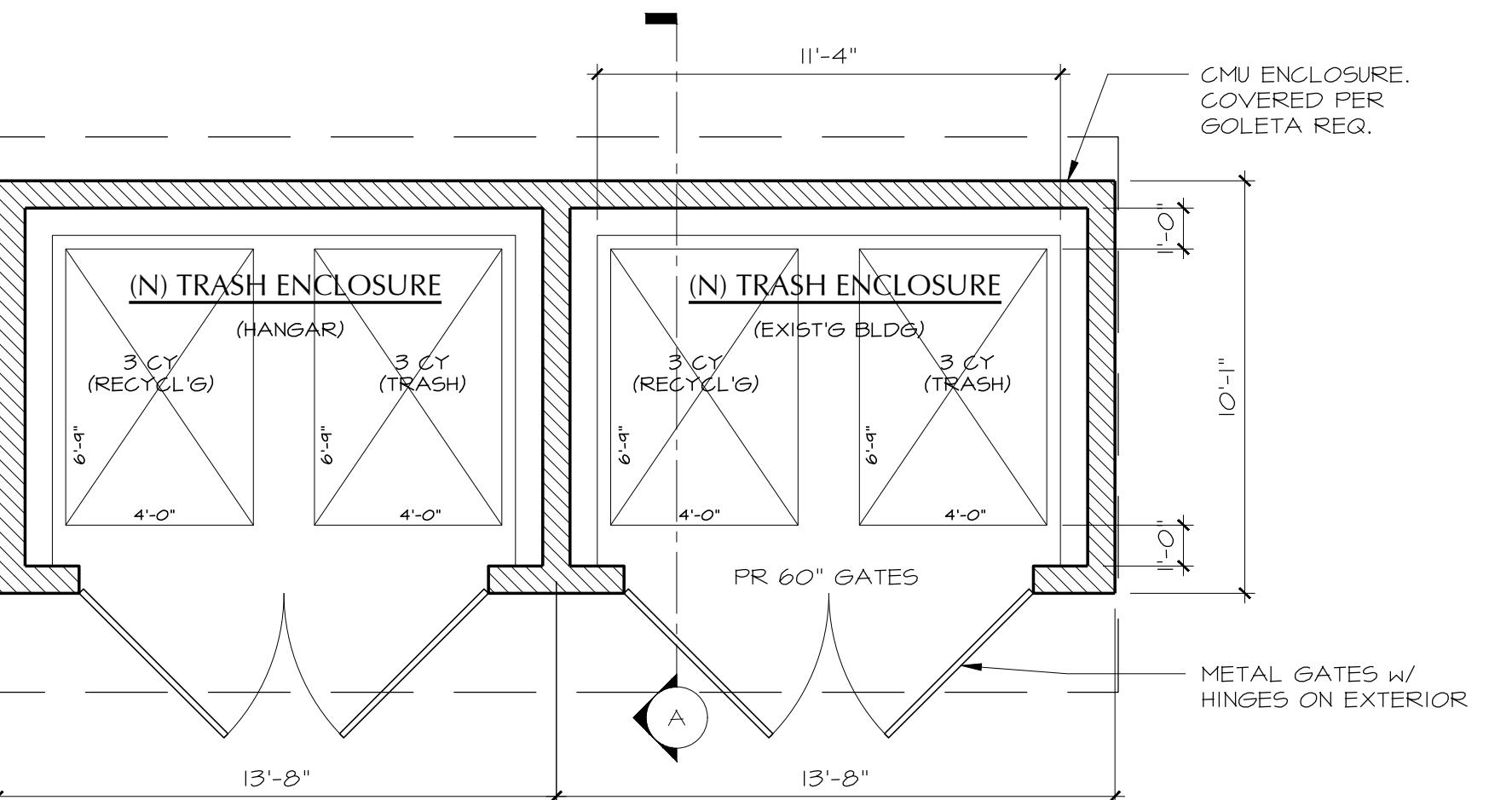
1/4"=1'-0"

ADAPTIVE RE-USE OF:
HANGAR 5
135 Castilian
Goleta, CAsheet description
QUONSET HUT #2
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2-27-2023
3-2-2023
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10-31-2025
--sheet no:
A-4.2



CARPORT NORTH ELEVATION



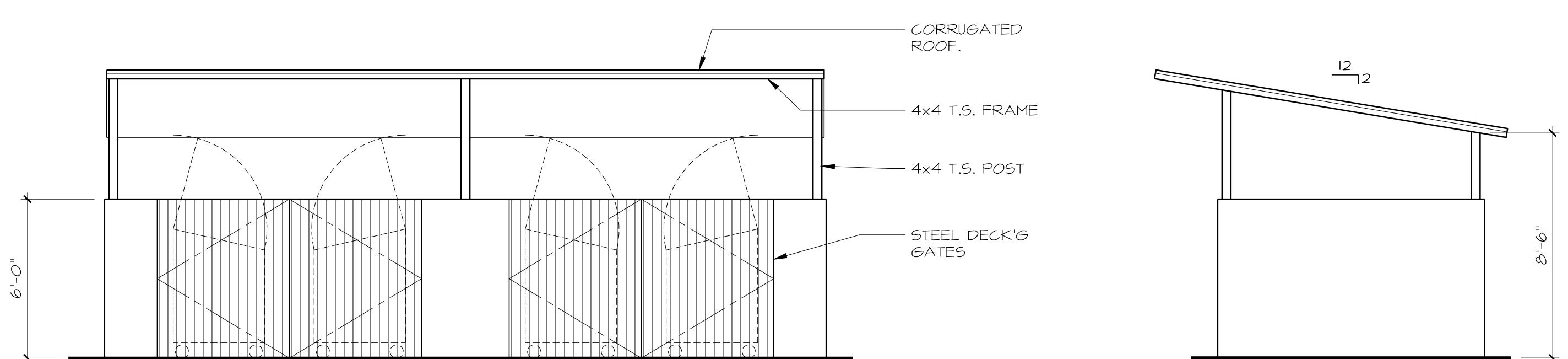


ROOF PLAN

1/4"=1'-0"

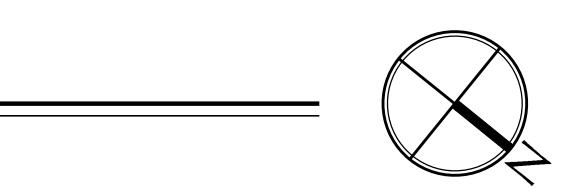
FLOOR PLAN

1/4"=1'-0"



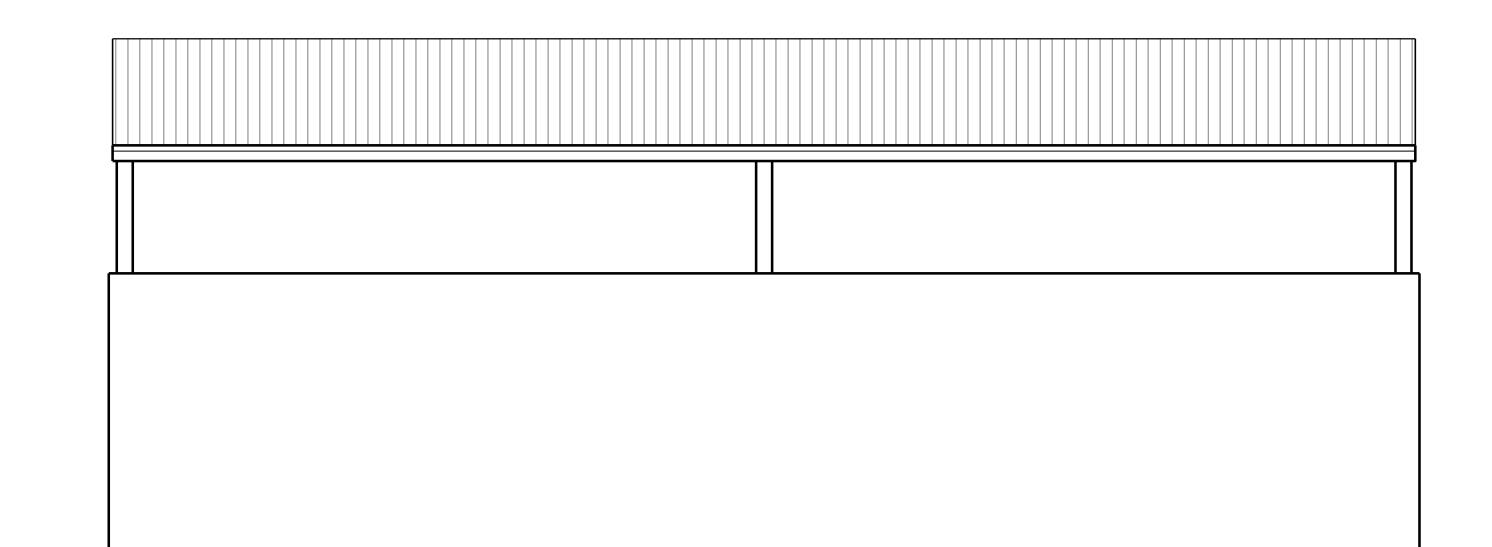
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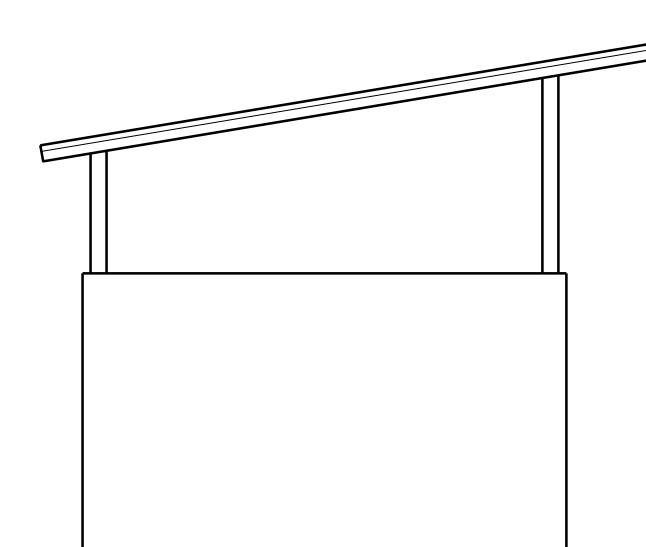
RIGHT ELEVATION

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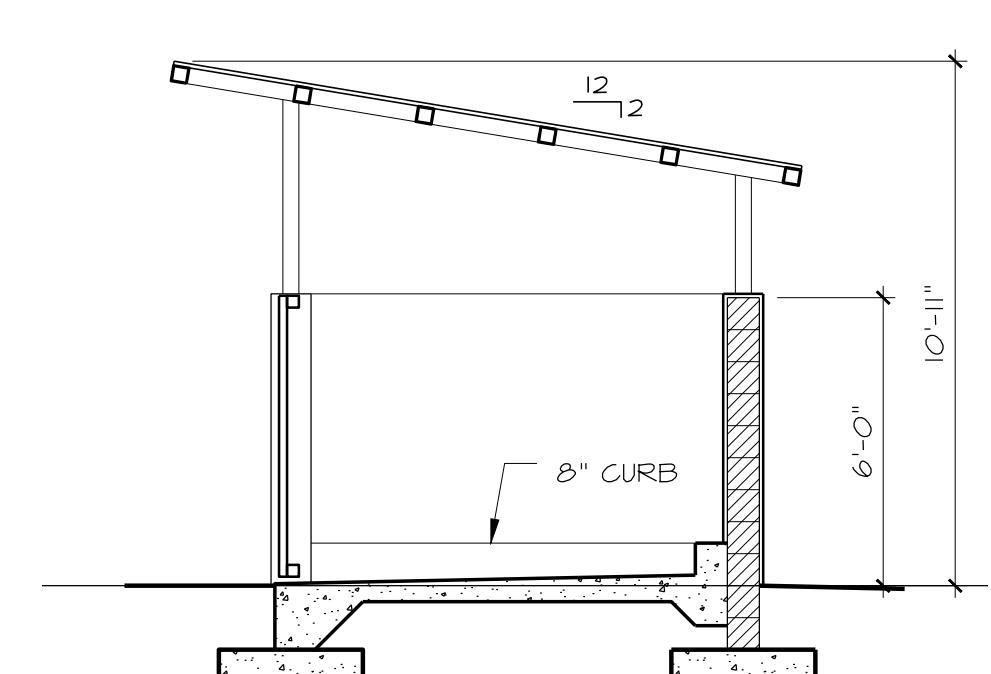
REAR ELEVATION

1/4"=1'-0"



