

Agenda Item B.1 PRELIMINARY REVIEW

Meeting Date: November 12, 2025

TO: Goleta Design Review Board

SUBMITTED BY: Marisol Guzman, Contract Planner

SUBJECT: 135 Castilian Drive (APN: 073-150-025) Hangar 5 and Quonset Huts Project,

22-0003-DP, 23-0031-DRB

DRB ACTIONS FOR CONSIDERATION:

1. Recommend adoption of Design Review Findings provided as Attachment A;

- 2. Recommend adoption CEQA Categorical Exemption Section 15332 as provided in Attachment B: and
- 3. Conduct Preliminary Review and recommend Planning Commission approval with conditions.

PROJECT DESCRIPTION:

This is a request for the Design Review Board to make a recommendation to the Planning Commission for Preliminary Review. The applicant proposes the relocation and repurposing of (i) a 9,042-square-foot World War II squadron airplane hangar (Hangar 5) from the Santa Barbara Airport; and (ii) two World War II-era Quonset huts (both huts totaling 7,337 square feet) from Tri-County Produce, and (iii) two solar carports totaling 7,200 square feet. The three buildings would be restored and interior remodels undertaken, to provide for approximately 16,379 square feet of research & development and business uses with associated landscaping and parking ("Project"). A recommendation from the DRB regarding these elements will be needed before the project can be reviewed by the Planning Commission at an upcoming hearing.

The applicant proposes a Development Plan for an adaptive reuse project, of the relocated Hangar 5 from the City of Santa Barbara Airport property (previously located 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 135 Castilian Drive (APN 073-150-025).

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

One 9,042 square foot building (Hangar 5)

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- 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

The application additionally includes a request for 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%. 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.

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 (111-115 Castilian Drive). Street trees line the northern and eastern property line, and a water well for groundwater monitoring is located in the southwest corner of the property, approximately 10 feet from the western property line. The average parcel slope is 2%. The existing 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 new Development Plan.

The eastern portion of the parcel, where the Project would be located (135 Castilian Drive), is currently vacant and has been previously graded as part of the original site development. 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, as shown in Attachment C, *Project Plans and Renderings*.

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 tall ornamental grass, low ornamental grass, and grass-like perennial, under the shade of the solar panels in the parking lot as well as the concrete footing of the solar carport structure. 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. Exterior building lighting would meet code requirements at building entrances and exits and will be dark sky compliant and angled downward. The photometric grid, which provides foot-candle readings at 10-foot intervals, demonstrates compliance with the Light Trespass requirement, confirming that lighting does not exceed 0.1 foot-candles at the property line.

The subject property has a General Plan land use designation of Business Park (I-BP) and is zoned Business Park (BP). It is located in the Inland Zone.

The Project was filed by agent Joseph Fiss, of TW Land Planning & Development, LLC, on behalf of Marc Winnikoff, of Nederlander Holdings, LLC, property owners.

DISCUSSION:

The DRB may recommend Preliminary Approval to the Planning Commission if the DRB believes the Project meets the Required Findings in Goleta Municipal Code § 17.59.080. The Project was reviewed by the DRB for Conceptual review on September 26, 2023, for an earlier Project layout. The DRB conducted Conceptual review of the Project as currently proposed on May 13, 2025, and provided comments to the Applicant. The DRB comments on May 13, 2025, included:

- Appreciated the adaptive reuse of the three buildings, felt it would will be a unique project, and liked the project as conceptually proposed.
- Requested that additional consideration be given to the pedestrian connection between the existing and proposed buildings.
- Suggested that more landscaping shading be provided on west side of the Quonset Huts if water is available.
- Requested considering incorporating interpretive signage for the public.

The City has adopted Guidelines, Municipal Code regulations, and General Plan policies establishing criteria and review for Commercial projects in the City.

Guidelines

The Goleta Architecture and Design Standards for Commercial Projects apply to commercial and industrial development and include standards relating to site layout, project design, landscaping and transportation access. The Guidelines can be found in Attachment D.

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Municipal Code

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 scope of Design Review includes, but is not limited to, the following:

- 1. Size, bulk and scale of new structures;
- 2. Colors and types of building materials and application;
- 3. Relation to existing and proposed structures on the same site;
- 4. Pedestrian and bicycle access and circulation;
- 5. Site layout, orientation, and location of structures, and relationship to open areas and topography;
- 6. Materials, colors, and variations in boundary walls, fences, or screen planting;
- 7. Location and type of landscaping;
- 8. Sign design and associated exterior lighting;
- 9. Consideration of neighboring development;
- Consideration of energy efficient or environmentally-friendly design and materials; and
- 11. Exterior lighting, including review for dark sky compliance.

General Plan

Under the City's Visual and Historic Resources Element of the General Plan Policy, Policy VH 4 (Design Review) seeks to preserve, protect, and enhance Goleta's character through high quality design. Policy VH 4.7 is applicable.

Policy VH 4.7: Office Buildings, Business Parks, Institutional, and Public/Quasi-Public Uses. The following standards shall be applicable to office and business park development and institutional and public/quasi-public uses:

- a. Buildings and structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale.
- b. Street elevations of buildings and structures should enhance the streetscape and should be pedestrian friendly. To create diversity and avoid monotonous

- façades, varied building setbacks should be provided and be proportionate to the scale of the building.
- c. Plazas, courtyards, and landscaped open space should be provided to create a campus-like setting and encourage pedestrian access.
- d. Parking lots should not be the dominant visual element and shall be located behind or beside buildings, where appropriate. Where buildings do not screen parking lots, landscaping, berms, and/or low walls shall be used to screen cars from adjacent roadways and other developments.
- e. Architectural elements such as arcades are encouraged to identify the main entrance and reinforce the pedestrian scale.
- f. Bicycle access shall be provided and encouraged via bike lanes. Sufficient, secure, and protected bicycle parking shall be provided.
- g. Public transit shall be encouraged through effective placement of stops for local and regional transit services. Existing stops shall be upgraded as appropriate.
- h. Loading areas and recycling and trash facilities shall be easily accessed and screened from view with landscaping and/or fencing or walls. Adjacent uses shall be considered when such areas are sited.
- i. Roof mounted equipment shall be screened and considered as part of the structure for height calculations.

The DRB is to evaluate if the Project design is consistent with the adopted Goleta Architecture and Design Standards for Commercial Projects Guidelines, Municipal Code, and General Plan Policy. Staff review of the General Plan policy complies with the General Plan policies.

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, including the existing building and associated parking, as well as the Hangar 5 and Quonset Huts with their associated parking, would be approximately 42,017 square feet (27.4% landscape 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. Staff requests that the DRB provide input on the acceptability of the proposed reductions in landscape coverage and minimum setback. The DRB's recommendations will be forwarded to the Planning Commission for consideration as part of the findings for landscaping and setback adjustments.

The Project does not currently include any proposed signage. A signage plan will be proposed and reviewed at a later date and will be subject to DRB consideration.

Story poles were installed on site to illustrate the proposed placement of the Project buildings, including Hangar 5 and the two Quonset Huts. The story poles were placed on the site on April 25, 2025.

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ENVIRONMENTAL REVIEW (NOE):

The Project meets the requirements of a Class 32 "Infill" Categorical Exemption pursuant to Section 15332 of the State CEQA Guidelines. None of the exceptions to the exemptions outlined in Section 15300.2 of the State CEQA Guidelines are applicable and therefore an Exemption is appropriate. The Notice of Exemption is included as Attachment B.

NEXT STEPS AND ASSOCIATED LAND USE ACTION:

If the DRB recommends Preliminary Design approval, the next steps include: (1) Planning Commission hearing for approval of the design and entire project; (2) Final DRB Review; (3) issuance of a Zoning Clearance and Building Permits; and (4) Building construction.

If the DRB finds that the project warrants design changes before recommending Preliminary Design approval, then the next steps would be a continuance to allow the Applicant time to revise the project.

ATTACHMENTS:

Attachment A - Findings

Attachment B - Notice of Exemption

Attachment C – Project Plans and Renderings

Attachment D – Architectural Standards – Commercial Projects

Attachment E - Color and Material B

Attachment A

DRB Findings

Attachment A Design Review Findings for Development Hangar 5 and Quonset Huts Project 22-0003-DP, 23-0031-DRB

DESIGN REVIEW FINDINGS (GOLETA MUNICIPAL CODE SECTION 17.58.080)

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 the placement of an adaptive reuse of three buildings and two carports for research and development/business uses on the site. The historic buildings have been and/or be relocated from two locations in Santa Barbara. The site currently contains an existing 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 a total of 3,335, the east Quonset Hut a total of 4,002 square feet, and two solar carports totaling 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 conforms to maximum building height of the zone district. 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. The solar carports will be screened from view by the existing and proposed buildings, minimizing their appearance from surrounding vantage points from 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 southwestern end of the vacant portion of the site, while Hangar 5 will be positioned perpendicular to the Quonset Huts across the site at the northern 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 is well thought out and will also link the adjacent existing office building circulation route as well. 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. Therefore, preservation of native vegetation is not required.

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 (MWELO). 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 perimeter of the buildings 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.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

L. The City of Goleta is acting as the Lead Agency for this project. The project has been found to be exempt from CEQA Guidelines per Section 15332, In-Fill Development Projects. Please see the Categorical Exemption in Attachment B.

Attachment B Notice of Exemption

NOTICE OF EXEMPTION (NOE)

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

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

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



Subject: Filing of Notice of Exemption

Project Title:

Hanger 5 and Quonset Huts Adaptive Reuse Project 135 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):

135 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 111-135 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, at 135 Castilian Drive, 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 135 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)

NOTICE OF EXEMPTION (NOE)

• Two solar carports totaling 7,200 square feet

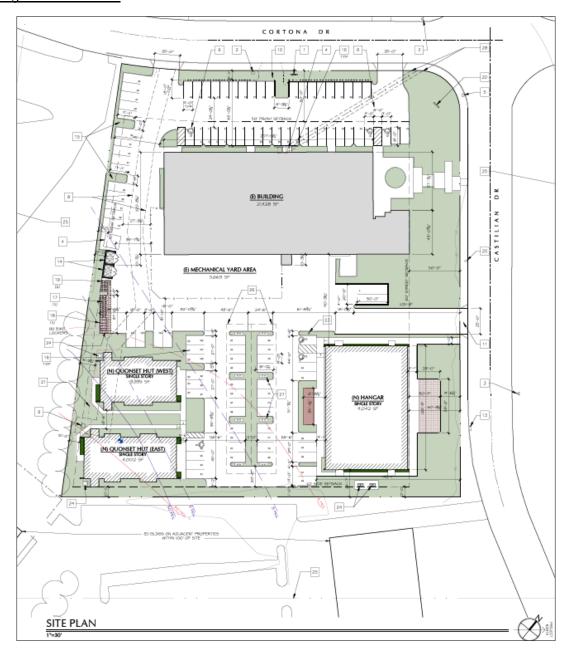
The Project includes the following adjustment requests:

- 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 10foot 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

NOTICE OF EXEMPTION (NOE)

Exempt Status:

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

Reason(s) why the Project is exempt:

<u>Categorical Exemption: In-Fill Development Projects, State CEQA Guidelines Section</u> 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 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	
 Multiple land use categories and compatibility criteria may apply to a land use action 	1	2	3	4	5	6	Maximum Intensity and Lot Coverage limits apply to all
Maximum Intensity (People/Acre – sitewide average) Nonresidential Development	0	80	150	200	150	No limit	conditionally compatible uses, unless such development would be subject to "Infill" or "Nonconforming" provisions.
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential Development	n/a	120- 160	210- 300	300- 400	210- 300	No limit	Numbers below refer to zones in which additional specified conditions (i.e., those beyond the
Maximum Lot Coverage (Building footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	maximum intensity and lot coverage limits) are applicable. No development may occur within a Runway Safety Area (RSA) or Object Free Area (OFA).

(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 Pullution Control District applicable thresholds of significance for criteria air pollutants.

Table 1

Estimated Annual Construction Greenhouse Gas Emissions, Unmitigated

	ROC	NOx	СО	SOx	PM10	PM2.5
Year			Tor	ns		
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

	ROC	NOx	СО	SOx	PM10	PM2.5		
Year	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		

NOTICE OF EXEMPTION (NOE)

	ROC	NOx	СО	SOx	PM10	PM2.5
Year			Pounds p	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.

<u>Odors</u>

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

Table 4

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

	CO2	CH4	N20	CO2e
Year				
2026	295	0.01	<0.005	297
			Total	297
A	nnualized emissions	s over 30 years (me	etric tons per year)	9.9

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.

Estimated Annual Operation Plus Amortized Construction Greenhouse Gas Emissions

	C02	CH4	N20	C02e		
Emissions Source	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		
	Amo	rtized construct	ion emissions	9.9		
			Total	152.72		
			Threshold	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.

NOTICE OF EXEMPTION (NOE)

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:

- <u>Cumulative Impact</u>. 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.
- <u>Significant Effect</u>. 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.
- <u>Scenic Highways</u>. 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.
- <u>Hazardous Waste Sites</u>. 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:

Darryl Mimick, Supervising Planner, (805) 961-7572

Lisa Prasse, AICP Current Planning Manager Date

Note: Authority cited: Section 21083 and 211110, Public Resources Code

NOTICE OF EXEMPTION (NOE)

Reference: Sections 21108, 21152.1, Public Resources Code

Attachment C Project Plans and Renderings



HANGAR 5

ALL CONSTRUCTION SHALL CONFORM TO ALL CURRENT BUILDING, ELECTRICAL,

THE CONTRACTOR SHALL INVESTIGATE, VERIFY AND BE RESPONSIBLE FOR ALL

OF ANY DISCREPANCIES AND INCONSISTENCIES BETWEEN DRAWINGS,

SPECIFICATIONS AND EXISTING CONDITIONS PRIOR TO SUBMITTING BID.

A MODIFICATION OR CHANGE BEFORE PROCEEDING WITH THE WORK.

MECHANICAL AND PLUMBING CODES AND ALL OTHER STATE, COUNTY AND CITY

CONDITIONS AND DIMENSIONS OF THE PROJECT AND SHALL NOTIFY THE ARCHITECT

CONTRACTOR SHALL NOTIFY THE ARCHITECT ABOUT ANY CONDITIONS REQUIRING

REFER TO STRUCTURAL, MECHANICAL, PLUMBING AND ELECTRICAL DRAWINGS FOR

OTHER GENERAL REQUIREMENTS AND COORDINATE WITH THE ARCHITECTURAL

ALL CONSTRUCTION TO PROVIDE A WATERPROOF, WEATHER TIGHT BUILDING.

CONTRACTOR SHALL FLASH AND CAULK AS NECESSARY TO ACHIEVE THIS

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

PROJECTS WITH A MODIFICATION OR WITHIN 12" OF SETBACKS AND/OR PROPERTY LINES

PROJECT TO HAVE AN APPROVED FIRE SPRINKLER SYSTEM UNDER SEPARATE PERMIT

THE OWNER OR GENERAL CONTRACTOR SHALL EMPLOY A SPECIAL INSPECTOR TO

FOOTINGS REQUIRING AN EPOXY GROUTED CONNECTION.