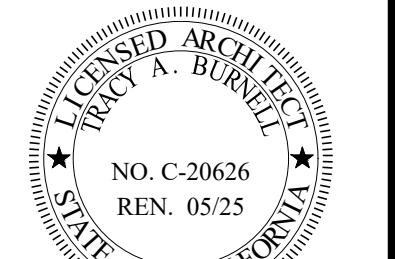
LEFT ELEVATION

1/4"=1'-0"

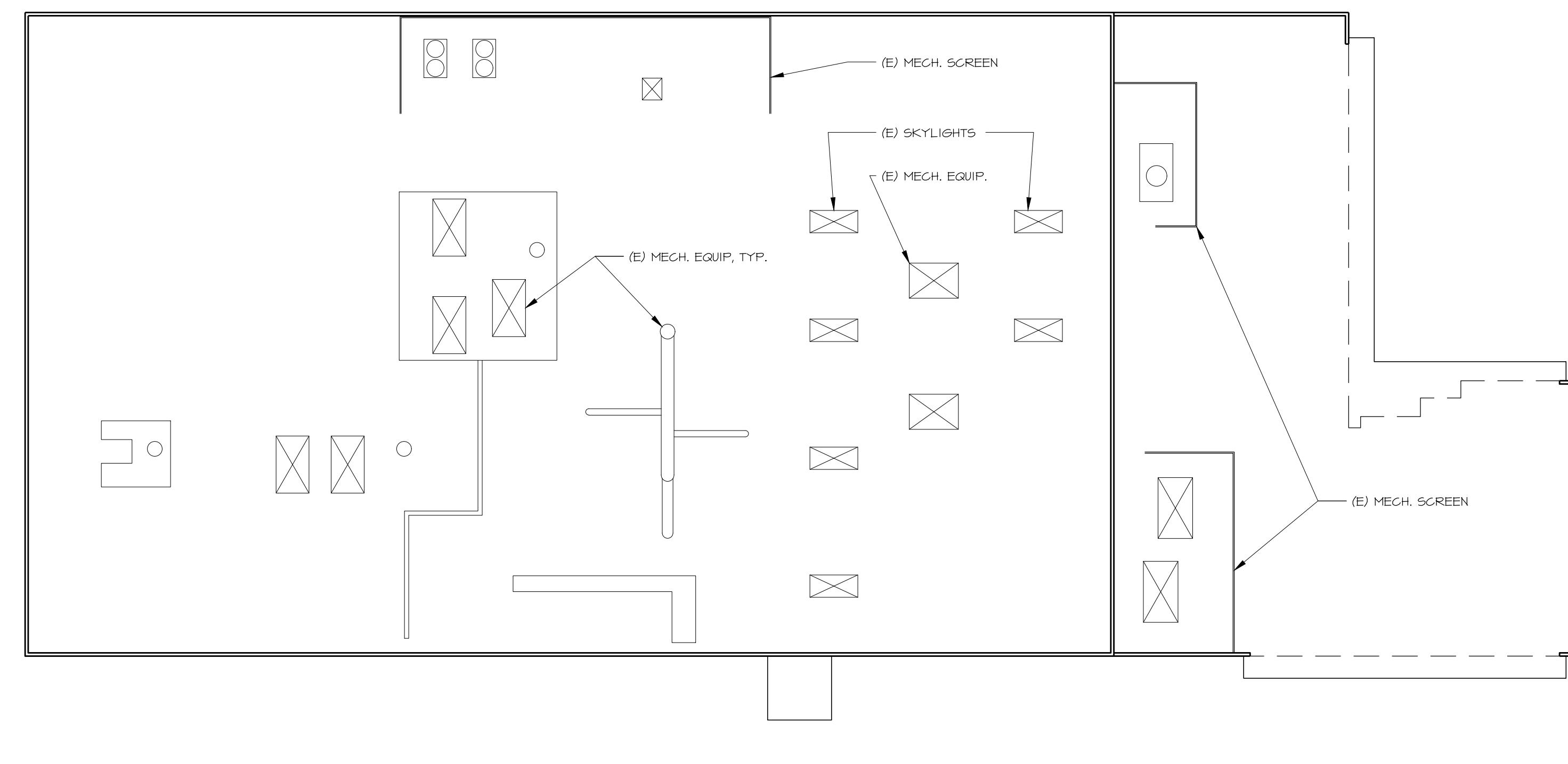


SECTION A

1/4"=1'-0"

NO. C-20626
REN. 05/25sheet description:
TRASH ENCLOSUREdate:
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3-2-2023
3-10-2023
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5-13-2025
10-31-2025sheet no:
TR-1

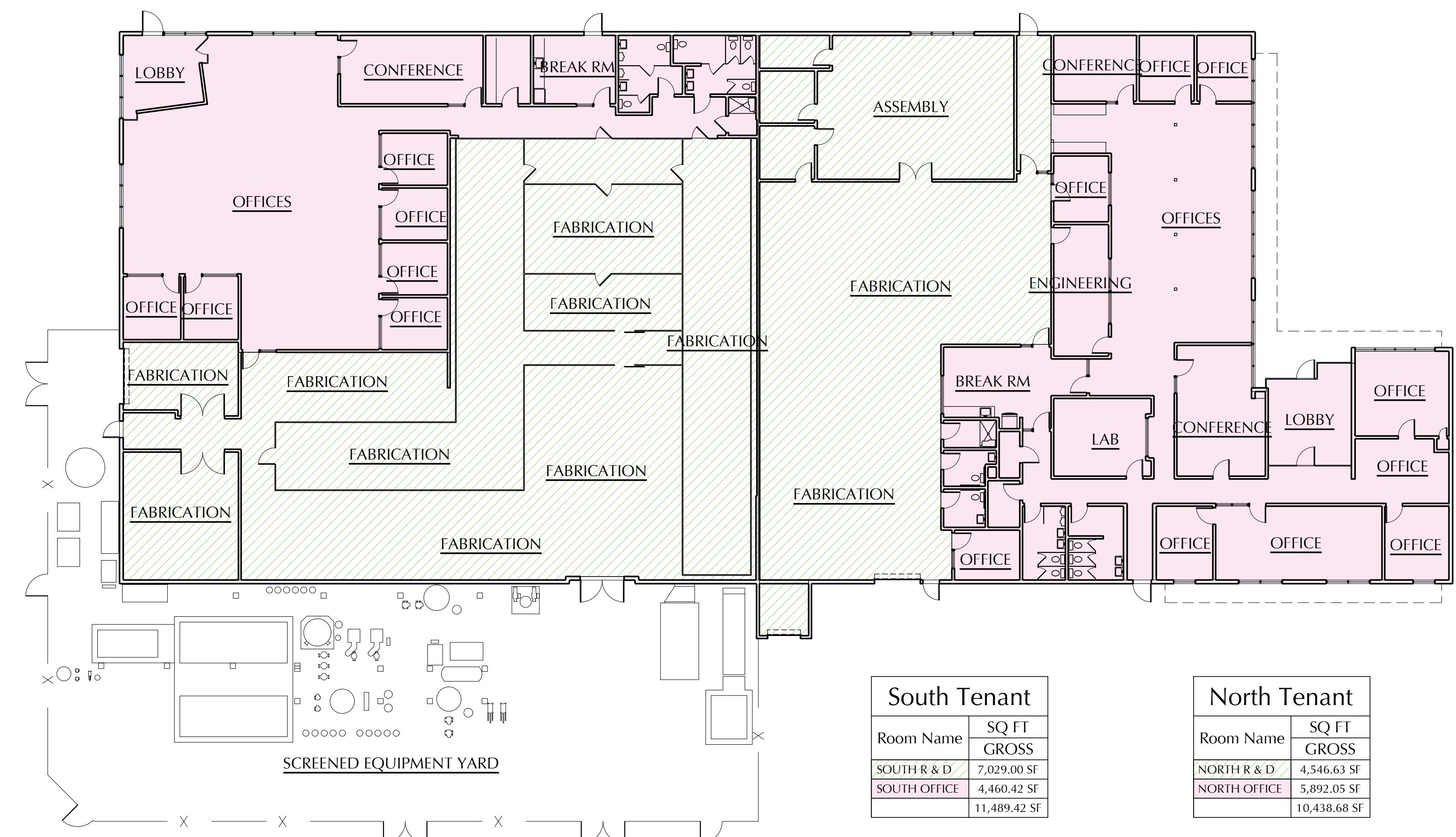
Preliminary: NOT FOR CONSTRUCTION



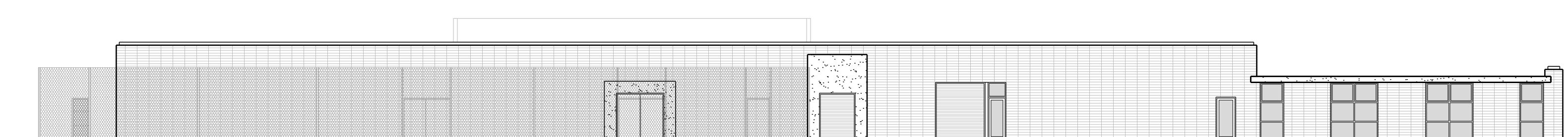
ROOF PLAN

(FOR REFERENCE ONLY, NO WORK PROPOSED)

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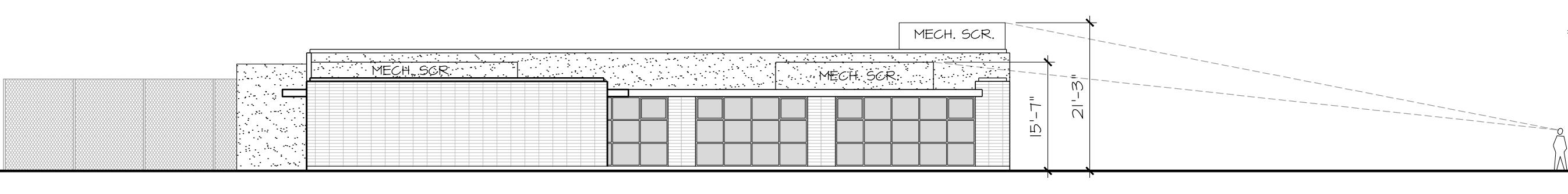


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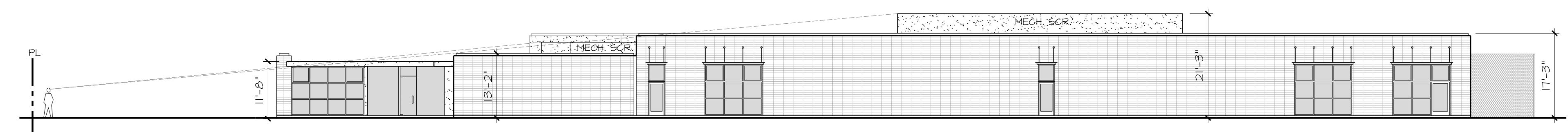


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(FOR REFERENCE ONLY, NO WORK PROPOSED)

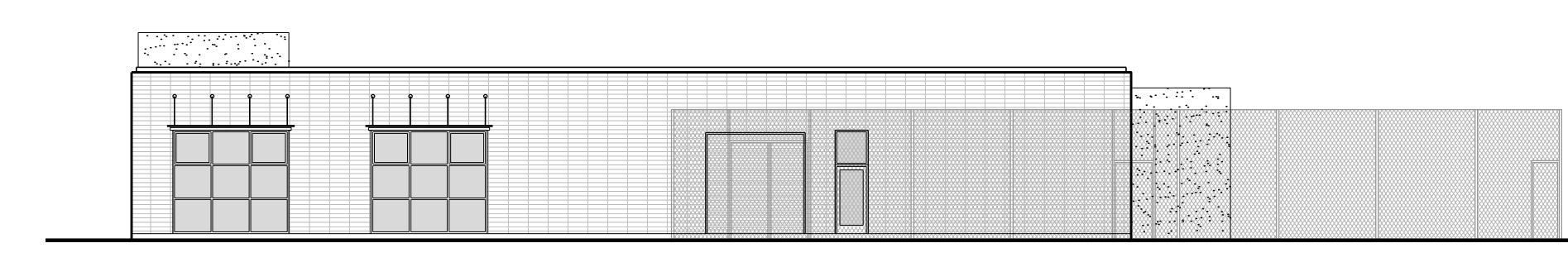


NORTH ELEVATION (FOR REFERENCE ONLY, NO WORK PROPOSED)



WEST ELEVATION

(FOR REFERENCE ONLY, NO WORK PROPOSED)

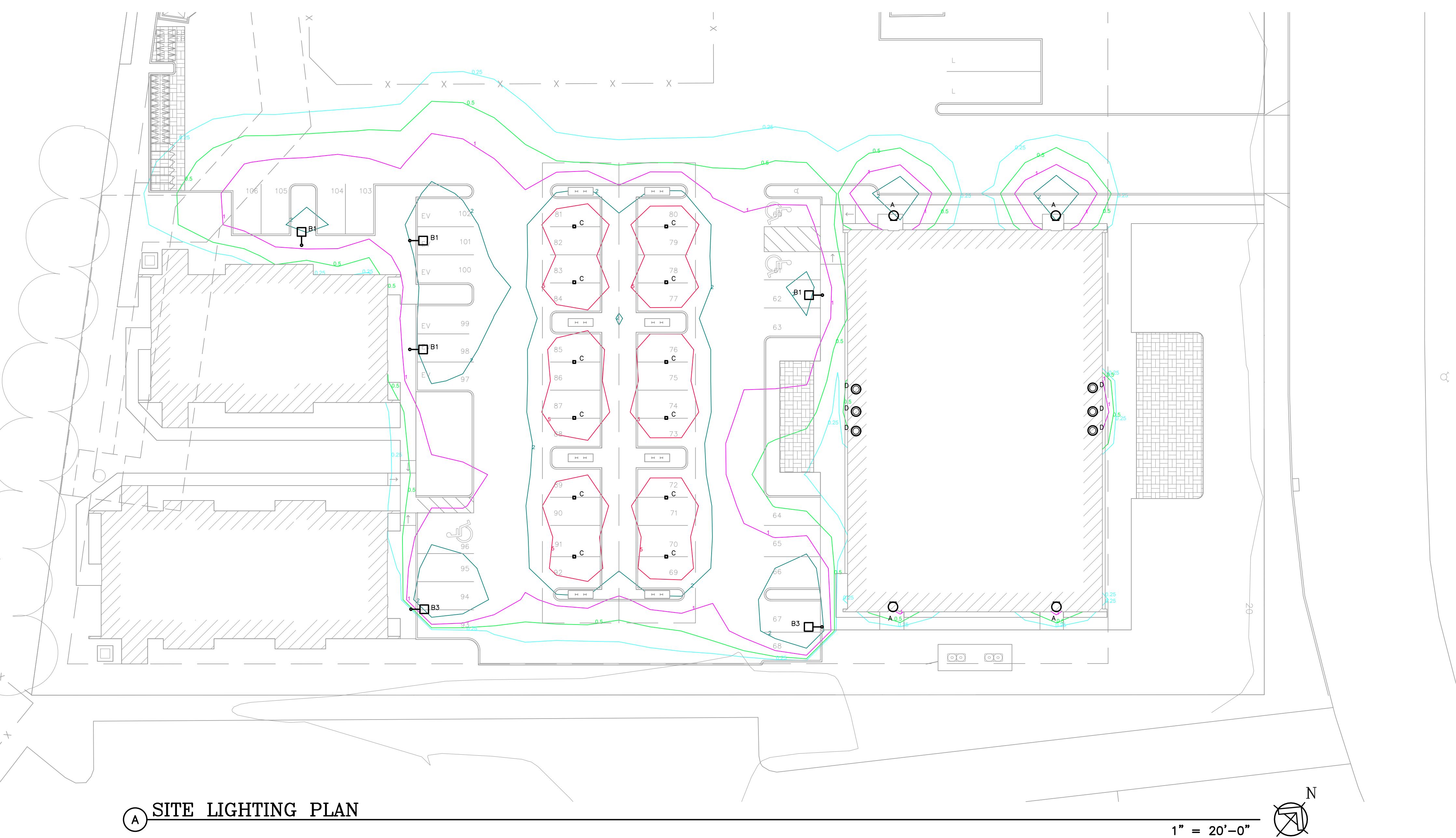


SOUTH ELEVATION (FOR REFERENCE ONLY, NO WORK PROPOSED)

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10-31-2025

sheet no: **EXTC 1**

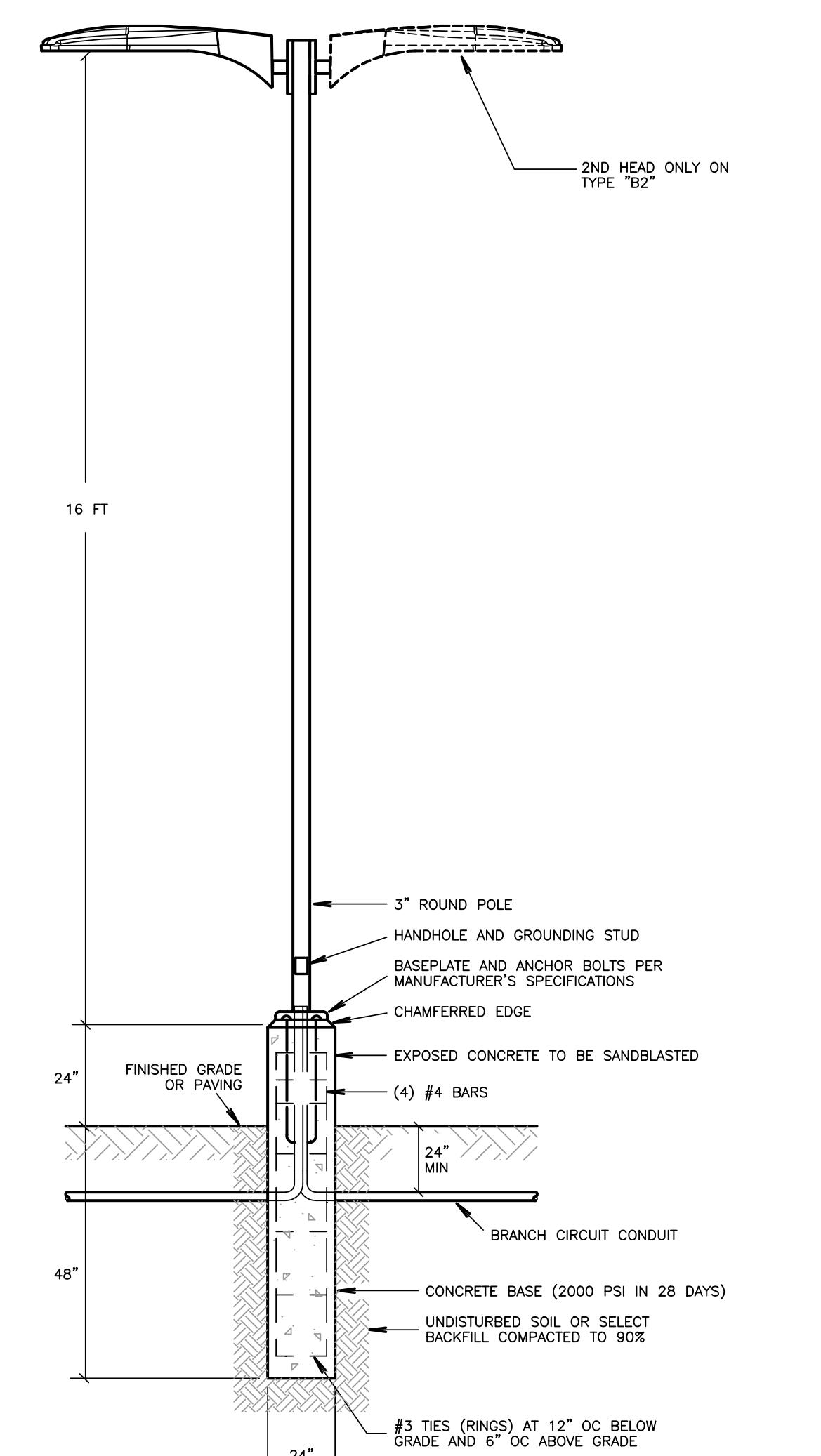
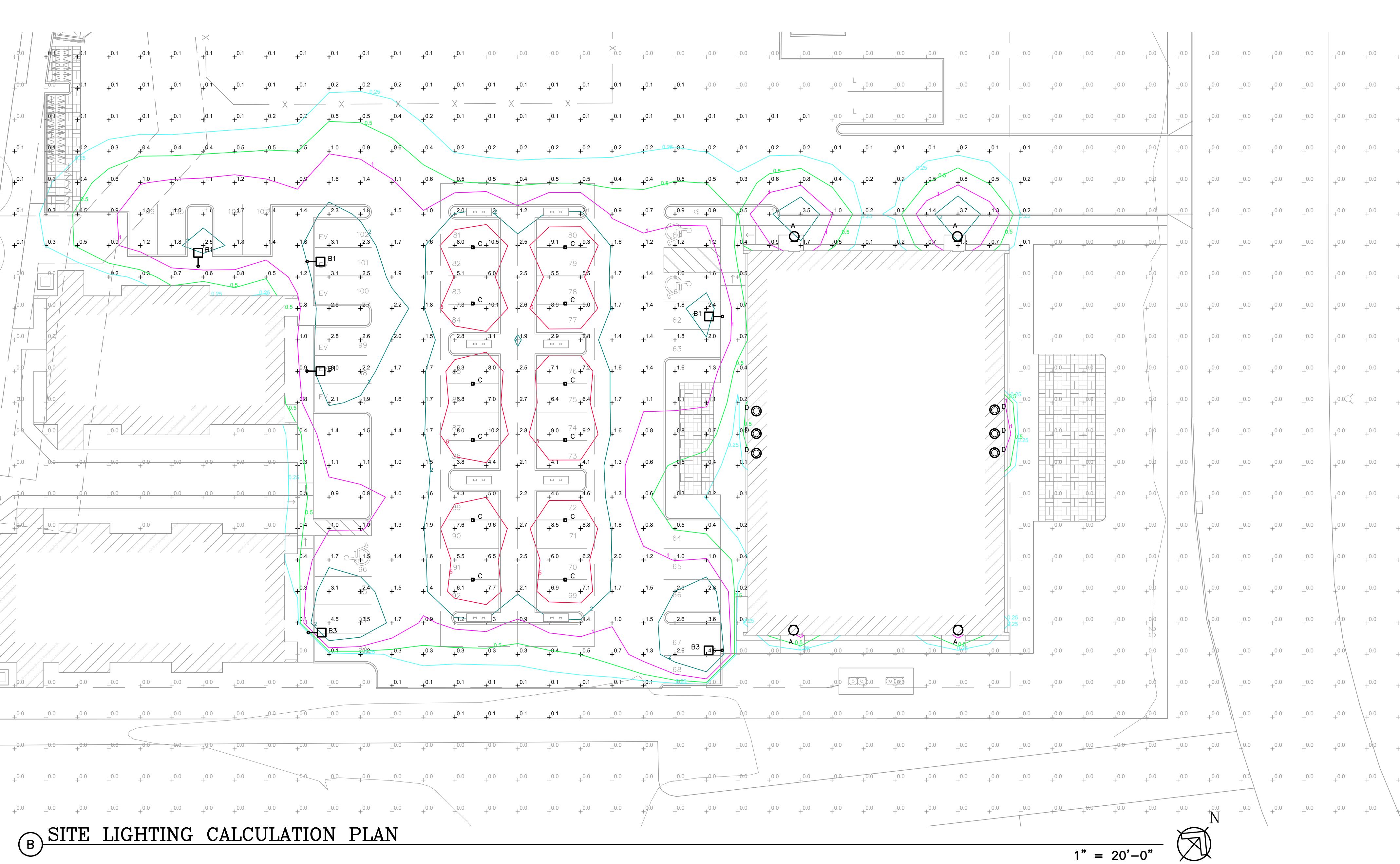
EXISTENTIAL PRELIMINARIES