2. FIELD WELDING FOR STRUCTURAL STEEL CONNECTIONS.

PROVIDE INSPECTIONS ACCORDING TO UBC SECTION 1701, FOR THE FOLLOWING TYPES

1. ANY RETROFIT REINFORCING BARS OR HOLDOWN BOLTS INTO EXISTING SLABS OR

CONSULTANTS

STRUCTURAL ENGINEER:

MECHANICAL ENGINEER:

ELECTRICAL ENGINEER:

LANDSCAPE ARCHITECT:

GEOTECHNICAL ENGINEER:

CIVIL ENGINEER:

BBP ARCHITECTURE

scott@bbp-arch.com

903 State St, #202

805-698-7153

805-564-6074

924 Anacapa Street, Ste 2-U

TW LAND PLANNING & DEVELOPMENT

Santa Barbara, CA 93101

Santa Barbara, CA 93101

jfiss@twlandplan.com

sage@taylorsyfan.com

MOON ENGINEERING

tim@moonengineering.com

SMITH ENGINEERING

920 Del La Vina Street

Santa Barbara, CA 93101

brian@smithengineering.net

Santa Barbara, CA 93101

erinocarroll@gmail.com

Santa Barbara, CA 93101

bruce@ashlevvance.com

BEACON GEOTECHNICAL

PASO ROBLES, CA 93446

beacongeotechnical@gmail.com

1117 VINE STREET

210 East Cota Street

ASHLEY & VANCE ENGINEERING

San Luis Obispo, CA 93401

T & S ENGINEERING

684 Clarion Court

805-547-2000

P.O. Box 6599

805-653-5215

805-966-2877

ERIN CARROLL

805-680-3624

805-962-9966

805-239-9457

735 State St, #434

Oxnard, CA 93031

ARCHITECT:

PLANNER:

GENERAL NOTES

REQUIREMENT.

APPROVAL NOTES:

LISTED IN CGBSC SECTION 4.410.1.

SPECIAL INSPECTIONS

3. STRUCTURAL MASONRY

MAY REQUIRE A SURVEY.

ORDINANCES AND REGULATIONS.

ABBREVIATIONS

PENNY

ALUM ALUMINUM

ANOD ANODIZED

BLDG BUILDING

BLK'G BLOCKING

CLR

CMU

CONT

POUND

ASPHALTIC

CONCRETE

BOUNDARY

NAILING

CATCH BASIN

CEILING JOIST

MASONRY UNIT

CONTINUOUS

COUNTERSINK

DOUGLAS FIR

DOWNSPOUT

EXPANSION JOINT

CAST IRON

BOTTOM

CEILING

CONCRETE

CLEAN OUT

COLUMN

DIAMETER

EXISTING

FAU FORCED AIR UNIT

FURNISHED BY

OWNER OR

OTHERS, TO BE

CONTRACTOR

EXTINGUISHER

(& CABINET)

FINISH FLOOR

FINISHED GRADE FLAT HEAD

INSTALLED BY

FLOOR DRAIN

DWG DRAWING

ELEV ELEVATION

EN EDGE NAIL

EQUIP EQUIPMENT

EQ EQUAL

FE(C)

CLEAR

ANCHOR BOLT

AIR CONDITIONING

PLAM PLASTIC LAMINATE

TREATED

ROOM

RWD REDWOOD

SHTG SHEATHING

STL

SCHED SCHEDULE (D)

SOUTH

SQUARE

STEEL

STANDARD

SOUARE FEET

SPECIFICATION

STAINLESS STEEL

TOP OF CURB OR

TOP OF CATCH

TONGUE AND

TOP OF WALL

OTHERWISE

DOUGLAS FIR

WATER CLOSET

WATERHEATER

WATERPROOF

WOOD SCREW

COMPOSITION TILE

TOP OF PAVING

GROOVE

UNO UNLESS NOTED

VINYL

VGDF VERTICAL GRAIN

VTR VENT THROUGH

ROOF

WEST

WWF WELDED WIRE

W/ WITH

W/O WITHOUT

FABRIC

VERT VERTICAL

TOP OF CONCRET

DOUGLAS FIR

ROUND HEAD

ROUGH OPENING

ROOF DRAIN

PLAS PLASTER

PNT PAINT

PR PAIR

PLYWD PLYWOOD

PTDF PRESSURE

FLOW LEVEL

FIELD NAILING

FACE OF FINISH

FLASHING

FLOOR

FACE OF

FACE OF

GAUGE

GYPSUM

HOSE BIBB

HOUR

HEATER

HVAC HEATING/

HW(R) HOT WATER

(RETURN)

LAMINATE

LAG BOLT

MASONRY

MATERIAL

MAXIMUM

INVERT

LIGHT

MB MACHINE BOLT

MFR MANUFACTURER

NORTH

NIC NOT IN CONTRACT

PROPOSED

PLATE OR

PROPERTY LINE

OH OVAL HEAD OR OVER WS

MISC MISCELLANEOUS

NTS NOT TO SCALE

MINIMUM

MECH MECHANICAL

memb membrane

MET METAL

NO/# NUMBER

OC ON CENTER

OPNG OPENING

MIN

HORSE POWER

VENTILATION/AIR

CONDITIONING

GALV GALVANIZED

FOP

HTR

CONCRETE

PLYWOOD

FACE OF STUD

PROJECT DATA OWNER: Nederlander Holdings, LP 923 St. Vincent Avenue, Suite: C Santa Barbara, CA 93101 (805) 965-5933 PROJECT ADDRESS: 135 CASTILIAN GOLETA, CA 073-150-025 ZONE: BP (Business Park) GENERAL PLAN NEIGHBORHOOD: OCCUPANCY: CONSTRUCTION TYPE HIGH FIRE: SPRINKLERED: AVG. SITE SLOPE: **SQUARE FOOTAGE** LOT: 3.52 AC AREA TABULATION: BLDG COVERAGE **EXISTING BUILDING:** 22,393 SF EXISTING FENCED YARD: 5,663 SF 5,663 SF NEW TRASH ENCLOSURE (EACH): 141 SF 111 SF NEW HANGAR: 9,970 SF 9,042 SF **NEW QUONSET HUTS:** WEST HUT: 3,335 SF 3,335 SF EAST HUT: QUONSET HUT TOTAL: 7,337 SF TOTAL BUILDING AREA: 38,307 SF TOTAL YARD AREA: 5,663 SF TOTAL TRASH ENCLOSURE (2 REQUIRED): 282 SF PATIOS AT HANGAR: SOUTH PATIO: 463 SF NORTH PATIO: 1,221 SF NOTE: PATIOS ARE NOT INCLUDED IN AREA TABULATION AS THEIR USE IS NOT SALES, DISPLAY, STORAGE, SERVICE, HABITABLE OR PRODUCTION AREA PER GOLETA ZONING ORDINANCE SECTION 17.03.070 (C). **EXISTING SITE COVERAGE STATISTICS BUILDING COVERAGE:** 22,534 SF (14.7%) HARDSCAPE (FENCED YARD + DRIVES & WALKS): 42,818 SF (27.9%) LANDSCAPING (30% REQUIRED): 87,979 SF (57.4%) 153,331 SF (100%) PROPOSED SITE COVERAGE STATISTICS **BUILDING COVERAGE:** 40,123 SF (26.2%) HARDSCAPE (FENCED YARD + DRIVES & WALKS): 71,191 SF (46.4%) LANDSCAPING (30% REQUIRED): 42,017 SF (27.4%) 153,331 SF (100%) **EXISTING BLDG:** 21,928 SF Tenant #1: Transphorm (115 Castilian) R&D Footage (1/500) = 7,029 SF15 SPACES 15 SPACES Business Footage (1/300) = 4,460 SFTenant #2: Kyocera (111 Castilian) R&D Footage (1/500) = 4,547 SF10 SPACES Business Footage (1/300) = 5,892 SF 20 SPACES NEW HANGAR (Speculative): 9,042 SF R&D Footage: 9,042 SF @ 1/500 = 18 SPACES NEW QUONSET HUTS (Speculative): West Hut: Business Footage: 3,335 SF @ 1/300 = 12 SPACES East Hut: Business Footage: 4.002 SF @ 1/300 = 14 SPACES TOTAL PARKING REQUIRED: 105 SPACES TOTAL PARKING PROVIDED: 105 SPACES

SCOPE OF WORK RE-LOCATE EXISTING HANGAR ACQUIRED FROM CITY OF SANTA BARBARA AIRPORT. RE-LOCATE (2) EXISTING QUONSET HUTS FROM DOWNTOWN SANTA BARBARA. CREATE ADDITIONAL PARKING AND LANDSCAPING ON SITE. CONSTRUCT NEW TRASH ENCLOSURES.

ELECTRIC VEHICLE PARKING PROVIDED (MIN 23% OF REQ'D PARKING): ELECTRIC VEHICLE CAPABLE PROVIDED (MIN 7% OF REQ'D PARKING):

SHORT TERM BICYCLE PARKING REQUIRED (1 PER 10 REQ'D SPACES):

LOADING SPACES REQUIRED: 1 LOADING SPACES PROVIDED:

LONG TERM BICYCLE PARKING REQUIRED (1 PER 10 REQ'D SPACES, 50% COVERED):

ELECTRIC BICYCLE PARKING REQ'D: 1 PER 10 SPACES; ELEC BIKE PARK'G PROVIDED:

SHEET INDEX

-0 Cover Sheet Site Photos PH-2 Hangar Photos Quonset Hut Photos Site Renderings Hangar Renderings R-3 Hangar Section Renderings R-4 Quonset Hut Renderings A-1 Site Plan A-2.1 Hangar Floor Plans \-2.2 Hangar Roof Plan A-2.3 Hangar Elevations A-2.4 Hangar Sections A-3.1 Quonset Hut #1 Floor Plan A-3.2 Quonset Hut #1 Elevations A-4.1 Quonset Hut #2 Floor Plan A-4.2 Quonset Hut #2 Elevations CP-1 Carport TR-1 Trash Enclosure EXSTG-1 Existing Building 1.0 Partial Site Photometric E1.1 Fixture Specifications E2.0 Site Lighting Plan E2.1 Site Photometric 1.1 Preliminary Landscape Plan

2022 EDITION

1.2 Plant List & Irrigation Notes L1.3 Parking Lot Shade Study

C-0.1 Civil Title Sheet C-0.2 Notes Sheet C-2.1 Grading and Drainage C-2.2 Grading and Drainage

TOTAL - 31

GOVERNING CODES

CALIFORNIA BUILDING CODE

CALIFORNIA ELECTRICAL CODE

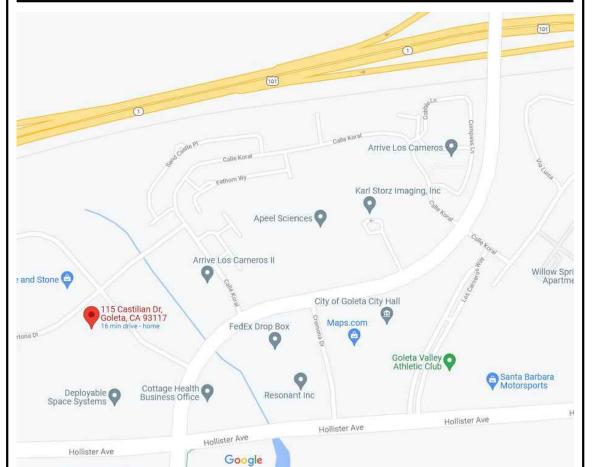
CALIFORNIA PLUMBING CODE

CALIFORNIA ENERGY CODE

CALIFORNIA FIRE CODE

CALIFORNIA MECHANICAL CODE

CALIFORNIA GREEN BUILDING STANDARDS CODE



VICINITY MAP

8 SPACES

11 SPACES

2 SPACES

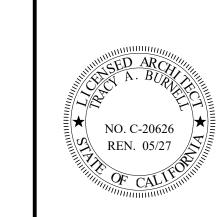
2 SPACES

11 SPACES

ARCHITECTURE

924 anacapa st santa barbara, ca 93101

805.564.6074



sheet description COVERSHEET

1-13-2023

2-27-2023 3-2-2023 3-10-2023 3-23-2023 3-24-2023 3-30-2023 5-9-2023 9-20-2023 8-5-2024 10-18-2024 11-9-2024 1-24-2025 2-15-2025 3-5-2024 4-21-2025 5-5-2025 5-13-2025 10-31-2025