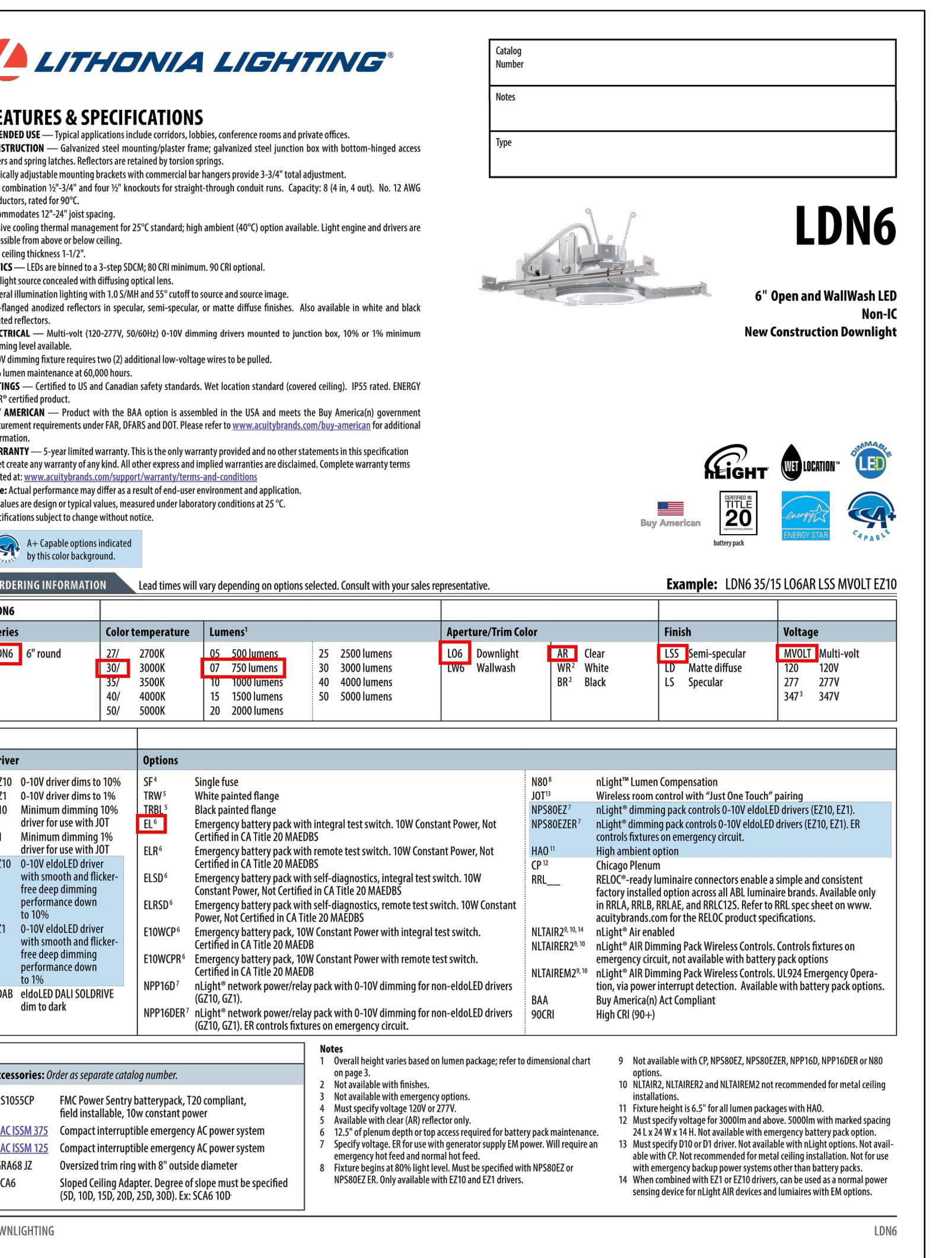
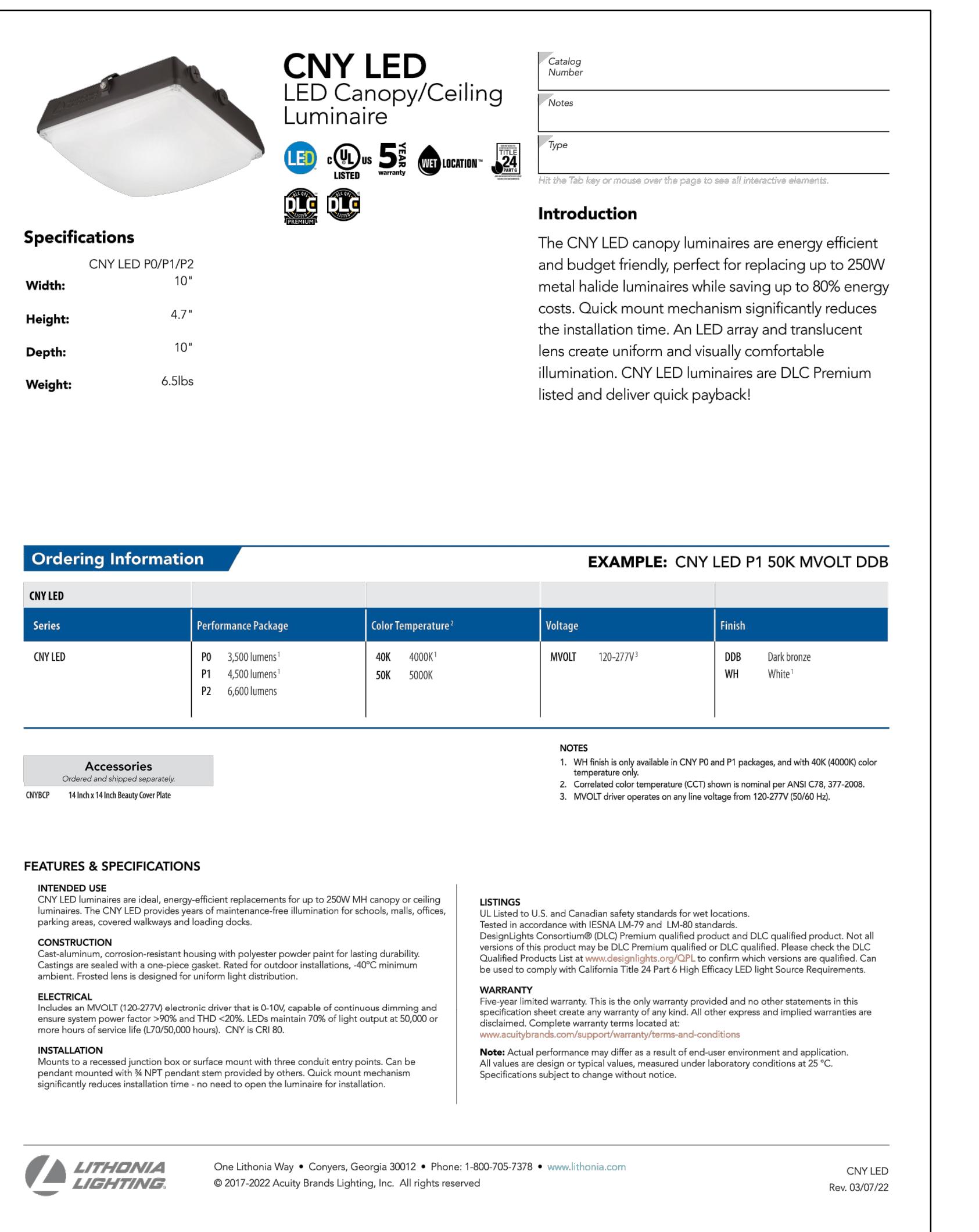
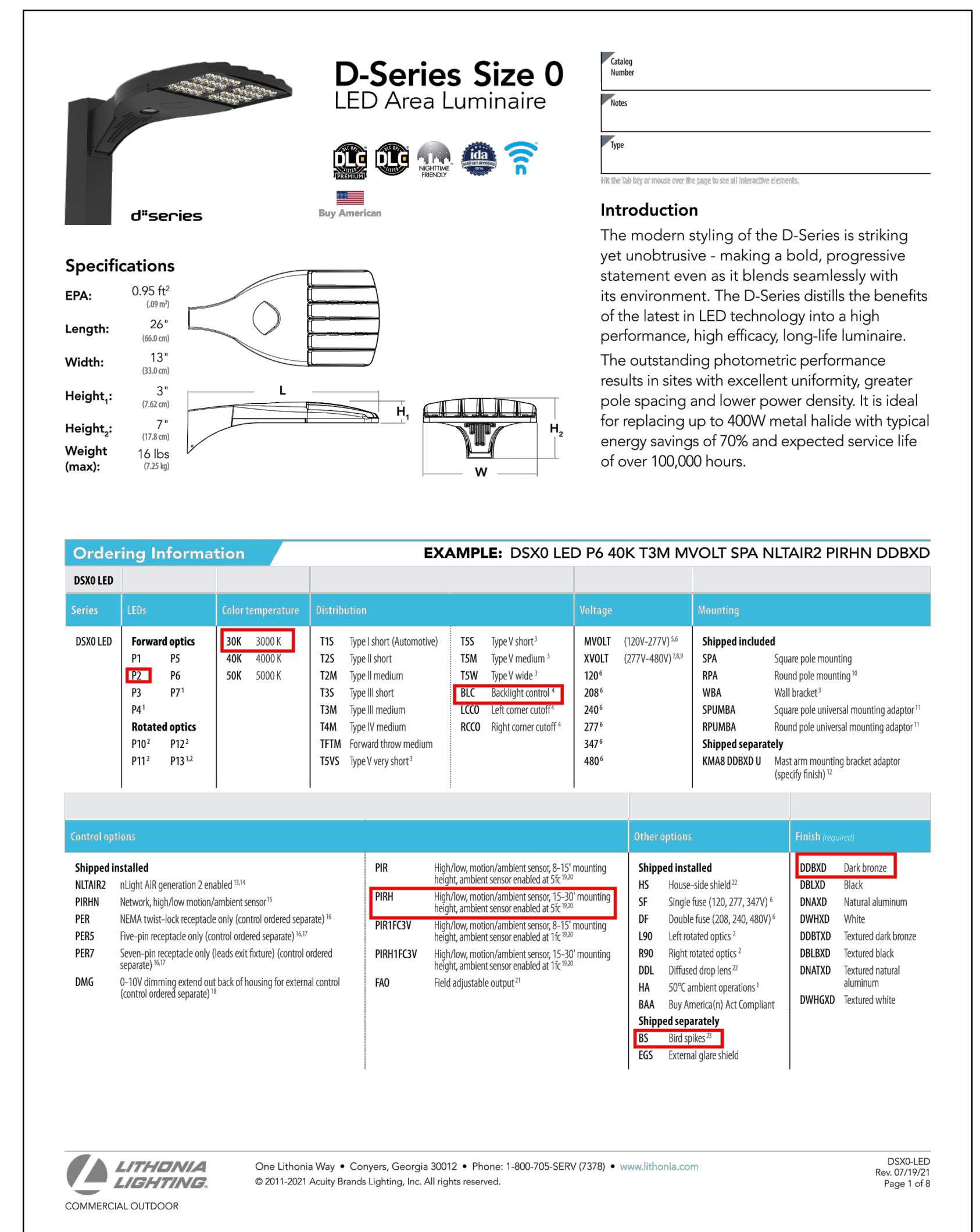
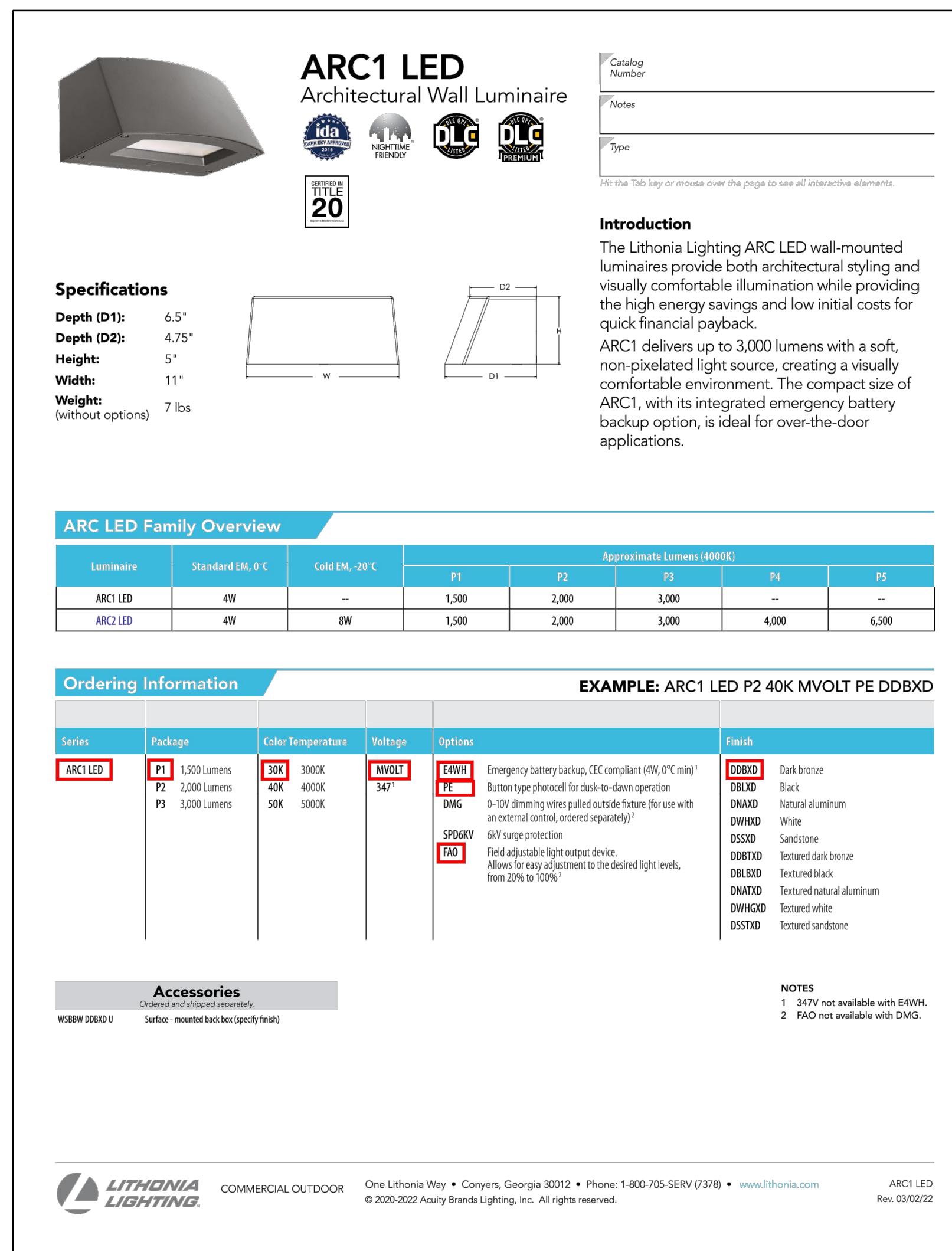


LIGHTING FIXTURE SCHEDULE					
TYPE	MANUFACTURER	CATALOG NUMBER	MOUNTING	LAMPS	WATTS EACH
A	LITHONIA	ARC1 LED P1 30K	WALL AT 21"	LED	10.0
B1	LITHONIA	DSXO LED-P2-30K-B1-PRH-B5-DOBXO	ON POLE AT 16'	LED	49
B3	LITHONIA	DSXO LED-P2-30K-RCC-PRH-B5-DOBXD	ON POLE AT 16'	LED	49
C	LITHONIA	CNY LED-PO-40K-MVOLT-WH	CARPORT #9	LED	27
D	LITHONIA	LDNB-30/07-LOG-AR-LSS-MVOLT-EL	CEILING, RECESSED	LED	3.4

GENERAL NOTES:
ALL FINISHES SHALL BE CHOSEN BY THE ARCHITECT BEFORE FIXTURES ARE ORDERED.
ALL MOUNTING HEIGHTS AND LOCATIONS SHALL BE COORDINATED WITH THE ARCHITECTURAL DRAWINGS.

KEY NOTES:
① EMERGENCY BATTERY PACK SHALL BE A 1100 LUMEN OUTPUT, MINIMUM, FOR A MINIMUM OF 90 MINUTES OPERATING TIME.





A TYPE "A" FIXTURE SPECIFICATION

TYPE "B1/B2/B3" FIXTURE SPECIFICATION

“YPE “C” FIXTURE SPECIFICATION

TYPE "D" FIXTURE SPECIFICATION

LIGHTING FIXTURE SCHEDULE

LIGHTING FIXTURE SCHEDULE					
Type	Manufacturer	Catalog Number	Mounting	Lamps	Watts Each
A	LITHONIA	ARC1 LED P1 30K	WALL AT +11'	LED	10.9
B1	LITHONIA	DSX0 LED-P2-30K-BLC-PIRH-BS-DDBXD ON A 16FT POLE	ON POLE AT +16'	LED	49
B3	LITHONIA	DSX0 LED-P2-30K-RCCO-PIRH-BS-DDBXD ON A 16FT POLE	ON POLE AT +16'	LED	49
C	LITHONIA	CNY LED-P0-40K-MVOLT-WH	CARPORT +9'	LED	27
D	LITHONIA	LDN6-30/07-LO6-AR-LSS-MVOLT-EL	CEILING, RECESSED	LED	3.4

ADAPTIVE RE-USE OF: HANGAR 5 135 CASTILIAN GOLETA, CA

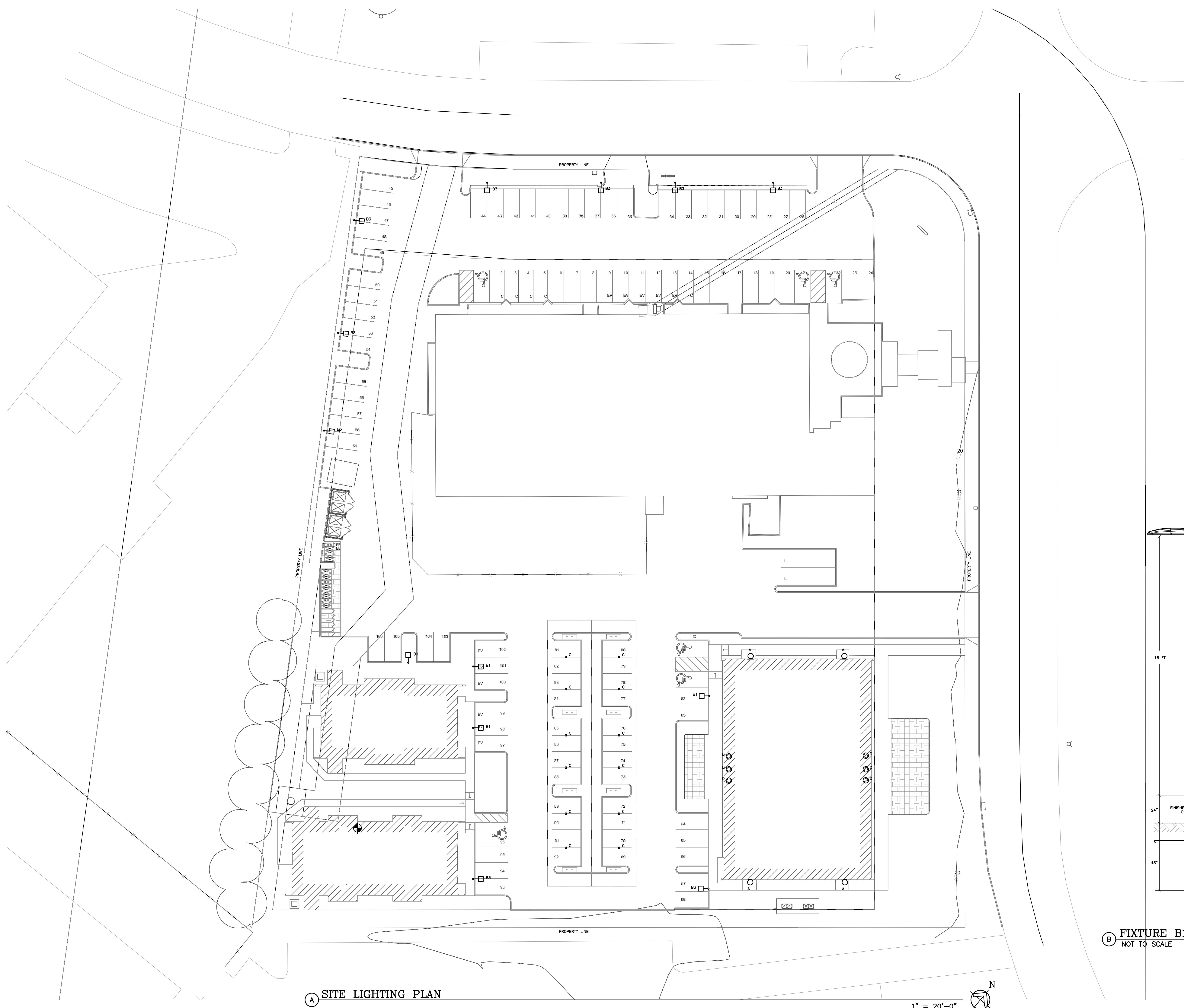
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2-24-2022
3-8-2022
4-30-2022
5-6-2022

sheet no:

E1.1

109



ADAPTIVE RE-USE OF: HANGAR 5 135 CASTILIAN GOLETA, CA

sheet description

date:
1-28-2022
2-5-2022
2-9-2022
2-16-2022
2-24-2022
3-8-2022
4-30-2022
5-6-2022

sheet no:



FIXTURE B1/B2 MOUNTING DETAIL





erino carroll
landscape architecture, PC
735 State Street #434
Santa Barbara CA 93101
805.680.3624 www.erinocarroll.com

PRELIMINARY NOT FOR CONSTRUCTION

135 CASTILIAN DRIVE
Goleta, CA, 93117

5 CASTILIAN D

PRELIMINARY LANDSCAPE PLAN

Date/ Issue

Sheet 1 of 3

L1.1

2



Proposed Preliminary Plant List:

Note: for existing plantings, see callouts on

Botanical Name / Common Name	Size & Specs	Water Use
Trees and Palms:		
<i>Bauhinia forficata</i> / White Orchid Tree	36" Box Standard	Moderate
<i>Chitalpa tashkentensis</i> / Chitalpa	24" Box Standard	Low
<i>Ginkgo 'Autumn Gold'</i> / Autumn Gold Ginkgo	24" Box Standard Form	Moderate
<i>Heptapleurum calypratum</i> / Mallet Flower	24" Box Standard, Low Branching	Moderate
<i>Jacaranda mimosifolia</i> / Jacaranda	15 Gal or 24" Box Standard Form	Moderate
<i>Prunus cerasifera</i> / Purple Leaf Plum	24" Box Standard Form	Moderate
<i>Quercus tomentella</i> / Island Oak	24" Box Standard Form	Low
<i>Tristaniopsis laurina</i> / Water Gum	24" Box Standard Form	Moderate
<i>Syagrus romanzoffiana</i> / Queen Palm	8' to 10' Trunk	Moderate
Shrubs, Perennials, Grases, Vines, and Groundcover:		
<i>Anigozanthos</i> species / Yellow Flowering Kangaroo Paw	2 or 3 gal	Low
<i>Aristida purpurea</i> / Purple Three Awn	1 Gal	Low
<i>Asparagus 'Meyeri'</i> / Foxtail Fern	3 or 5 Gal	Moderate
<i>Carex divulsa</i> / Berkeley Sedge	1 Gal	Low
<i>Carex glauca</i> / Blue Sedge	1 Gal	Low
<i>Calamagrostis 'Karl Foerster'</i> / Feather Reed Grass	5 Gal	Moderate
<i>Chondropetalum tectorum</i> (or <i>elephantinum</i>) / Cape Rush	5 Gal	Low
<i>Cotoneaster 'Lowfast'</i> / Prostrate Cotoneaster	3 or 5 Gal	Low
<i>Dianella revoluta 'Baby Bliss'</i> / Baby Bliss Flax Lily	2 or 3 Gal	Low
<i>Doryanthes palmeri</i> / Spear Lily	15 Gal	Low
<i>Dymondia margaretae</i> / Silver Carpet	Flats	Low
<i>Echeveria agavoides</i> / Wax Agave	1 Gal	Low
<i>Erigeron glaucus</i> / Seaside Daisy	1 Gal	Low
<i>Falkia repens</i> / Little Ears	1 Gal	Low
<i>Feijoa sellowiana</i> / Pineapple Guava	15 Gal	Low
<i>Heteromeles arbutifolia</i> / Toyon	15 Gal	Very Low
<i>Kurapia 'New White'</i> / New White Kurapia	Plugs or Sod	Low
<i>Lomandra 'Breeze'</i> (or <i>'Lime Tuff'</i>) / Dwarf Mat Rush	2 or 3 Gal	Low
<i>Lomandra 'Platinum Beauty'</i> / Platinum Beauty Mat Rush	2 or 3 Gal	Low
<i>Lygeum spartum</i> / False Esparto Grass	1 Gal	Low
<i>Olea 'Little Ollie'</i> / Dwarf Olive	5 Gal	Low
<i>Juncus patens 'Elk Blue'</i> / Elk Blue Rush	1 Gal	Low
<i>Miscanthus sinensis 'Morning Light'</i> / Morning Light Japanese Silver Grass	5 Gal	Moderate
<i>Muhlenbergia dubia</i> / Pine Muhly	5 Gal	Low
<i>Pennisetum spathiolatum</i> / Slender Veldt Grass	1 Gal	Moderate
<i>Phormium</i> species / Dark Purple New Zeland Flax	15 Gal	Low
<i>Podocarpus henkelii</i> / Long Leafed Yellowwood	15 Gal	Moderate
<i>Senecio mandraliscae</i> / Blue Chalk Sticks	1 Gal	Low
<i>Sesleria autumnalis</i> / Autumn Moore Grass	1 Gal	Moderate
<i>Trachelospermum jasminoides</i> / Star Jasmine	3 or 5 Gal	Moderate
<i>Xylosma congestum</i> / Shiny Xylosma	15 Gal	Low

Notes:
See sheet L1.2 for plant images, landscape notes, MWELO calculations and typical landscape screening at utilities.
See sheet L1.3 for parking lot shade study and landscape calculations.

Notes:
See sheet L1.2 for plant images, landscape notes, MWELO calculations and typical
See sheet L1.3 for parking lot shade study and landscape calculations.