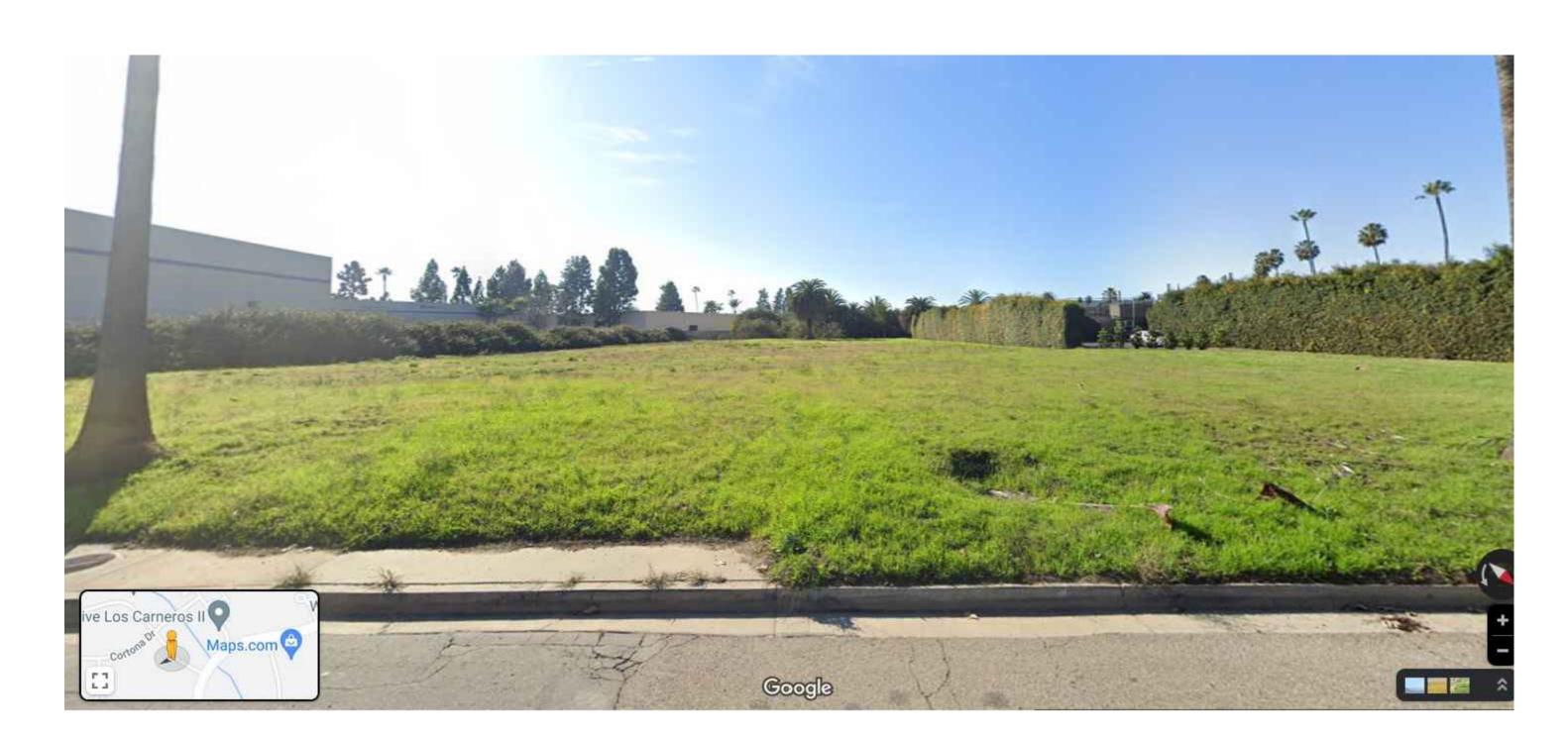
sheet no: G-0



1- VIEW OF ADJACENT 2-STORY BUILDING TO THE EAST



2- VIEW NORTH FROM PROJECT ENTRY



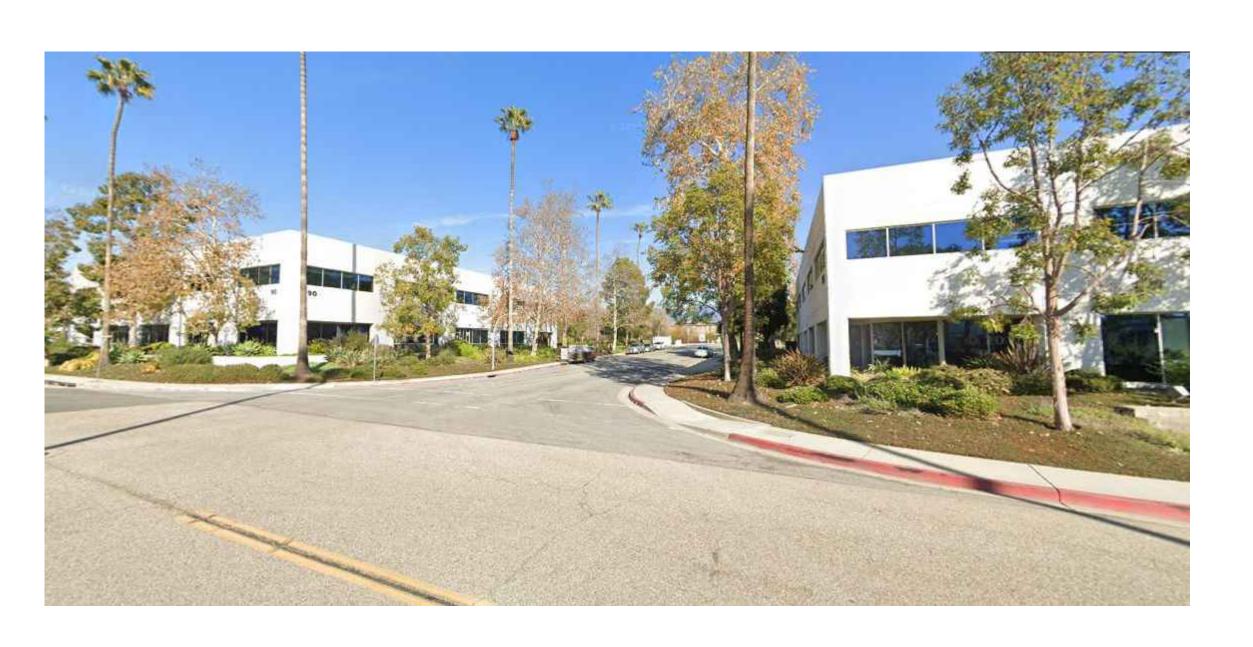
3- VIEW OF EXISTING SITE FROM CASTILIAN



4- LOOKING NORTH FROM CORNER OF CORTONA & CASTILIAN



5- LOOKING NORTH FROM CORNER OF CORTONA & CASTILIAN



6- LOOKING NORTH FROM CORNER OF CORTONA & CASTILIAN

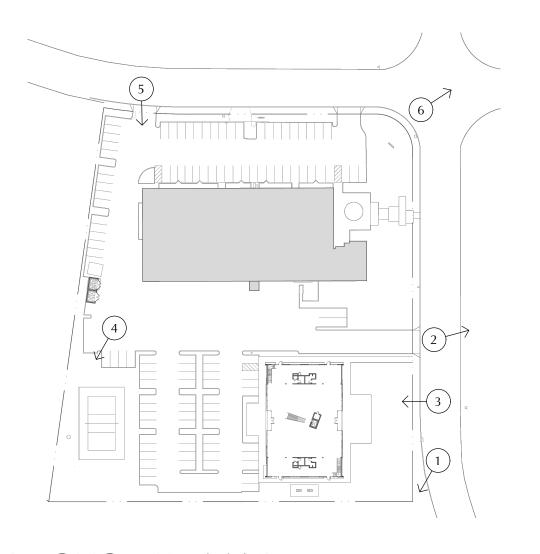


PHOTO KEY MAP



ARCHITECTURE

924 anacapa st santa barbara, ca 93101 805.564.6074

> HANGAR 5 135 Castilian



sheet description
SITE PHOTOS

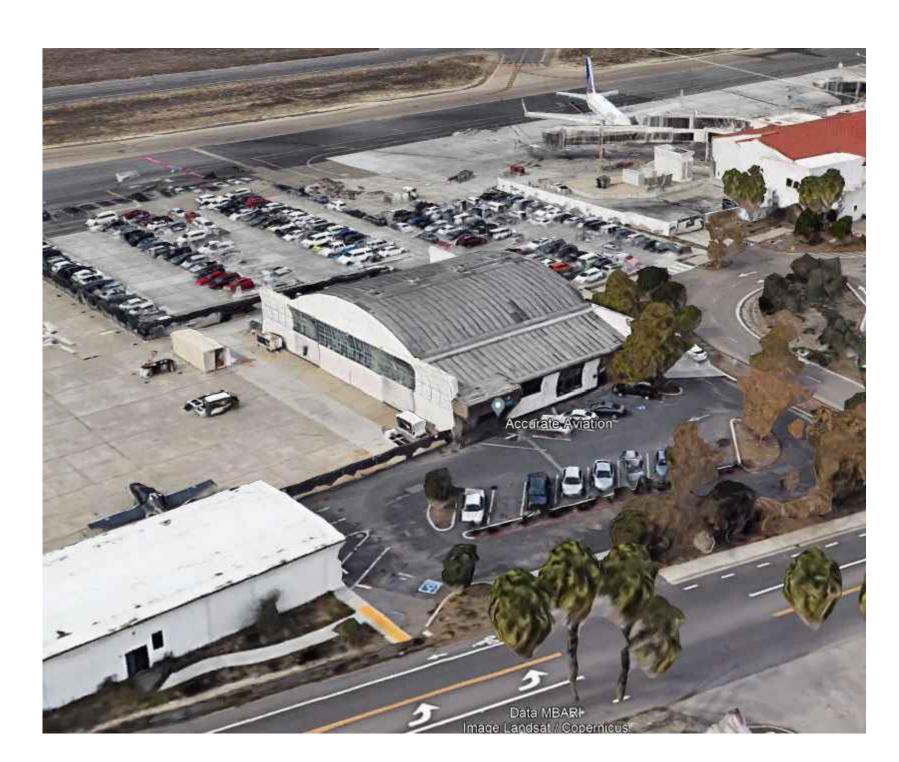
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2-27-2023
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3-10-2023
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3-24-2023
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8-5-2024
10-18-2024
11-9-2024
11-9-2024
1-24-2025
2-15-2025
3-5-2024
4-21-2025
5-5-2025
5-13-2025
10-31-2025

sheet no:

B Preliminary:



VIEW OF EXISTING HANGAR FROM MOFFETT PL



BIRD'S EYE GOOGLE EARTH VIEW



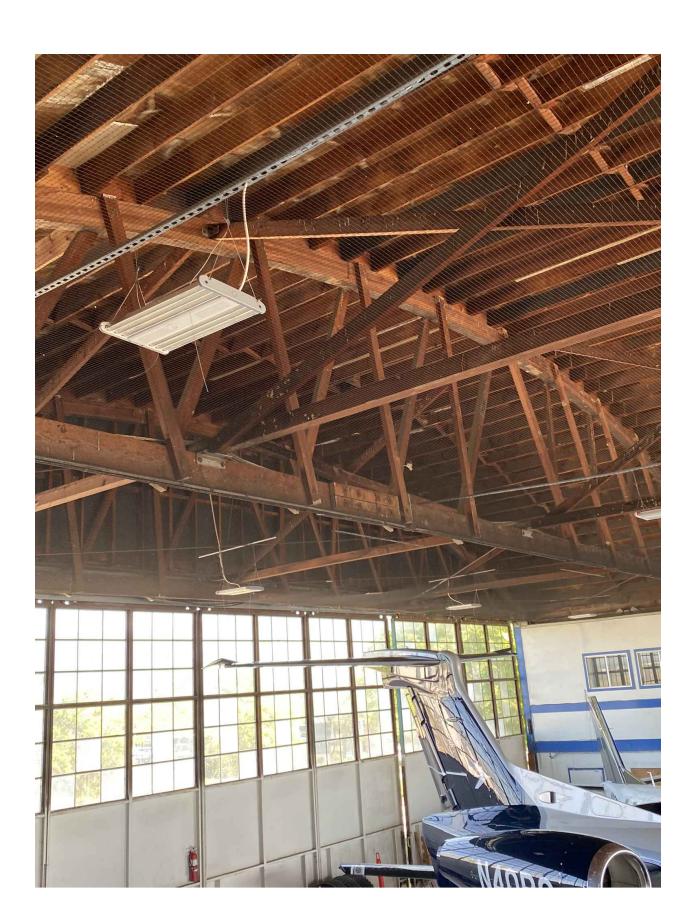
VIEW OF EXISTING HANGAR FROM AIRPORT EXIT



EXISTING HANGAR FENESTRATION



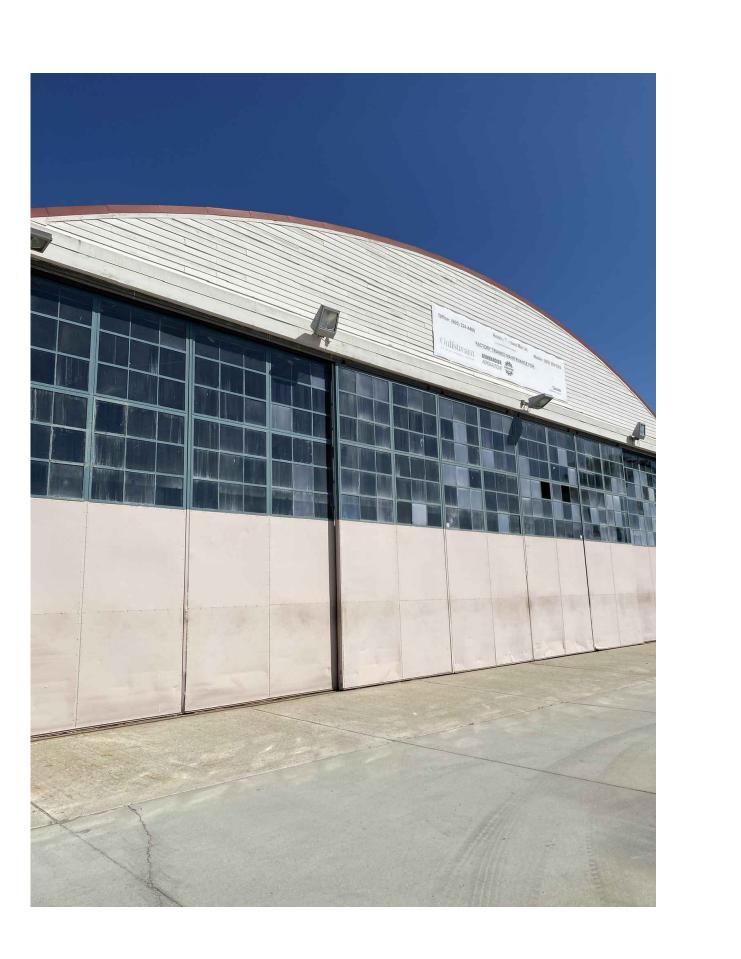
EXISTING HANGAR DOORS



EXISTING TRUSSES & DOORS



EXISTING TRUSSES



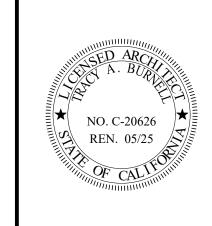
EXISTING HANGAR DOOR DETAIL



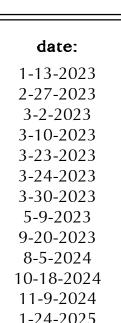
A R C H I T E C T U R E

924 anacapa st santa barbara, ca 93101 805.564.6074





sheet description HANGAR PHOTOS



1-24-2025 2-15-2025 3-5-2024 4-21-2025 5-5-2025 5-13-2025 10-31-2025





EXISTING QUONSET HUT #1



EXISTING QUONSET HUT #2



EXISTING QUONSET HUT #2



ARCHITECTURE

924 anacapa st santa barbara, ca 93101 805.564.6074



sheet description QUONSET PHOTOS

1-13-2023 2-27-2023 3-2-2023 3-10-2023 3-23-2023 3-24-2023

3-24-2023 3-30-2023 5-9-2023 9-20-2023 8-5-2024 10-18-2024 11-9-2024 1-24-2025 2-15-2025 3-5-2024 4-21-2025 5-5-2025 5-13-2025 10-31-2025

PH-3



BIRD'S EYE VIEW OF SITE FROM SOUTH



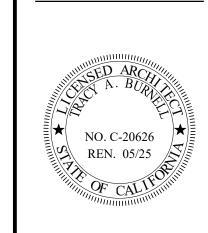
BIRD'S EYE VIEW OF SITE FROM NORTH



A R C H I T E C T U R E

924 anacapa st santa barbara, ca 93101 805.564.6074

> HANGAR 5 135 Castilian Goleta, CA



sheet description RENDERINGS

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 9-20-2023 8-5-2024 10-18-2024 11-9-2024 11-9-2025 2-15-2025 3-5-2025 5-5-2025 5-13-2025 10-31-2025

sheet no:

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BIRD'S EYE VIEW OF SITE FROM EAST



HANGAR FROM THE SOUTH



HANGAR FROM CASTILIAN



A R C H I T E C T U R E

924 anacapa st santa barbara, ca 93101 805.564.6074



sheet description RENDERINGS

1-13-2023 2-27-2023 3-2-2023 3-10-2023 3-23-2023 3-24-2023 3-30-2023 5-9-2023 9-20-2023 8-5-2024 10-18-2024 11-9-2024 1-24-2025 2-15-2025 3-5-2024 4-21-2025

5-5-2025 5-13-2025 10-31-2025

R-2



SECTION (DAYTIME)



SECTION (DUSK)