See sheet E1.2 for plant images, landscape notes, MVELO calculations and typical soil depths.

Preliminary Irrigation Notes:

A final irrigation plan will be provided prior to City of Goleta final DRB review and prior to Building and Safety plan check review.

Water source for irrigation will be potable water. Goleta Water District does not have an existing reclaimed water mainline near the project site.

The final irrigation and planting design will comply with the State of California Model Water Efficient Landscape Ordinance (MWELO).

The irrigation system shall be zoned according to microclimatic setting and plant requirements. Existing trees to remain do not require new irrigation.

It is the intent of this plan to provide adequate irrigation to all planting areas. The contractor shall be responsible for making any and all adjustments to the irrigation system necessary to ensure 100% irrigation coverage of all planting areas.

All piping installed under pathways or paved areas, through walls or footings shall be placed inside schedule 40 PVC sleeves of adequate size to allow free movement of the pipe.

Install irrigation lines at the following minimum depths: Mainline: 18" minimum cover, Lateral line: 12" minimum cover, Polyethylene drip tubing: place on grade with stakes @ 6' O.C., subterranean drip line: install 4" below finish grade per manufacturer's specs. specs.

Install all valves in plastic valve boxes in groundcover areas where they will be screened by plants. Green lid color.

Install irrigation system per manufacturer's specifications, irrigation details, and local codes. All irrigation emission devices will meet the criteria as set forth in MWELO Section 492.7(a)(1)(M).

Electrical source for controller to be installed by project electrician.

Prior to project completion, provide Landscape Architect with full size as-built record drawings. Dimension from two (2) permanent points of reference, building corners, sidewalk, or road intersections, etc., the location of the following: connection to existing water lines, existing electrical power, ball valves, routing of sprinkler pressure lines (dimension max. 20' along routing), control valves, routing of control wiring, quick coupling or garden valves and other related equipment.

Prior to project completion, install a reduced laminated controller chart inside controller box. The chart shall show the areas controlled by the automatic controller, colored coded for each station.

Install drip flush valves at the ends of all polyethylene drip tubing in round valve boxes with gravel fill.

At existing trees, route lateral lines and mainline as necessary to avoid root damage. Under canopies of existing trees, excavate using hand tools, and route pipe under roots with a minimum 4" clearance. Do not cut roots larger than 2" (two inches) in diameter.

Verify location of backflow preventer, controller, and point of connection with Landscape Architect prior to installation.

Adjust all emitters to eliminate runoff and overspray.

Turn over all irrigation product manuals, irrigation product tools, and installation instructions to Owner at completion of project.

Contractor shall guarantee to the Owner that the irrigation system is free from defects in materials and workmanship for a period of one year from completion of project.

Line Clearance: All lines shall have a minimum clearance of six inches (6") from each other and from lines of other trades.

Prior to backfilling trenches, test all pressure mainline under hydrostatic pressure of 150 pounds per square inch and prove watertight.

Use Teflon tape for all threaded connections.

Pressure regulating devices shall be installed where necessary to ensure that the dynamic pressure at each emission device is within manufacturer's recommended pressure range for optimal performance.

Preliminary State Model Water Efficient Landscape Ordinance (MWELO) Calculations:

Site Information		MWELO Calculations					
		Site Name → 135 Castilian Drive		Site Type → Commercial		Annual Eto (Inches/yr) → 48.1	
Hydrozone or Planting Description	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Hydrozone Area (sqft.)	ETAF x Area	Estimated Total Water Use (gal/yr.)
Regular Landscape Areas:							
Existing Landscape Areas (on site) - Low Water Use	0.3	Low	Drip	0.81	0.4	8,448	3,129 93,310
Existing and New Landscape Areas (off site) - Low Water Use	0.3	Low	Drip	0.81	0.4	2,717	1,006 30,010
Existing Landscape Areas (on site) - Moderate Water Use	0.5	Moderate	Drip	0.81	0.6	4,556	2,812 83,870
Existing and New (off site) Landscape Areas - Moderate Water Use	0.5	Moderate	Drip	0.81	0.6	1,748	1,079 32,178
New Landscape Areas (on site) - Low Water Use	0.3	Low	Drip	0.81	0.4	21,100	7,815 233,053
New Landscape Areas (on site) - Moderate Water Use	0.5	Moderate	Drip	0.81	0.6	5,275	3,256 97,106
							SUBTOTAL → 43,844 19,098 569,527
Special Landscape Areas (Not Applicable):							
							SUBTOTAL → 0 0 0
							Estimated Total Water Use (ETMUL) → 569,527
							Maximum Allowed Water Allowance (MAWA) → 588,382

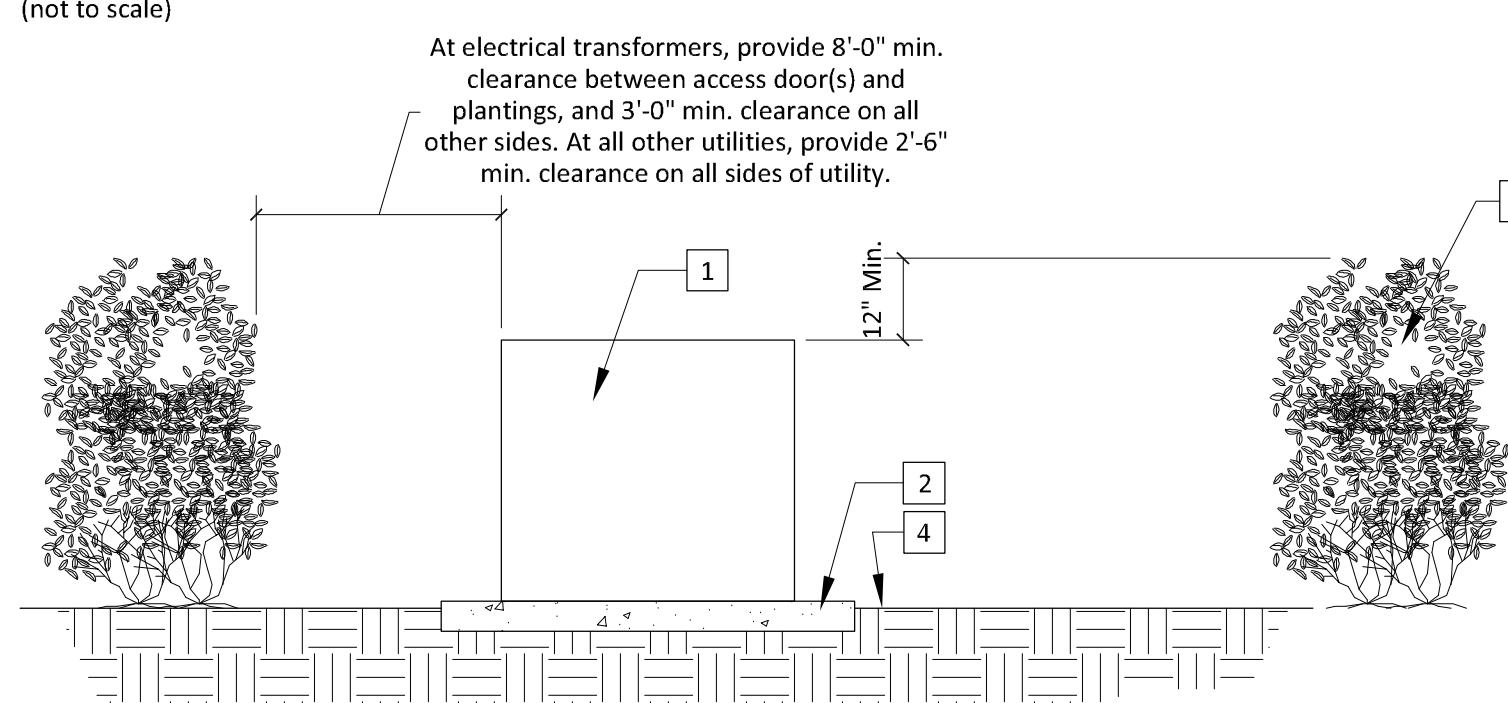
ETAF Calculations		Notes:	
Regular Landscape Areas		ETWU meets MAWA requirement.	
Total ETAF x Area		Average ETAF	
Total Area		43,844	
Sitewide ETAF		0.44	
All Landscape Areas			
Total ETAF x Area		19,098	
Total Area		43,844	
Sitewide ETAF		0.44	

Preliminary Plant Images:



Typical Landscape Screening at Above Ground Utilities:

(not to scale)



1 Above ground utility where occurs per plan.

2 Utility pad (if required).

3 Evergreen shrubs or evergreen ornamental grasses as per planting plan, planted on all sides of utility. Mature height of plants shall be 12" min. higher than the top of utility.

4 Finish grade.

Note: Confirm all clearance requirements with utility companies prior to plant installation.

Date/ Issue
2025.02.19

Sheet 2 of 3

L1.2

PRELIMINARY PLANT IMAGES, IRRIGATION NOTES, AND MWELO CALCULATIONS

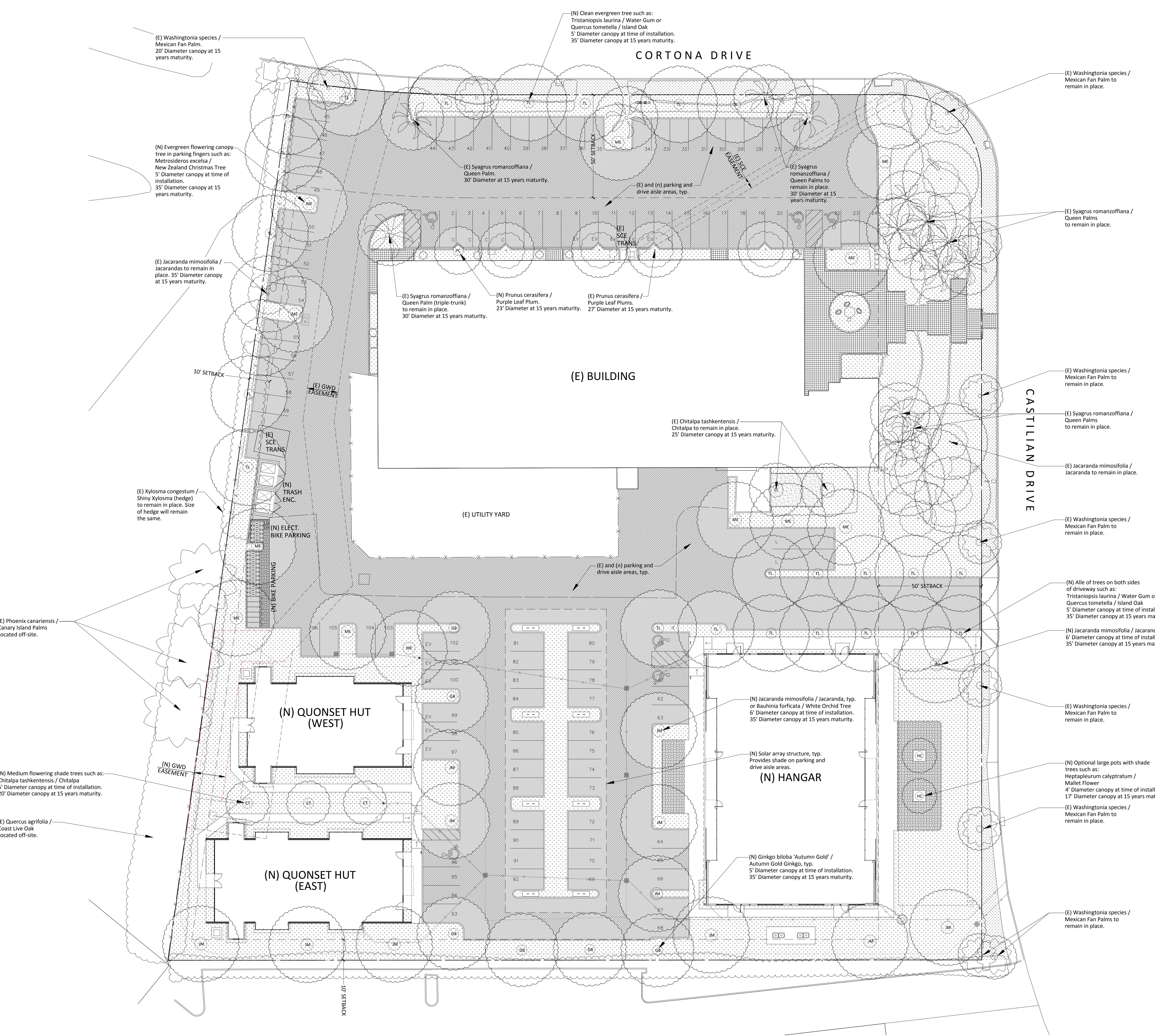


REGISTERED LANDSCAPE ARCHITECT
ERIN O'CARROLL
No. 5521
EXP. 09/30/26
STATE OF CALIFORNIA

PRELIMINARY NOT
FOR CONSTRUCTION

135 CASTILIAN DRIVE
Goleta, CA, 93117

PRELIMINARY PARKING LOT SHADE STUDY
& LANDSCAPE CALCS



Landscape Calculations (as required by the City of Goleta Zoning Ordinance):