ARCHITECTURE

924 anacapa st santa barbara, ca 93101 805.564.6074



sheet description RENDERINGS

1-13-2023 2-27-2023 3-2-2023 3-10-2023 3-23-2023 3-24-2023

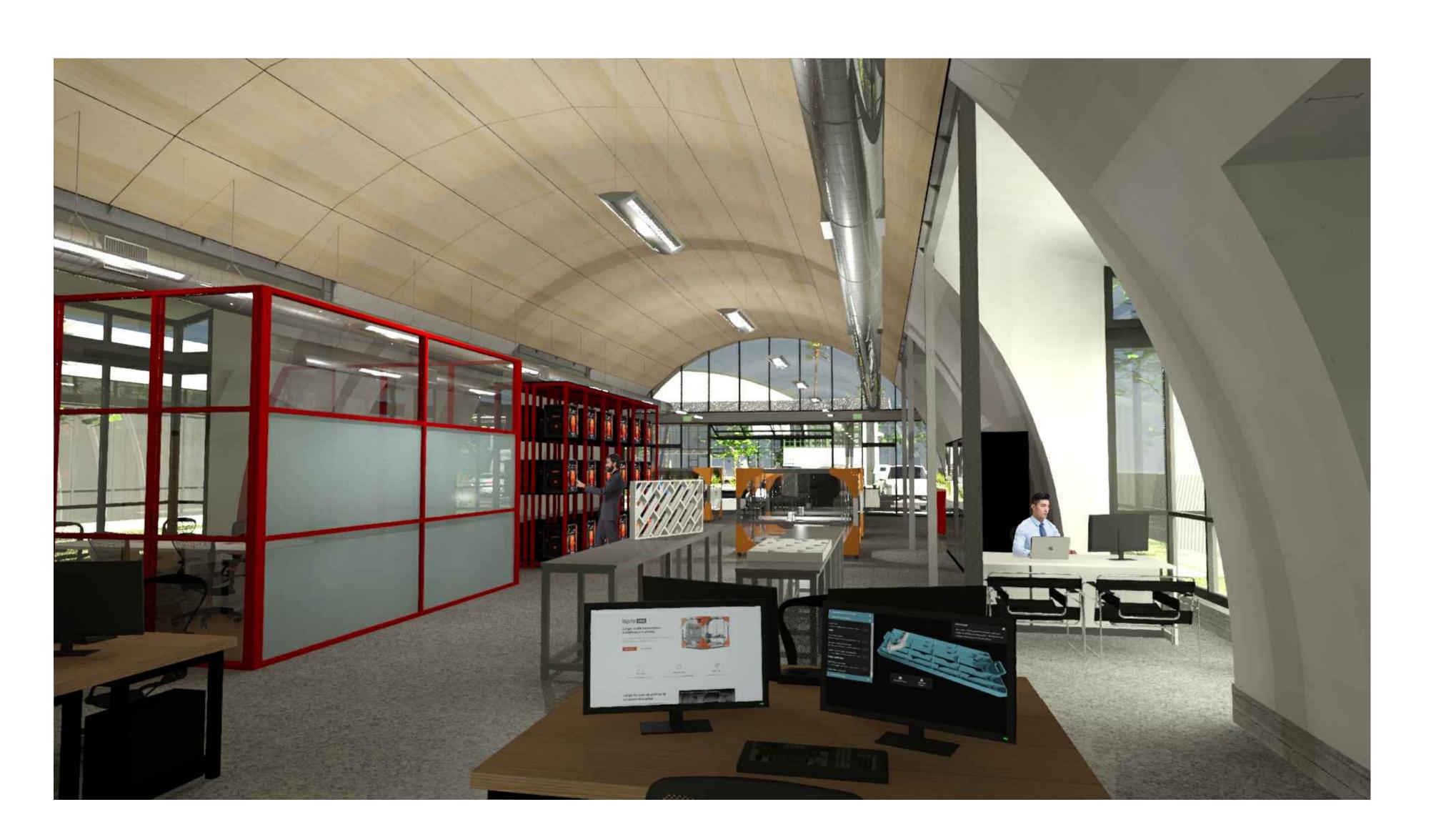
3-24-2023 3-30-2023 5-9-2023 9-20-2023 8-5-2024 10-18-2024 11-9-2024 1-24-2025 2-15-2025 3-5-2024 4-21-2025 5-5-2025 5-13-2025 10-31-2025

R-3

Preliminary:



QUONSET HUTS FROM PARKING LOT

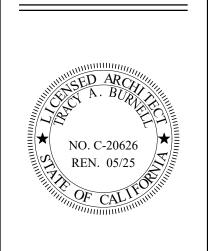


TYPICAL QUONSET HUT INTERIOR



A R C H I T E C T U R E

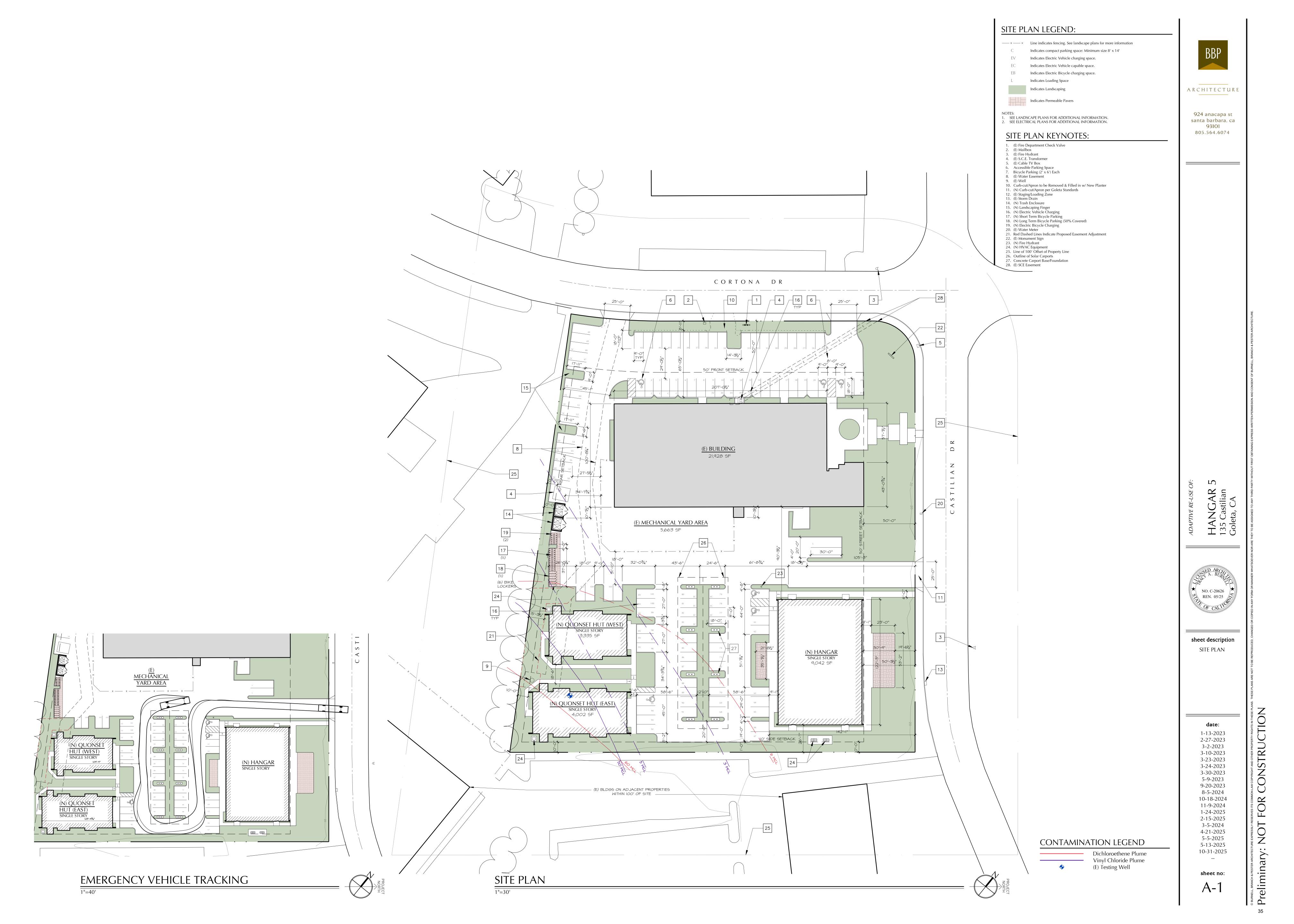
924 anacapa st santa barbara, ca 93101 805.564.6074



sheet description RENDERINGS

1-13-2023 2-27-2023 3-2-2023 3-10-2023 3-23-2023 3-24-2023 3-30-2023 5-9-2023 9-20-2023 8-5-2024 10-18-2024 11-9-2024 1-24-2025 2-15-2025 3-5-2024 4-21-2025 5-5-2025 5-13-2025 10-31-2025

R-4



HANGAR 5 135 Castilian Goleta, CA



sheet description

HANGAR FLOOR PLAN

date:
1-13-2023
2-27-2023
3-2-2023
3-10-2023
3-24-2023
3-24-2023
5-9-2023
9-20-2023
8-5-2024
10-18-2024
11-9-2024
11-9-2025
2-15-2025
3-5-2025
5-5-2025
5-13-2025
10-31-2025

sheet no:
A-2.1



A R C H I T E C T U R E

924 anacapa st santa barbara, ca 93101 805.564.6074

> HANGAR 5 135 Castilian Goleta, CA



sheet description
ROOF PLAN

date:
1-13-2023
2-27-2023
3-2-2023
3-10-2023
3-24-2023
3-30-2023
5-9-2023
9-20-2023
8-5-2024
10-18-2024
11-9-2024
1-24-2025
2-15-2025
3-5-2024
4-21-2025
5-5-2025
5-13-2025
10-31-2025

sheet no:
A-2.2

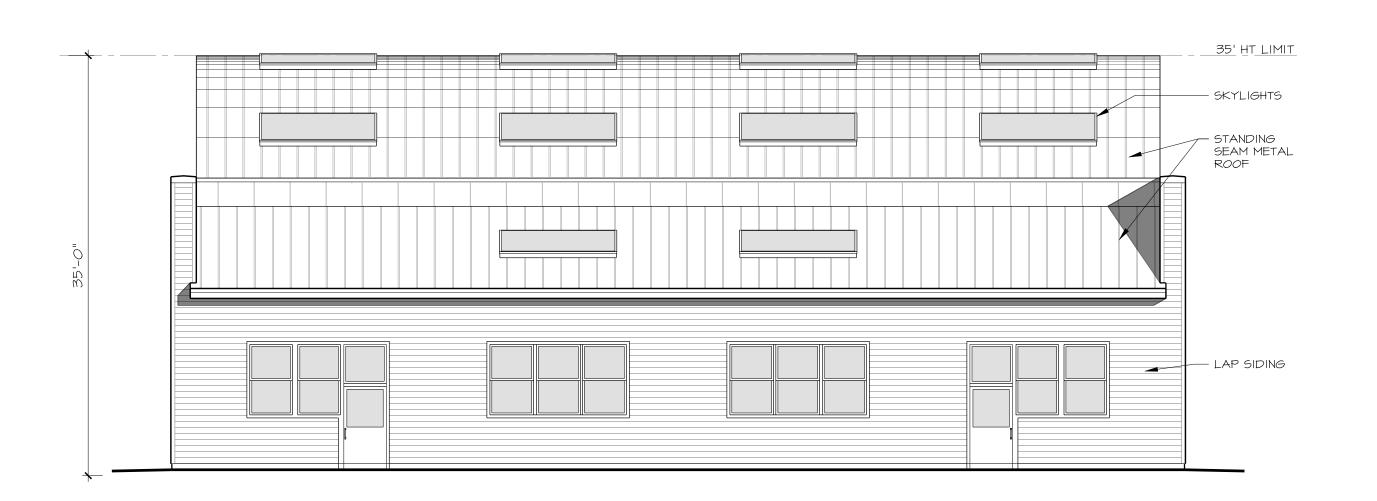
HANGAR MATERIAL SCHEDULE: Standing Seam Metal Walls: Lap Siding: 6" Exposure (Hardie or Equal) All siding o/ 5/8" sht'g., typ. Curtain Wall: Storefront Colors: Roof: Cool Old Town Gray Walls:

Benjamin Moore: Boothbay Gray HC-165 Curtain Wall: Anodized Dark Gray Windows: Benjamin Moore: 50/50; Charcoal Gray HC-178 & Black HC-190 Hangar Door Panels: Benjamin Moore: Boothbay Gray HC-165 Hangar Door Windows: Benjamin Moore: 50/50; Charcoal Gray HC-178 & Black HC-190 Anodized Dark Gray

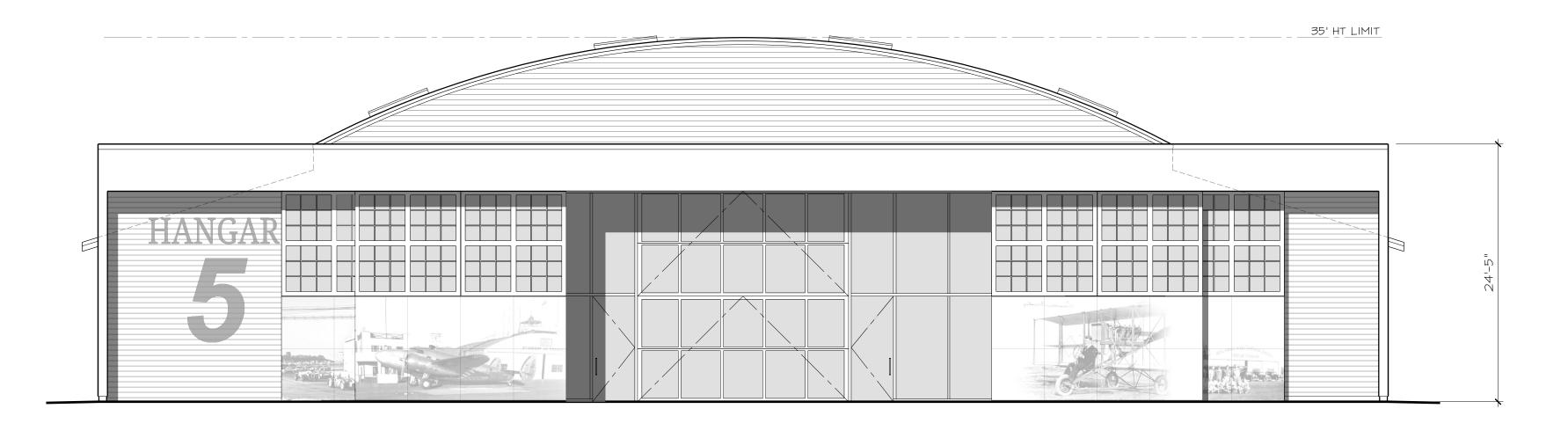


ARCHITECTURE

924 anacapa st santa barbara, ca 93101 805.564.6074



EAST ELEVATION 1/8"=1'-0"

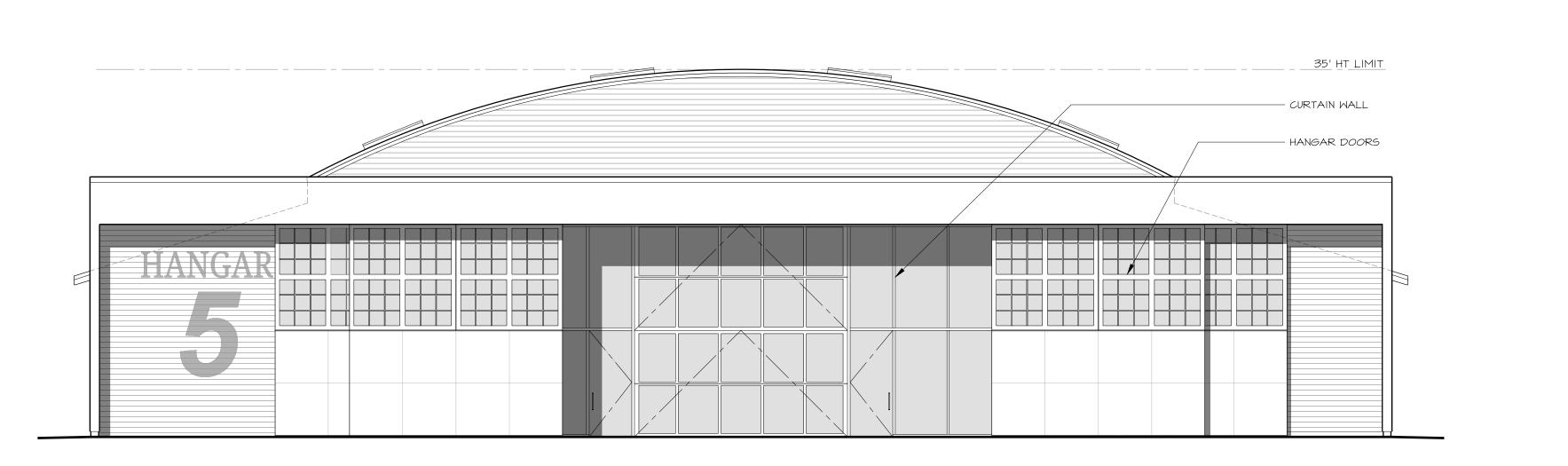


NORTH ELEVATION

1/8"=1'-0"



WEST ELEVATION



SOUTH ELEVATION

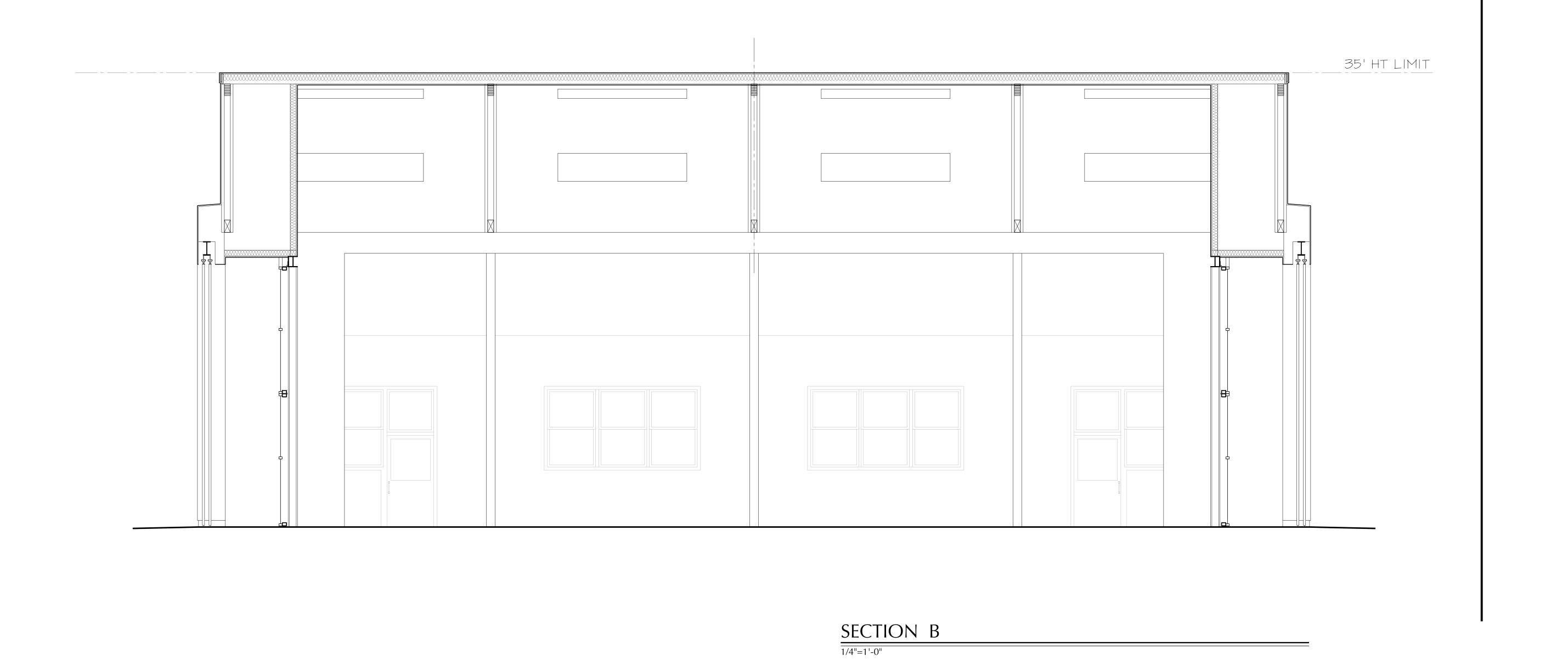
HANGAR 5 135 Castilian Goleta, CA

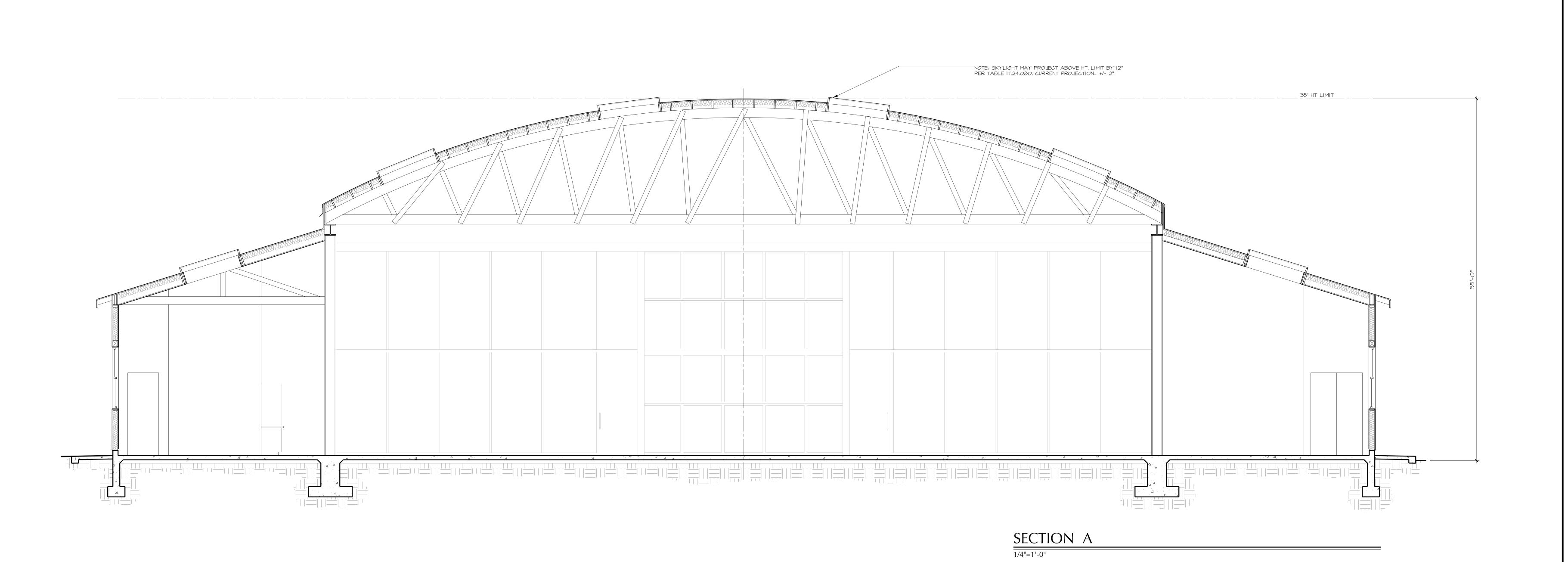


sheet description HANGAR ELEVATIONS

> 1-13-2023 2-27-2023 3-2-2023 3-10-2023 3-23-2023 3-24-2023 3-24-2023 3-30-2023 5-9-2023 9-20-2023 8-5-2024 10-18-2024 11-9-2024 1-24-2025 2-15-2025 3-5-2024 4-21-2025 5-5-2025 5-13-2025 10-31-2025

A-2.3





805.564.6074



sheet description
SECTIONS

date:
1-13-2023
2-27-2023
3-2-2023
3-10-2023
3-24-2023
3-24-2023
5-9-2023
9-20-2023
8-5-2024
10-18-2024
11-9-2024
11-9-2024
1-24-2025
2-15-2025
3-5-2024
4-21-2025
5-5-2025
5-13-2025
10-31-2025

sheet no: A-2.4



ARCHITECTURE

924 anacapa st santa barbara, ca 93101 805.564.6074

> HANGAR 5 135 Castilian Goleta, CA



sheet description

QUONSET HUT #1

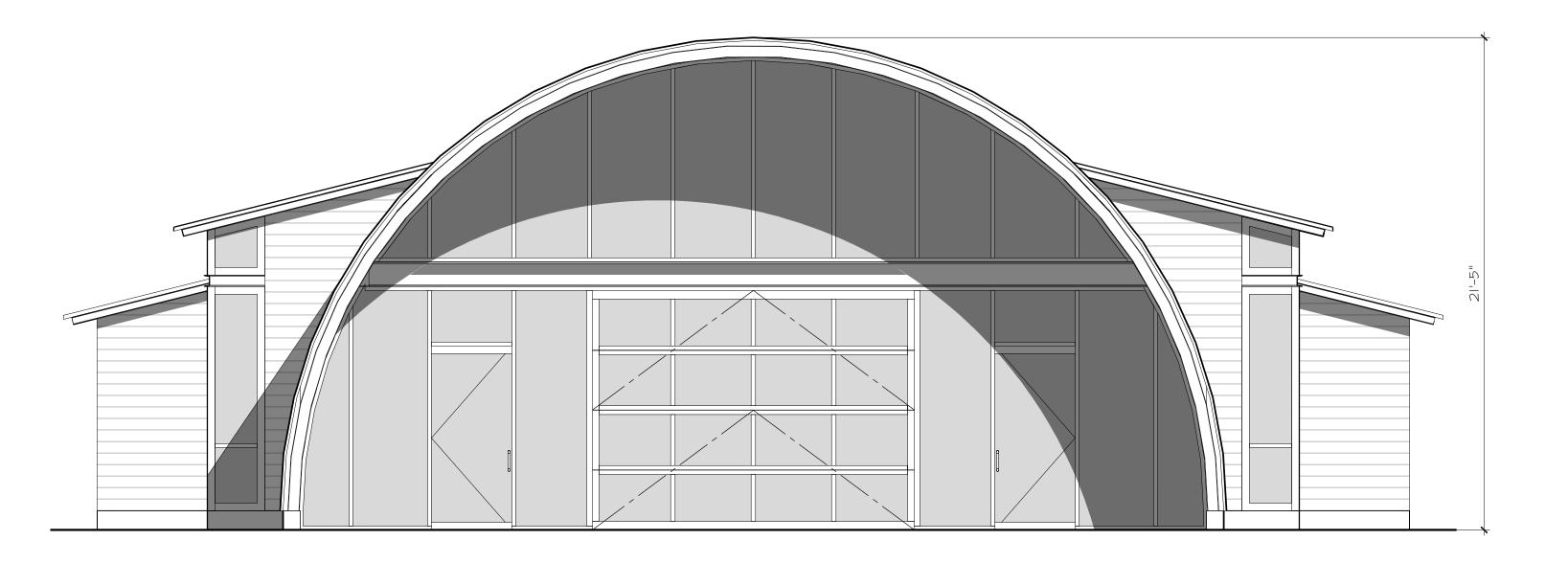
FLOOR PLAN

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
9-20-2023
8-5-2024
10-18-2024
11-9-2024
11-9-2024
1-24-2025
2-15-2025
3-5-2025
5-5-2025
5-13-2025
10-31-2025

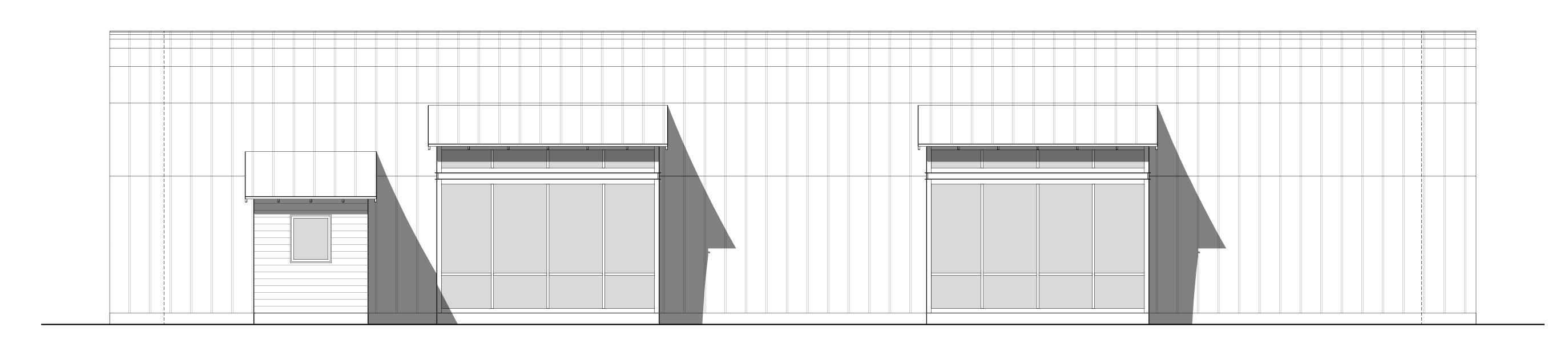
sheet no:
A-3.1

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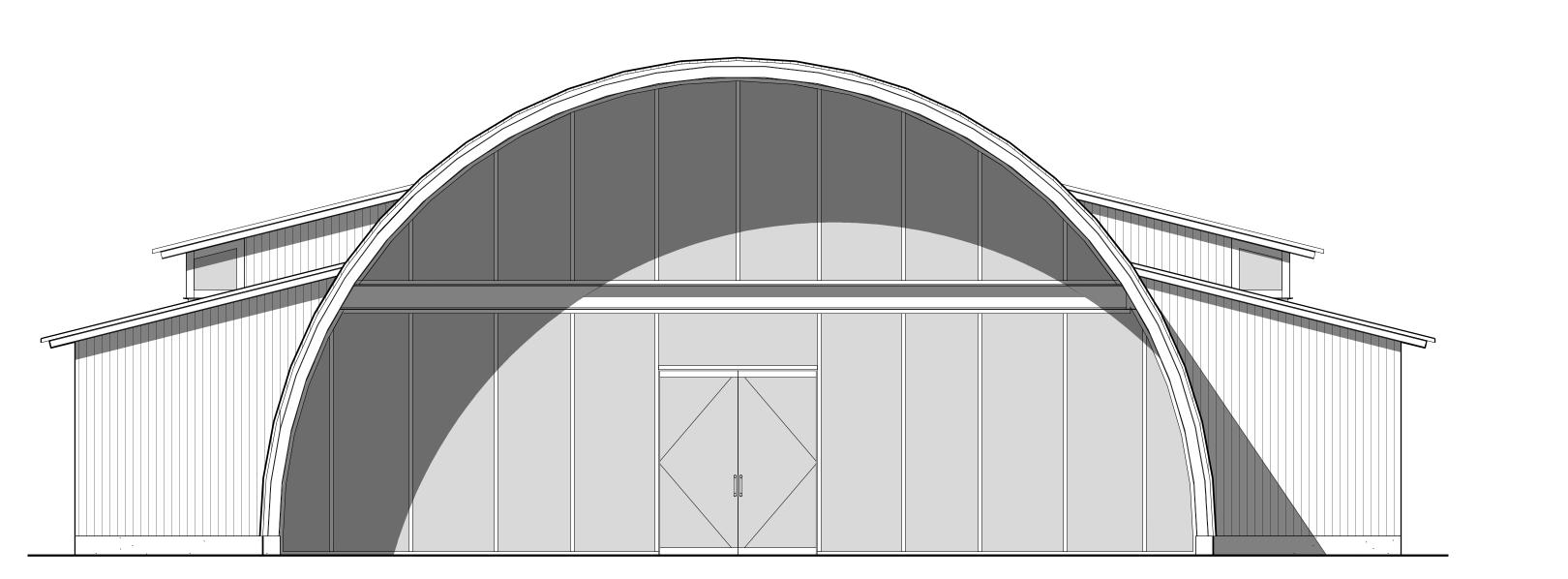
B Preliminary: NOT FOR



NORTH ELEVATION 1/4"=1'-0"



EAST ELEVATION (WEST SIM.)