Parking Lot Shading		15 Yr Shaded Area (Using Trees and Shade Structures)	% Shaded Parking Lot	Compliance	Notes
17.38.110(l)(1) Code Requirement	Parking and Drive Aisle Area SF	55,081	27,682	50.26%	✓

Parking Lot Landscaping					
17.38.100(K)(1) Code Requirement	Parking Lot Area (SF)	Landscaping Required (SF)	Landscaping Provided (SF)	% Provided (SF)	Compliance
10% of parking area, excluding setbacks	55,081	5,509	14,613	26.53%	✓ (1)

Parking Lot Trees					
17.38.100(K)(5) Code Requirement	On-Site Parking (includes 2 oversized parking spaces)	Trees Required	Trees Provided	Compliance	Notes
One (1) tree for every four (4) parking spaces	108	27	64	✓	

Date/ Issue
2025.02.19

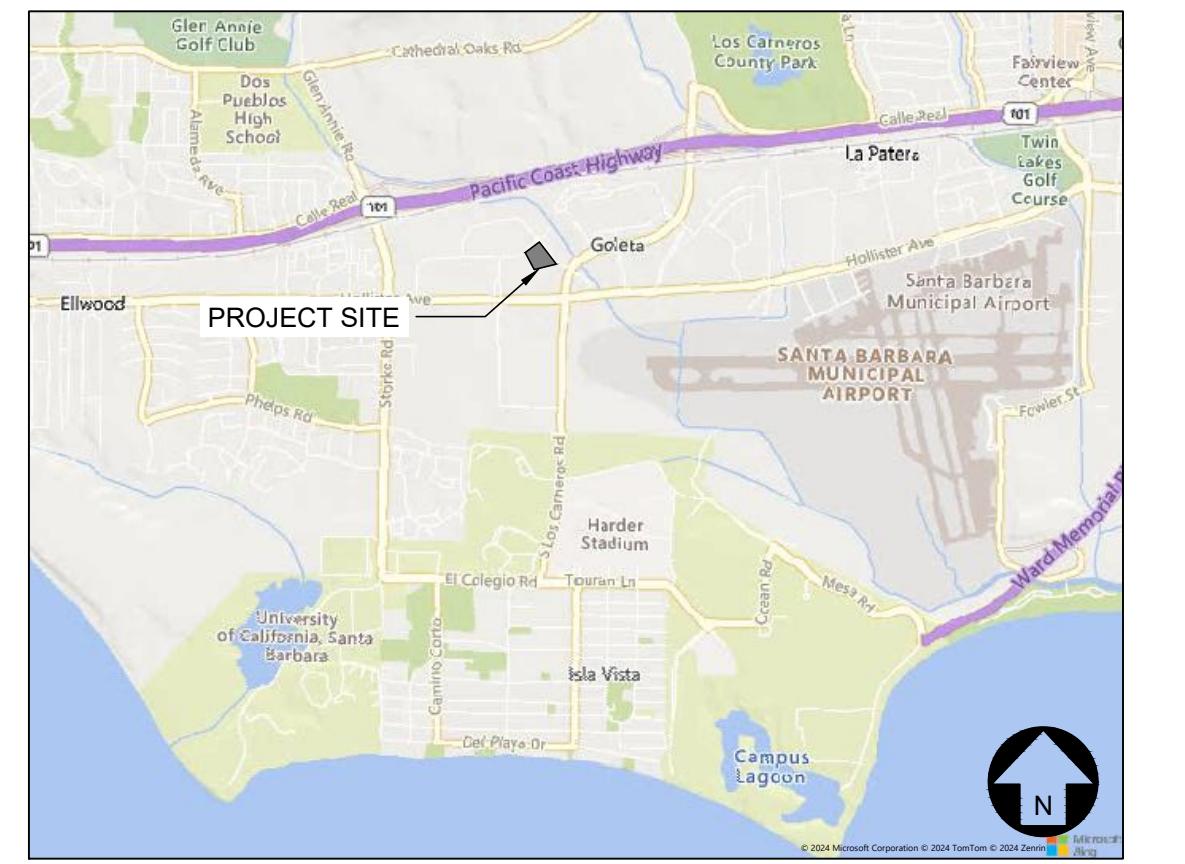


THE HANGAR

111-115 CASTILIAN DRIVE
GOLETA, CA 93117

LEGEND

SD	SD	STORM DRAINAGE
W	W	WATER SERVICE
G	G	GAS
SS	SS	SANITARY SEWER
E	E	POWER ELECTRICAL
—	—	DITCH / FLOWLINE
~~~	~~~	GRADING LIMIT
▼	▼	GRADE SLOPE
—	—	PROPERTY LINE
—	—	CENTERLINE
—	—	SAWCUT

**VICINITY MAP**

**SURVEY NOTES**

EXISTING TOPOGRAPHIC AND BOUNDARY INFORMATION SHOWN HEREON PER SURVEY BY GILMOUR LAND SURVEYING, INC. DATED MAY 8, 2023

BOUNDARY DATA: BOUNDARY SHOWN ON PER MAP BOOK 58, PAGES 27-28 AS FILLED IN THE OFFICE OF THE COUNTY SURVEYOR.

BASIS OF BEARINGS: BASIS OF BEARINGS IS CENTERLINE OF CORTONA DRIVE FROM CORONAR DRIVE TO CASTILIAN DRIVE. PARCEL WAS MERGED PER PARCEL MAP BOOK 6, PAGE 21.

BENCHMARK: LOCAL BENCHMARKS SHOWN AS "CP" NAVD88 (GEOD12B) CORRS OBSERVATION.

**SURVEY MONUMENT PROTECTION:**

PROTECT AND PRESERVE IN PLACE ALL SURVEY MONUMENTS AND BENCHMARKS. DO NOT DISTURB, MOVE, OR RELOCATE MONUMENTS OR BENCHMARKS WITHOUT THE PRIOR REVIEW AND APPROVAL BY THE AGENCY HAVING JURISDICTION OVER THE MONUMENT OR BENCHMARK. THE CONTRACTOR SHALL CONTRACT WITH A LICENSED SURVEYOR FOR MONUMENTS REQUIRING DISTURBANCE OR REMOVAL, AND THE SURVEYOR SHALL RESET THE MONUMENTS OR PROVIDE PERMANENT WITNESS MONUMENTS AND FILE THE REQUIRED DOCUMENTATION WITH THE AUTHORITY HAVING JURISDICTION, PURSUANT TO ALL APPLICABLE BUSINESS AND PROFESSIONAL CODES.

**UTILITY PURVEYORS**

ELECTRICITY: SOUTHERN CALIFORNIA EDISON  
http://www.sce.com/  
(800) 655-4555

WATER: GOLETA WATER DISTRICT  
4699 HOLLISTER AVE  
SANTA BARBARA, CA 93110  
(805) 964-6761

SEWER: GOLETA SANITARY DISTRICT  
1 MOFFETT PLACE  
GOLETA, CA 93117  
(805) 967-4519

NATURAL GAS: SOUTHERN CALIFORNIA GAS COMPANY  
P.O. BOX C  
MONTEREY PARK, CA 91756  
(800) 427-2200

CABLE TV: COX COMMUNICATIONS  
330 STATE STREET  
SANTA BARBARA, CA  
(805) 881-6800

TELEPHONE: FRONTIER COMMUNICATIONS  
(805) 964-8303

**PROJECT CLEAN WATER CONSTRUCTION NOTES**

1. SUBMIT INSTALLATION ELEVATIONS OF EMBEDMENT STONE (BASE & TOP ELEVATIONS) PERFORMED BY A LICENSED SURVEYOR TO PROJECT CLEAN WATER WITHIN 7 DAYS OF INSTALLATION.
2. SUBMIT INVOICES AND MATERIAL CERTIFICATION FORMS FOR EMBEDMENT STONE TO PROJECT CLEAN WATER WITHIN 7 DAYS OF INSTALLATION.
3. SUBMIT OUTLET STRUCTURE INVERT ELEVATIONS SIGNED & STAMPED BY PROJECT ENGINEER, TO PROJECT CLEAN WATER WITHIN 7 DAYS OF INSTALLATION.
4. PROVIDE INVOICE & PHOTO-DOCUMENTATION OF INSTALLED STORMTECH CHAMBERS TO PROJECT CLEAN WATER WITHIN 2 WEEKS OF INSTALLATION.

**STANDARD ABBREVIATIONS**

(E)	EXISTING	FS	FINISHED SURFACE
(P)	PROPOSED	GB	GRADE BREAK
AC	ASPHALTIC CONCRETE	IE	INVERT ELEVATION
BF	BOTTOM OF FOOTING	INV	INVERT
BS	BOTTOM OF STEP	LA	LANDSCAPE AREA
BLDG	BUILDING	NG	NATURAL GRADE
BCR	BEGIN CURB RETURN	PA	PLANTER AREA
BVC	BEGIN VERTICAL CURVE	PCC	PORTLAND CEMENT CONCRETE
BW	BOTTOM OF WALL	P/L	PROPERTY LINE
CB	CATCH BASIN	POC	POINT OF CONNECTION
C/L	CENTERLINE	PS	PARKING STRIPE
CMU	CONCRETE MASONRY UNIT	PVC	POLYVINYL CHLORIDE
CONC	CONCRETE	RW	RIGHT OF WAY
DW	DRIVEWAY	SD	STORM DRAIN
ECR	END CURB RETURN	SG	SUB-GRADE ELEVATION
EG	EXISTING GRADE	SS	SANITARY SEWER
EP	EDGE OF PAVEMENT	TC	TOP OF CURB, CONCRETE
EVC	END VERTICAL CURVE	TF	TOP OF FOOTING
FFE	FINISHED FLOOR ELEVATION	TG	TOP OF GRATE
FG	FINISHED GRADE	TS	TOP OF STEP
FH	FIRE HYDRANT	TW	TOP OF WALL
FL	FLOW LINE	VC	VERTICAL CURVE

**PROJECT INFORMATION**

CLIENT: MARC WINNIKOFF  
923 ST. VINCENT AVENUE, SUITE C  
SANTA BARBARA, CA 93101

ARCHITECT: BBP ARCHITECTURE  
924 ANACAPA STREET  
SANTA BARBARA, CA 93101  
(805) 564-6074

GEOTECHNICAL: BEACON GEOTECHNICAL  
P.O. BOX 4814  
PASA ROBLES, CA 93447  
(805) 239-0457

SURVEYOR: GILMOUR LAND SURVEYING  
7127 HOLLISTER AVE. #25A-301  
GOLETA, CA 93117  
(805) 655-4500

APN: 073-150-025

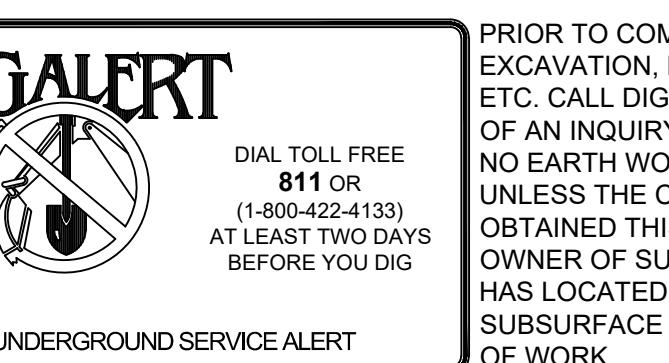
SITE AREA: 3.52 AC

AREA DISTURBED: 1.60 AC

**GRADING INFORMATION***

CUT QUANTITY: 200 CUBIC YARDS  
FILL QUANTITY: 1800 CUBIC YARDS  
NET QUANTITY: 1600 CUBIC YARDS IMPORT  
OVEREXCAVATION: 5000 CUBIC YARDS