SOUTH ELEVATION 1/4"=1'-0"

QUONSET HUT MATERIAL SCHEDULE:

Standing Seam Metal

6" Exposure (Hardie or Equal)

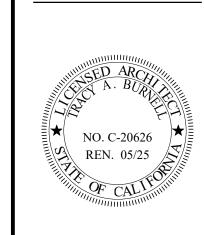
All siding o/ 5/8" sht'g., typ. Curtain Wall: Storefront

Colors:

Cool Old Town Gray Roof: Walls: Benjamin Moore: Boothbay Gray HC-165 Curtain Walls/Storefront: Anodized Dark Gray Benjamin Moore: 50/50; Charcoal Gray HC-178 & Black HC-190

ARCHITECTURE

924 anacapa st santa barbara, ca 93101 805.564.6074



sheet description QUONSET HUT #1 ELEVATIONS

1-13-2023 2-27-2023 3-2-2023 3-10-2023 3-23-2023 3-24-2023 3-24-2023 3-30-2023 5-9-2023 9-20-2023 8-5-2024 10-18-2024 11-9-2024 1-24-2025 2-15-2025 3-5-2024 4-21-2025 5-5-2025 5-5-2025 5-13-2025 10-31-2025

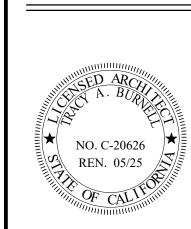
A-3.2



A R C H I T E C T U R E

924 anacapa st santa barbara, ca 93101 805.564.6074

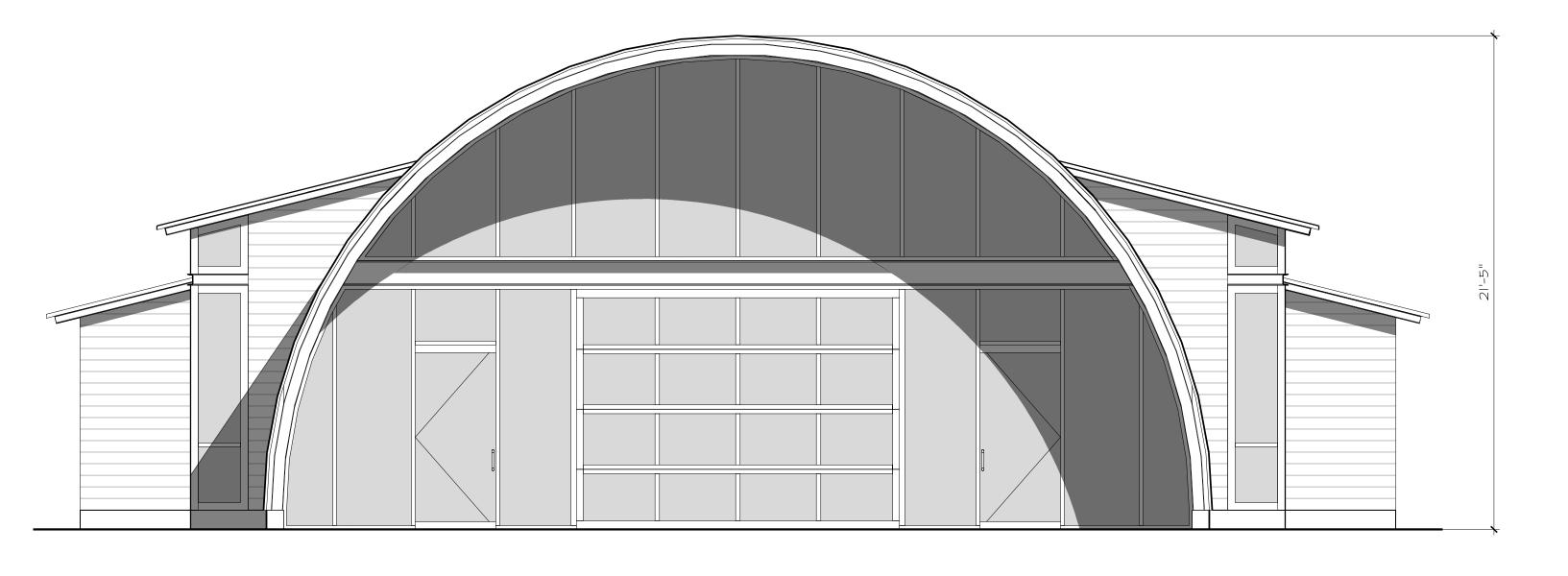
> HANGAR 5 135 Castilian Goleta, CA



sheet description
QUONSET HUT #2
FLOOR PLAN

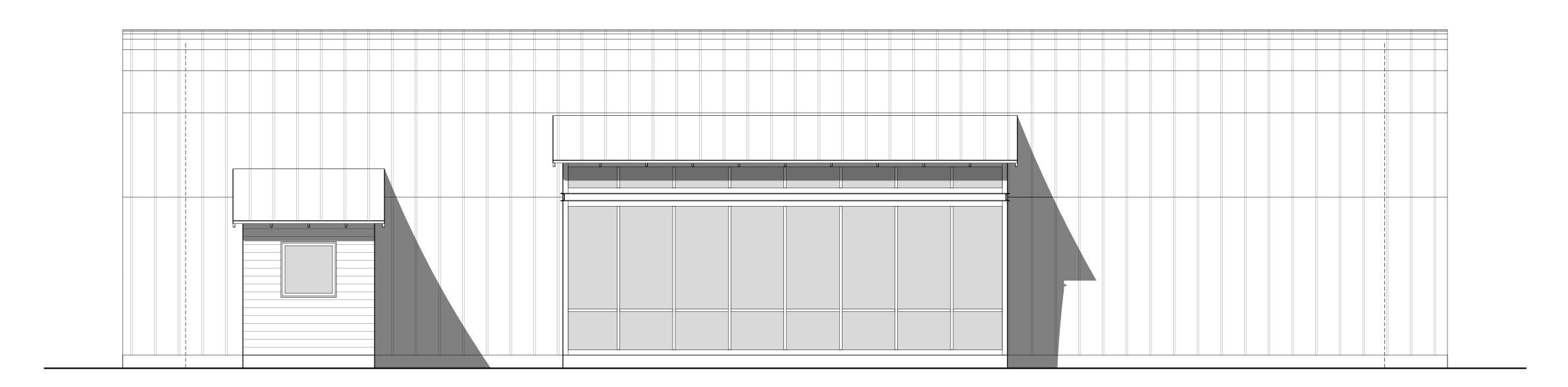
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1-13-2023
2-27-2023
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3-24-2023
3-24-2023
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8-5-2024
10-18-2024
11-9-2024
1-24-2025
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3-5-2024
4-21-2025
5-5-2025
5-13-2025
10-31-2025

sheet no:

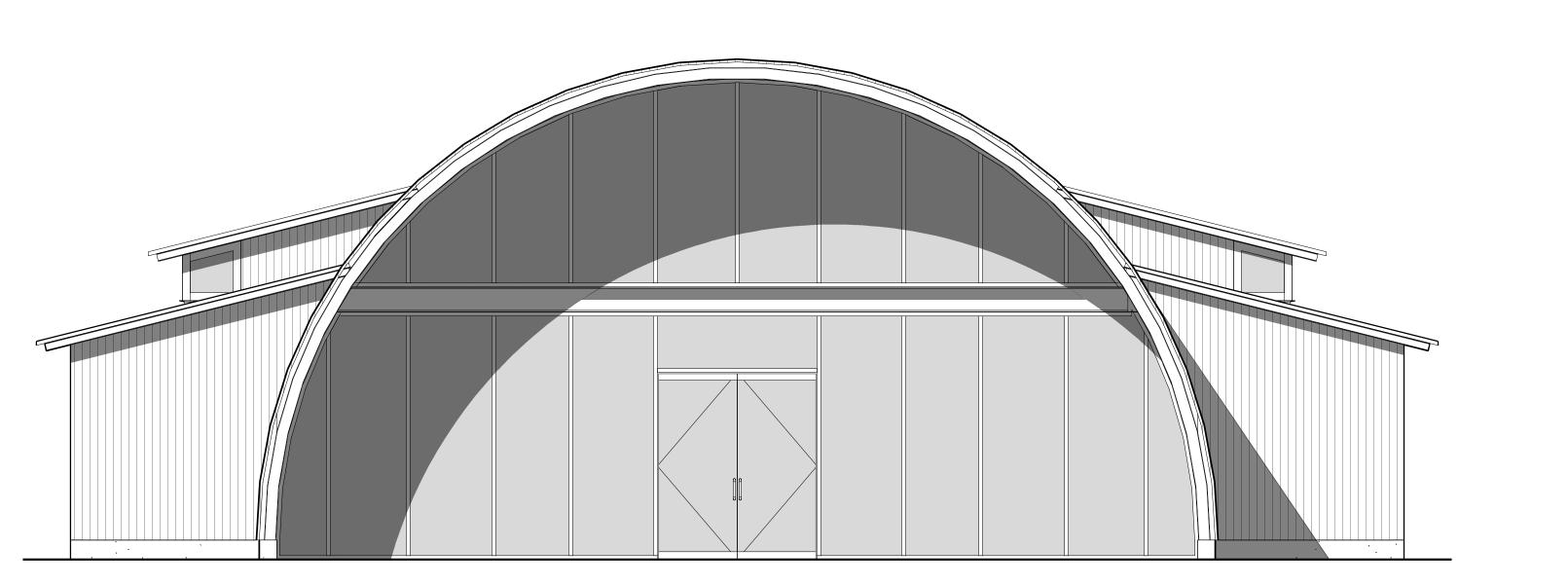


NORTH ELEVATION

1/4"=1'-0"



EAST ELEVATION (WEST SIM.)



SOUTH ELEVATION 1/4"=1'-0"

QUONSET HUT MATERIAL SCHEDULE:

Standing Seam Metal

6" Exposure (Hardie or Equal) All siding o/ 5/8" sht'g., typ.

Curtain Wall: Storefront

Colors: Roof:

Cool Old Town Gray Walls: Benjamin Moore: Boothbay Gray HC-165 Curtain Walls/Storefront: Anodized Dark Gray Benjamin Moore: 50/50; Charcoal Gray HC-178 & Black HC-190

ARCHITECTURE

924 anacapa st santa barbara, ca 93101 805.564.6074

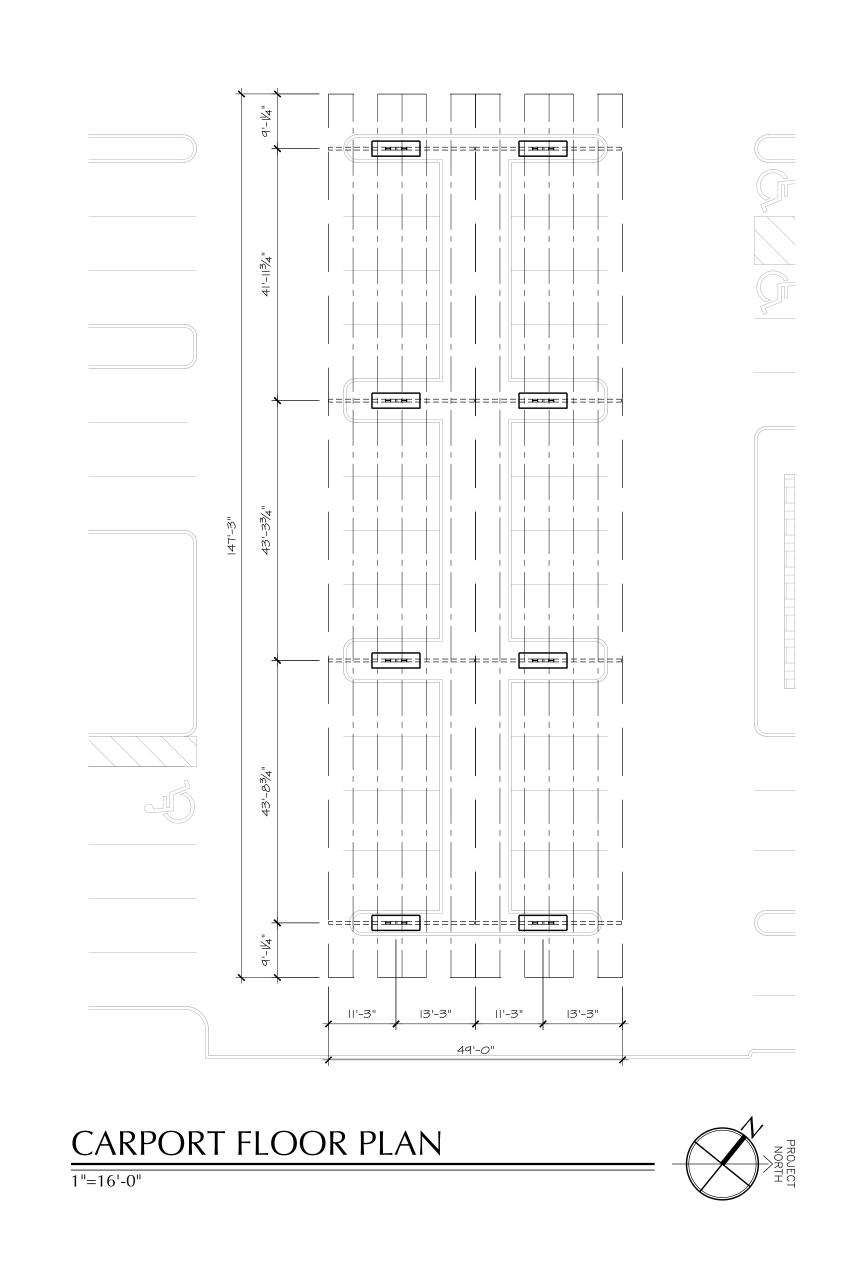


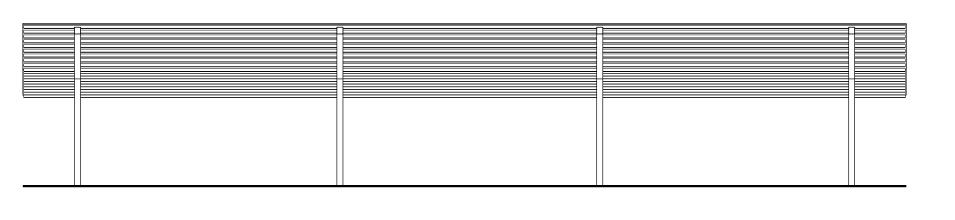
sheet description QUONSET HUT #2 ELEVATIONS

1-13-2023 2-27-2023 3-2-2023 3-10-2023 3-23-2023 3-24-2023 3-24-2023 3-30-2023 5-9-2023 9-20-2023 8-5-2024 10-18-2024 11-9-2024 1-24-2025 2-15-2025 3-5-2024 4-21-2025 5-5-2025

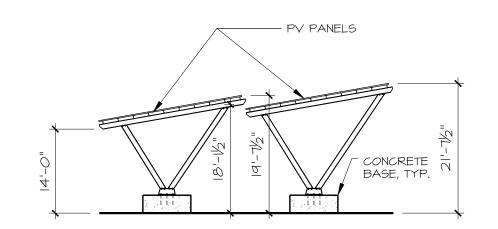
5-5-2025 5-13-2025 10-31-2025

A-4.2



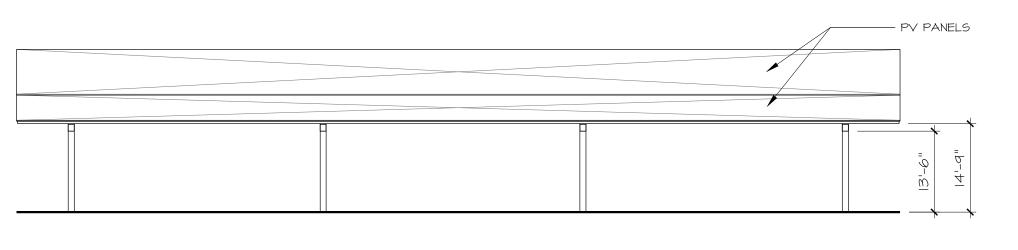




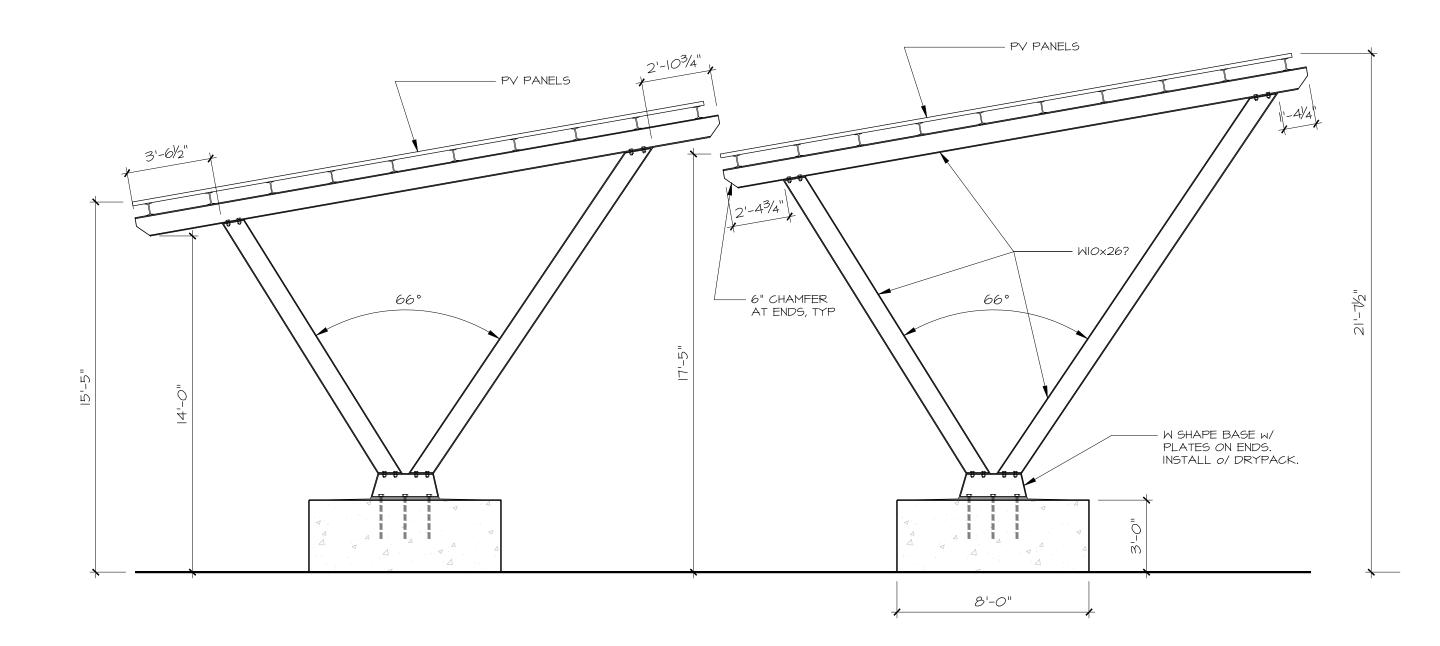


EAST ELEVATION, (WEST SIM.)

1"=16'-0"

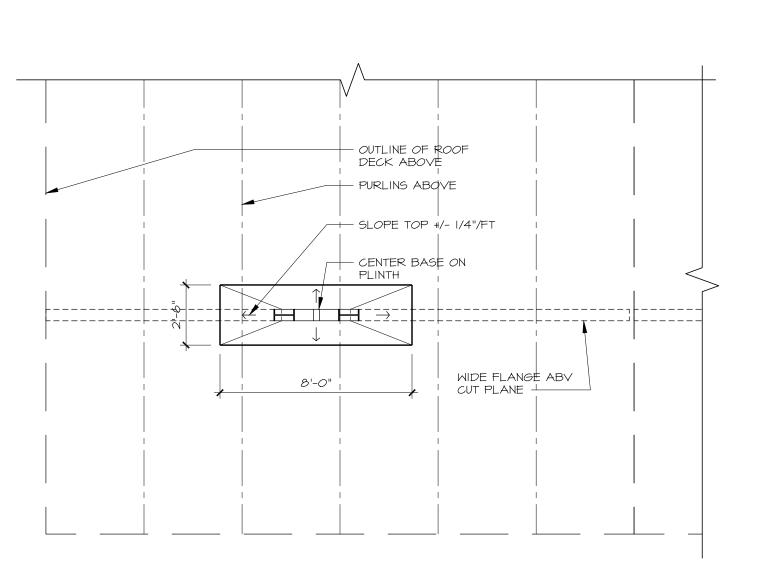


CARPORT SOUTH ELEVATION



EAST ELEVATION (ENLARGED)

1/4"=1'-0"



ENLARGED PARTIAL FLOOR PLAN

1/4"=1'-0"

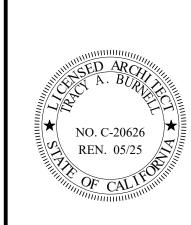




A R C H I T E C T U R E

924 anacapa st santa barbara, ca 93101 805.564.6074

> HANGAR 5 135 Castilian Goleta, CA

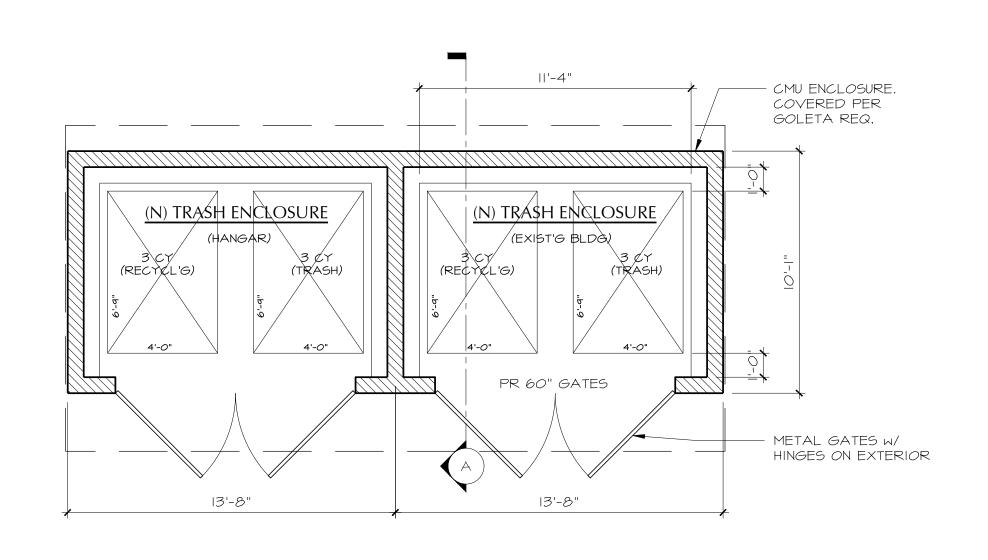


sheet description
CARPORTS

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1-13-2023
2-27-2023
3-2-2023
3-10-2023
3-24-2023
3-24-2023
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8-5-2024
10-18-2024
11-9-2024
1-24-2025
2-15-2025
3-5-2024
4-21-2025
5-5-2025
5-13-2025
10-31-2025

sheet no:

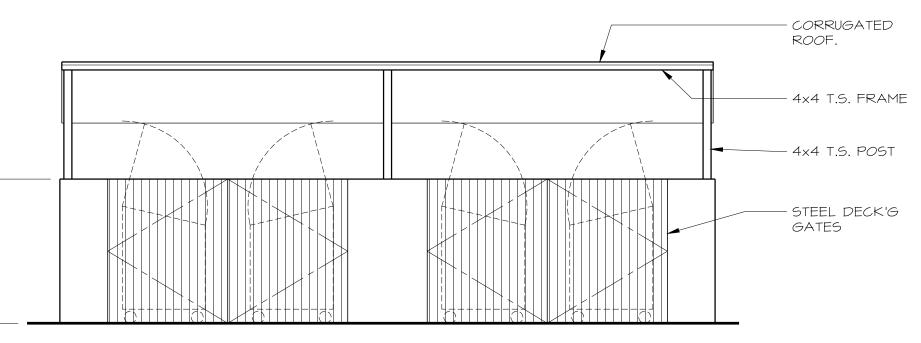
025 no: . **1**



FLOOR PLAN

1/4"=1'-0"



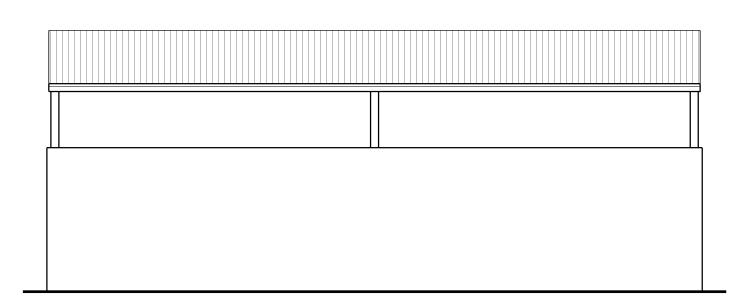


RIGHT ELEVATION

1/4"=1'-0"



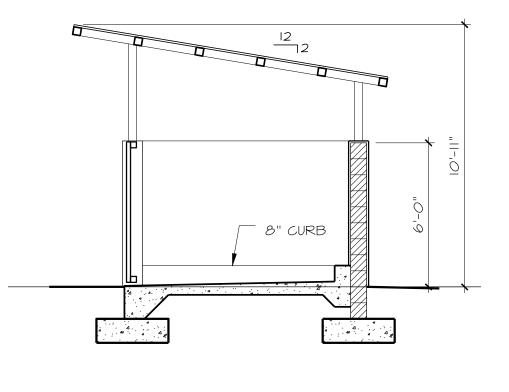
1/4"=1'-0"



REAR ELEVATION 1/4"=1'-0"

LEFT ELEVATION

1/4"=1'-0"



SECTION A

1/4"=1'-0"