*NOTE: THE ABOVE QUANTITIES ARE FOR PLANNING AND PERMITTING PURPOSES ONLY. SHRINKAGE, CONSOLIDATION AND SUBSIDENCE FACTORS, LOSSES DUE TO CLEANING AND DEMOLITION, AND OTHER CONSTRUCTION FORCES AND FOUNDATION SETTLEMENTS NOT INCLUDED. ESTIMATED EARTHWORK QUANTITIES ARE BASED ON THE APPROXIMATE DIFFERENCE BETWEEN EXISTING GRADES AND PROPOSED FINISHED GRADES OR PAVEMENT SUBGRADES, AS INDICATED ON THE PLANS, AND SHOULD VARY ACCORDING TO THESE FACTORS AND LOSSES. THE CONTRACTOR SHALL PERFORM AN EARTHWORK ESTIMATE FOR THE PURPOSE OF PREPARING A LUMP SUM BID PRICE FOR EARTHWORK. THE BID PRICE SHALL INCLUDE COSTS FOR ANY NECESSARY IMPORT AND PLACEMENT OF EARTH MATERIALS OR THE EXPORT AND PROPER DISPOSAL OF EXCESS EARTH MATERIALS.

**DIG ALERT**


PRIOR TO COMMENCING OF ANY EXCAVATION, DIGGING, POT Holing, ETC. CALL DIG ALERT FOR ASSIGNMENT OF AN INQUIRY ID NUMBER, BECAUSE NOT ALL CONTRACTORS ARE REQUIRED TO CALL DIG ALERT UNLESS THE CONTRACTOR HAS OBTAINED THIS AND EACH UTILITY OR OWNER OF SUBSURFACE FACILITIES HAS LOCATED AND MARKED THEIR SUBSURFACE FACILITIES IN THE AREA OF WORK.

**SHEET INDEX**

SHEET	SHEET TITLE
C-0.1	TITLE SHEET
C-0.2	NOTES SHEET
C-2.1	GRADING AND DRAINAGE
C-2.2	GRADING AND DRAINAGE

REVISION:  
1. XX-XX-XX  
2. ---  
3. ---  
4. ---  
5. ---  
6. ---  
7. ---  
8. ---  
9. ---  
10. ---

PROJECT ENGINEER:  
BRIAN E. SOWARDS  
805.962.9966 x219  
MSOWARDS@ASHLEYVANCE.COM

DATE: 02.03.2025

SCALE: PER PLAN

AV JOB.: 241829

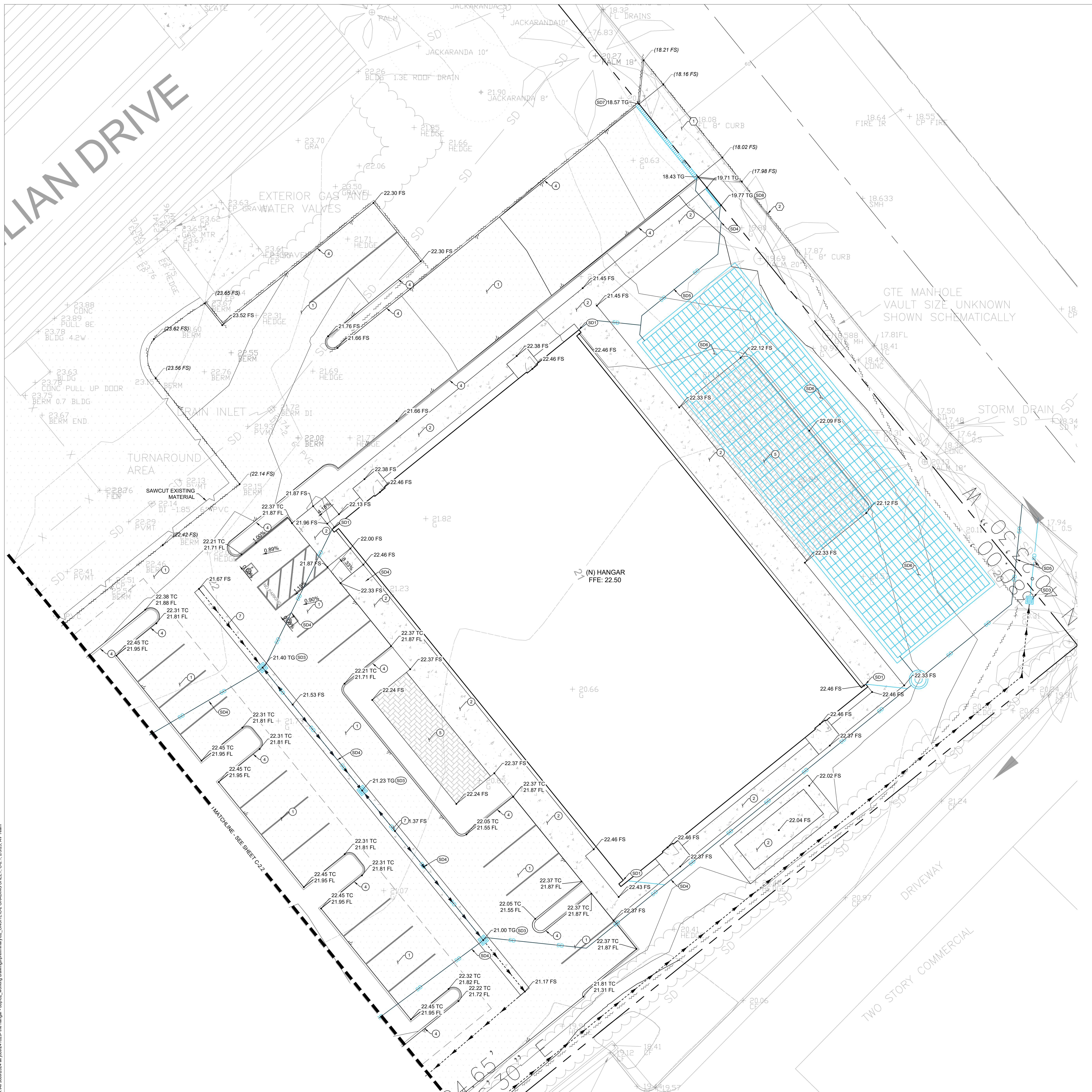
SHEET SIZE: 30" x 42"

1ST GRADING SUBMITTAL - NOT FOR CONSTRUCTION

TITLE SHEET

**C-0.1**







## **Attachment 4**

### Staff Presentation

# Hangar 5 and Two Quonset Huts Adaptive Reuse Project

Case Nos. 22-0003-DP, 23-0031-DRB

Planning Commission Meeting  
January 12, 2026



# Aerial Map – 115 Castilian Drive

APN 073-150-025





# Background

- 1967 & 1969 – Existing development entitled
- June 2022 – Project application submitted
- March 2023 – Project application resubmitted
- April 2024 – Native American consultation completed
- March 2025 – Revised Project application submitted
- June 2025 – Project application resubmitted; deemed complete
- November 2025 – CEQA Categorical Exemption prepared; DRB recommended preliminary design approval

# Hangar 5 and Two Quonset Huts Project

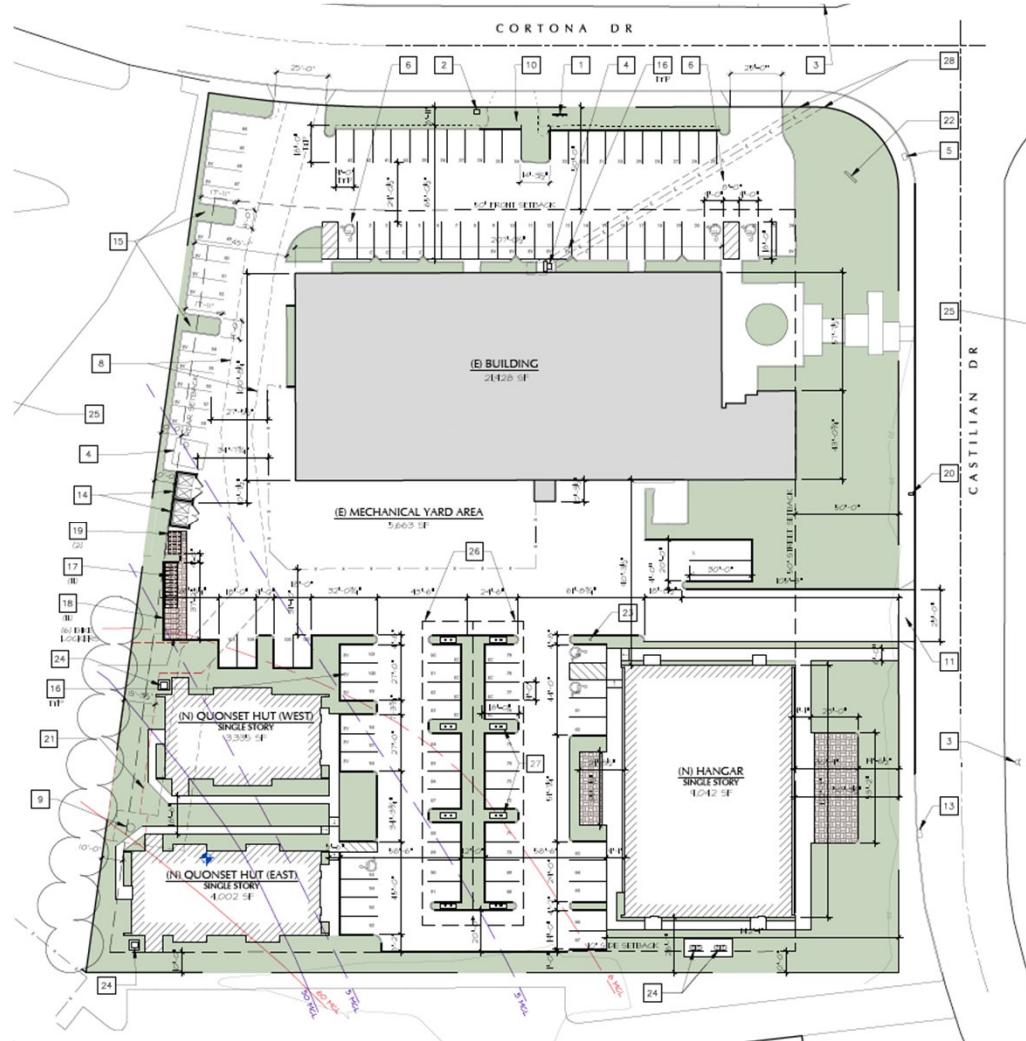
- Relocation and adaptive reuse with associated development:
  - Hangar 5: 9,042 square foot (sf) building
  - West Quonset Hut: 3,335 sf
  - East Quonset Hut: 4,002 sf
  - Two solar carports: 7,200 sf
  - Associated parking & landscaping



# Adjustments to Development Standards

- Landscaping Adjustment – reduction in landscape coverage from 30% to 27.4%
- Setback Adjustment – reduction of setback from 10 feet to 8.9 feet

# Site Plan and Parking Layout



January 12, 2026 Planning Commission Public Hearing



# Bird's Eye View Rendering: East



BIRD'S EYE VIEW OF SITE FROM EAST

January 12, 2026 Planning Commission Public Hearing

7

# Bird's Eye View Rendering: South



BIRD'S EYE VIEW OF SITE FROM SOUTH

January 12, 2026 Planning Commission Public Hearing



# Bird's Eye View Rendering: North



BIRD'S EYE VIEW OF SITE FROM NORTH

January 12, 2026 Planning Commission Public Hearing

9



# Airport Land Use Compatibility Plan Consistency

- Site is located in Santa Barbara Airport Safety Zone 6 (ALUCP 2023)
  - Zone 6 – compatible with office, commercial, service, and lodging uses



# Environmental Review

- Project meets criteria for Class 32 Categorical Exemption for In-Fill Development (State CEQA Guidelines § 15332)
- Notice of Exemption prepared

# General Plan Consistency

- Business Park (I-BP) land use designation
- Consistent with Land Use Element Table 2-3 (Allowable Uses)
- Compatible with:
  - Nearby uses – noise, hazards, landscaping, lighting
  - Open Space – cultural and paleontological resources
  - Visual and Historic Resources – landscaping, parking lots, lighting, green buildings, preservation of historic resources

# Zoning Consistency

- Use consistent with Business Park (BP) zoning
- Facility consistent with BP development standards
  - Landscaping Adjustment to accommodate relocated buildings and required parking
  - Setback Adjustment to accommodate existing parking

# Development Plan Findings

- Consistent with General Plan
- Site is adequate in size, shape, location, and physical characteristics
- No mitigation needed
- Does not conflict with public access or utility easements



# Adjustments to Development Standards Findings

- Landscaping Adjustment is justified and consistent with General Plan policies
- Setback Adjustment is justified and consistent with General Plan policies



# Conclusion

- Consistent with General Plan and Title 17
- Meets criteria for Class 32 Categorical Exemption
- Meets the findings required for a Development Plan with Adjustments to Development Standards

# Recommendation

That the Planning Commission:

1. Adopt the CEQA Exemption;
2. Grant preliminary design approval; and
3. Approve the Development Plan and requests for adjustments to landscape and setback standards.

# Questions?