ARCHITECTURE

924 anacapa st santa barbara, ca 93101 805.564.6074

HANGAR 5 135 Castilian Goleta, CA

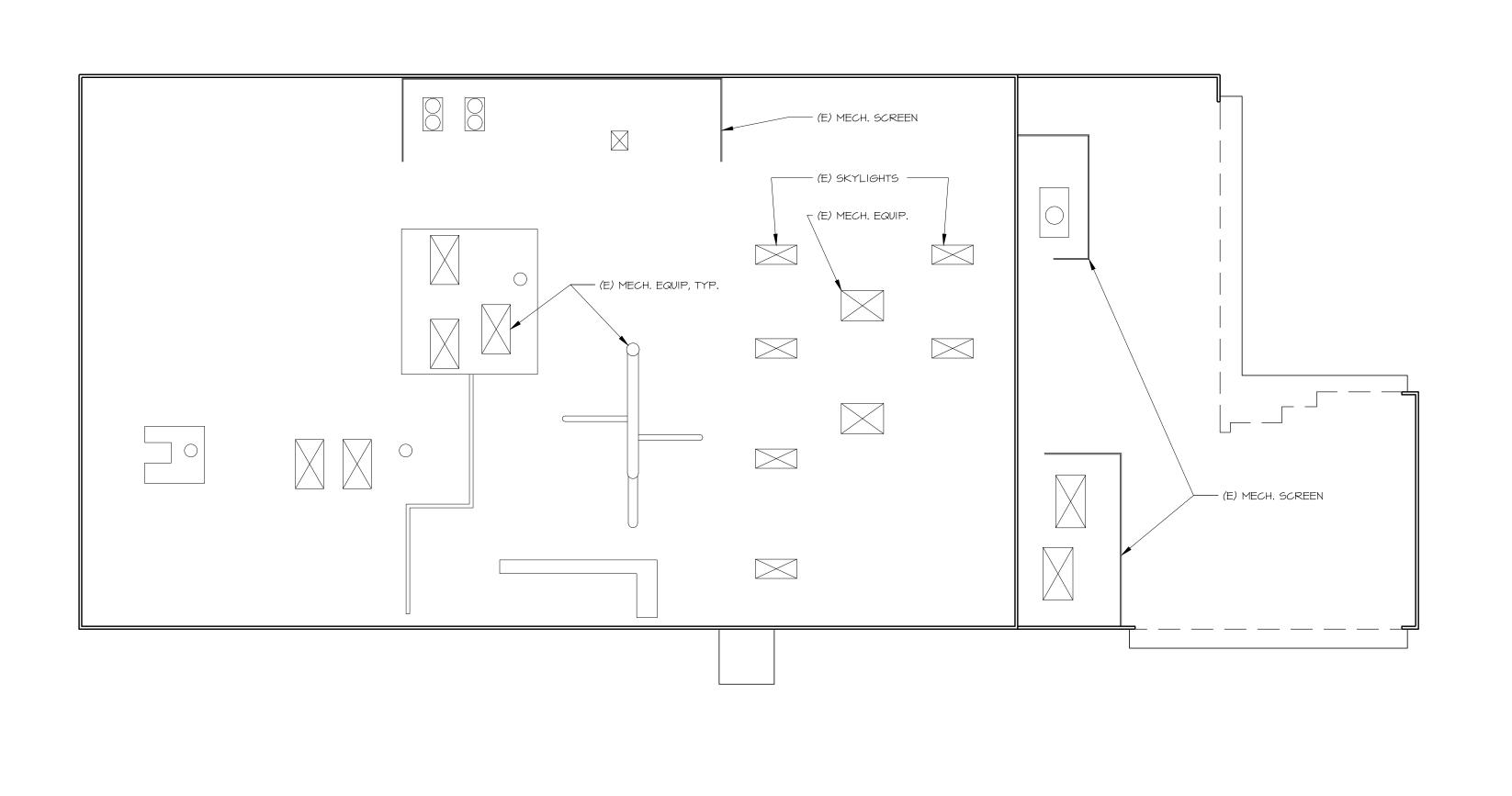


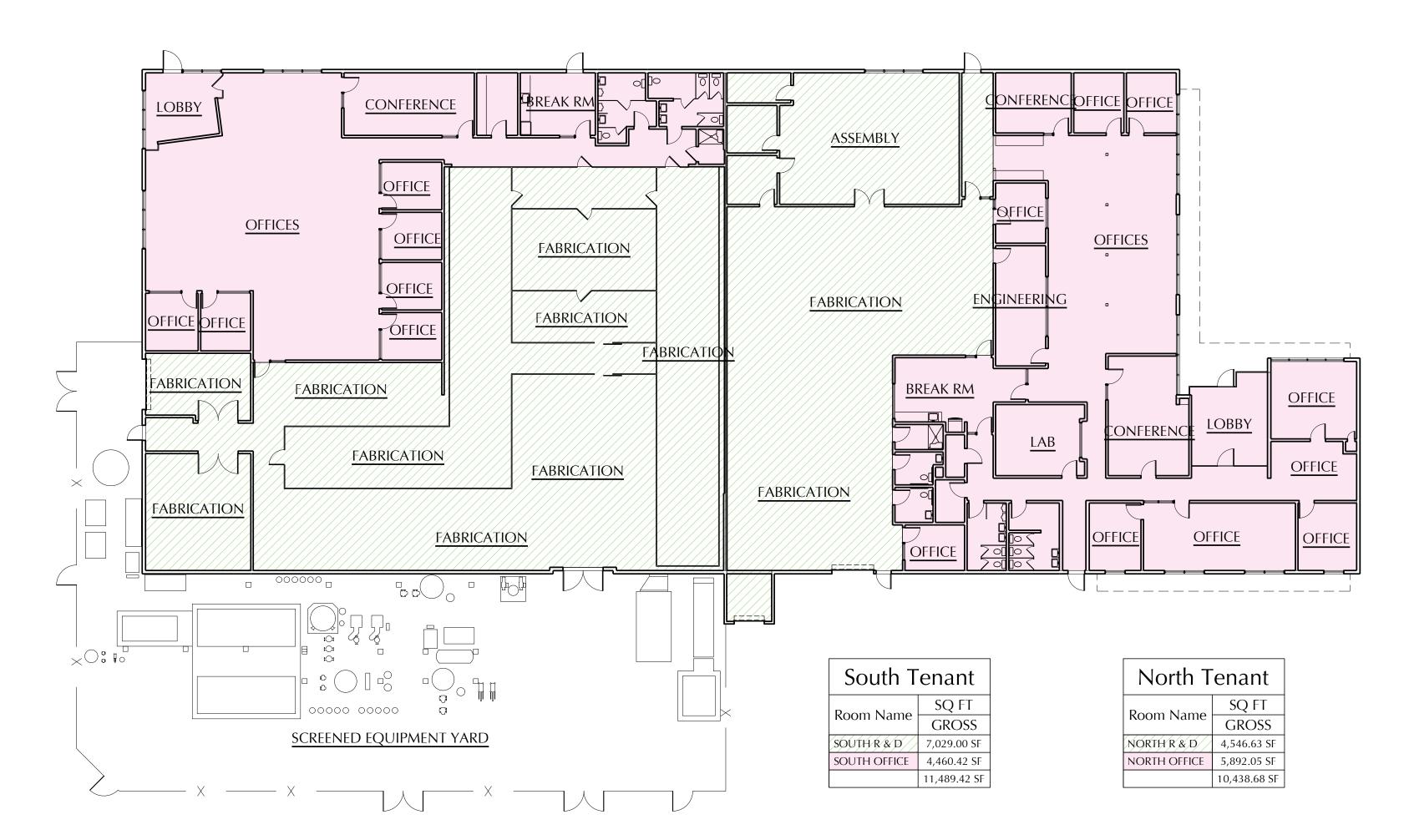
sheet description TRASH ENCLOSURE

1-13-2023 2-27-2023 3-2-2023 3-10-2023 3-23-2023 3-24-2023

3-24-2023 3-30-2023 5-9-2023 9-20-2023 8-5-2024 10-18-2024 11-9-2024 1-24-2025 2-15-2025 3-5-2024 4-21-2025 5-5-2025 5-13-2025 10-31-2025

TR-1







EAST ELEVATION

1/16"=1'-0"

1/16"=1'-0"



FLOOR PLAN (FOR REFERENCE ONLY, NO WORK PROPOSED) 1/16"=1'-0"

1/16"=1'-0"

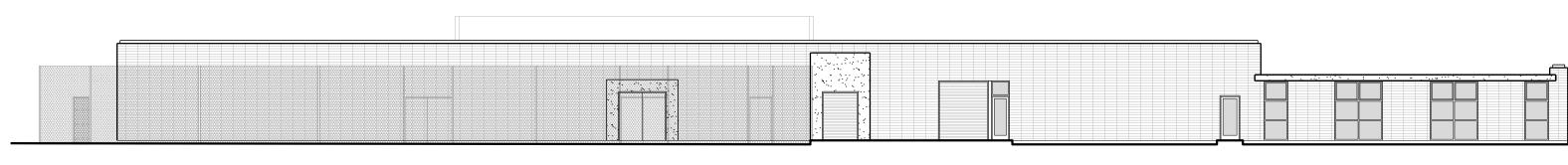


BBP

ARCHITECTURE

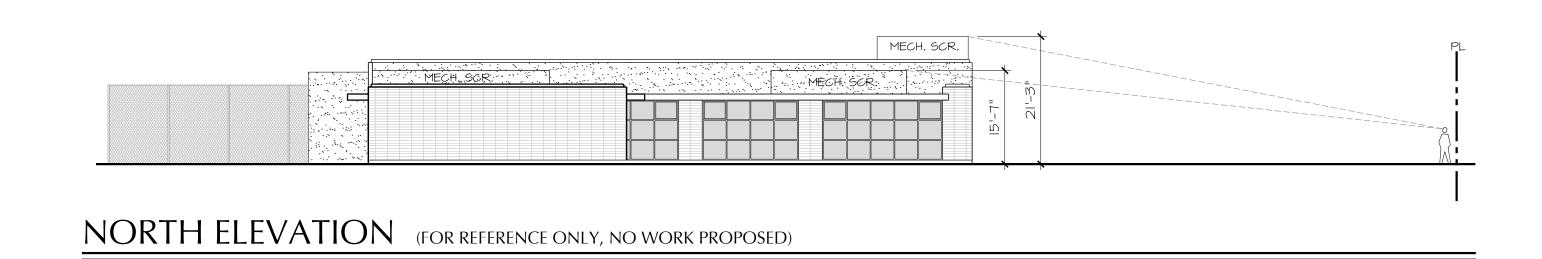
924 anacapa st santa barbara, ca 93101

805.564.6074

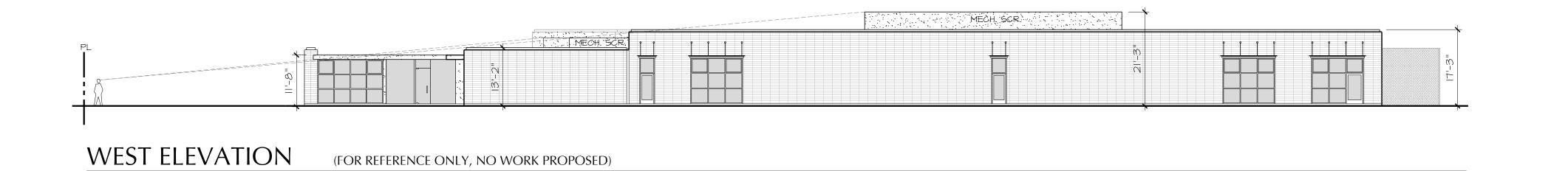


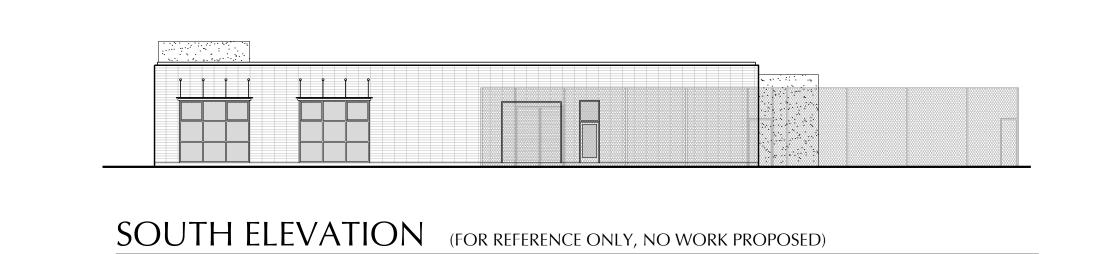
(FOR REFERENCE ONLY, NO WORK PROPOSED)





1/16"=1'-0"





ISTRUC

EXSTG-1

HANGAR 5 135 Castilian Goleta, CA

NO. C-20626
REN. 05/25

sheet description

EXISTING BLDG

date:

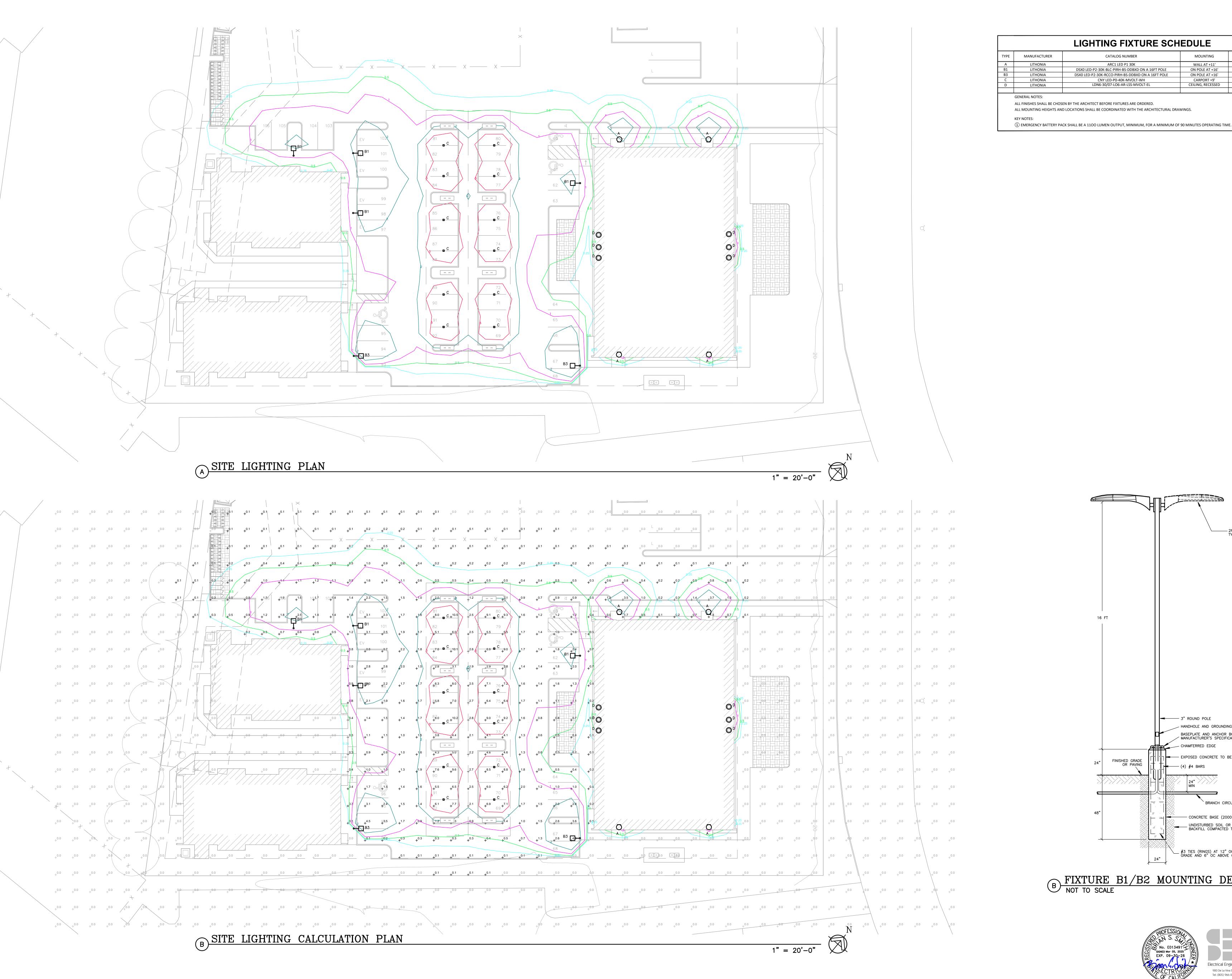
1-13-2023 2-27-2023 3-2-2023 3-10-2023

3-23-2023 3-24-2023 3-30-2023

5-9-2023 9-20-2023 8-5-2024 10-18-2024 11-9-2024 1-24-2025 2-15-2025

3-5-2024 4-21-2025

5-5-2025 5-13-2025 10-31-2025



LIGHTING FIXTURE SCHEDULE						
TYPE	MANUFACTURER	CATALOG NUMBER	MOUNTING	LAMPS	WATTS E	
Α	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	
В3	LITHONIA	DSX0 LED-P2-30K-RCCO-PIRH-BS-DDBXD ON A 16FT POLE	ON POLE AT +16'	LED	49	
С	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	

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.

ARCHITECTURE

924 anacapa st santa barbara, ca 93101 805.564.6074

—— 2ND HEAD ONLY ON TYPE "B2"

■ 3" ROUND POLE

__ #3 TIES (RINGS) AT 12" OC BELOW GRADE AND 6" OC ABOVE GRADE

PLOT DATE: 3/5/2025 10:58 AM DWG Filename: 0F21-13E10.DWG Plotted By: Yanet

Engineering

B FIXTURE B1/B2 MOUNTING DETAIL NOT TO SCALE

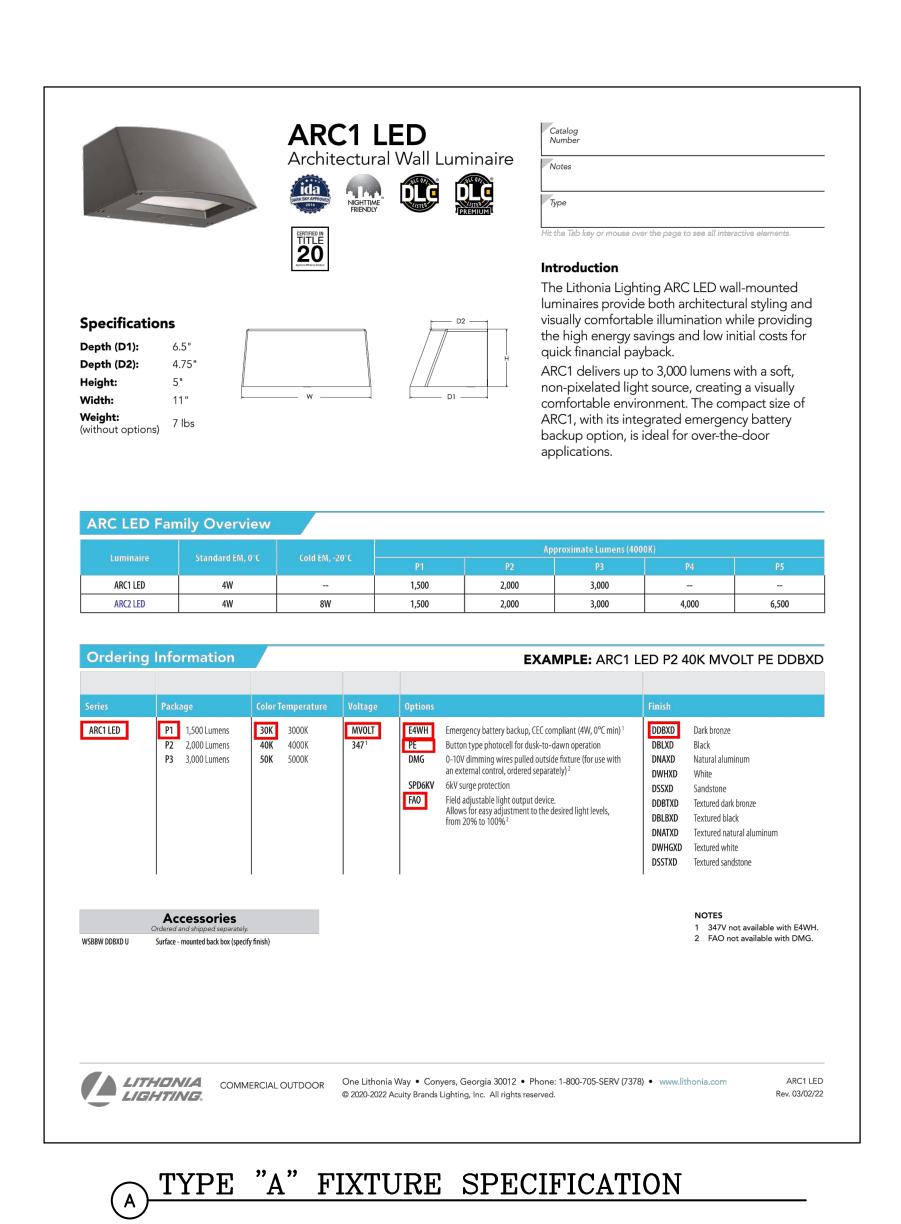
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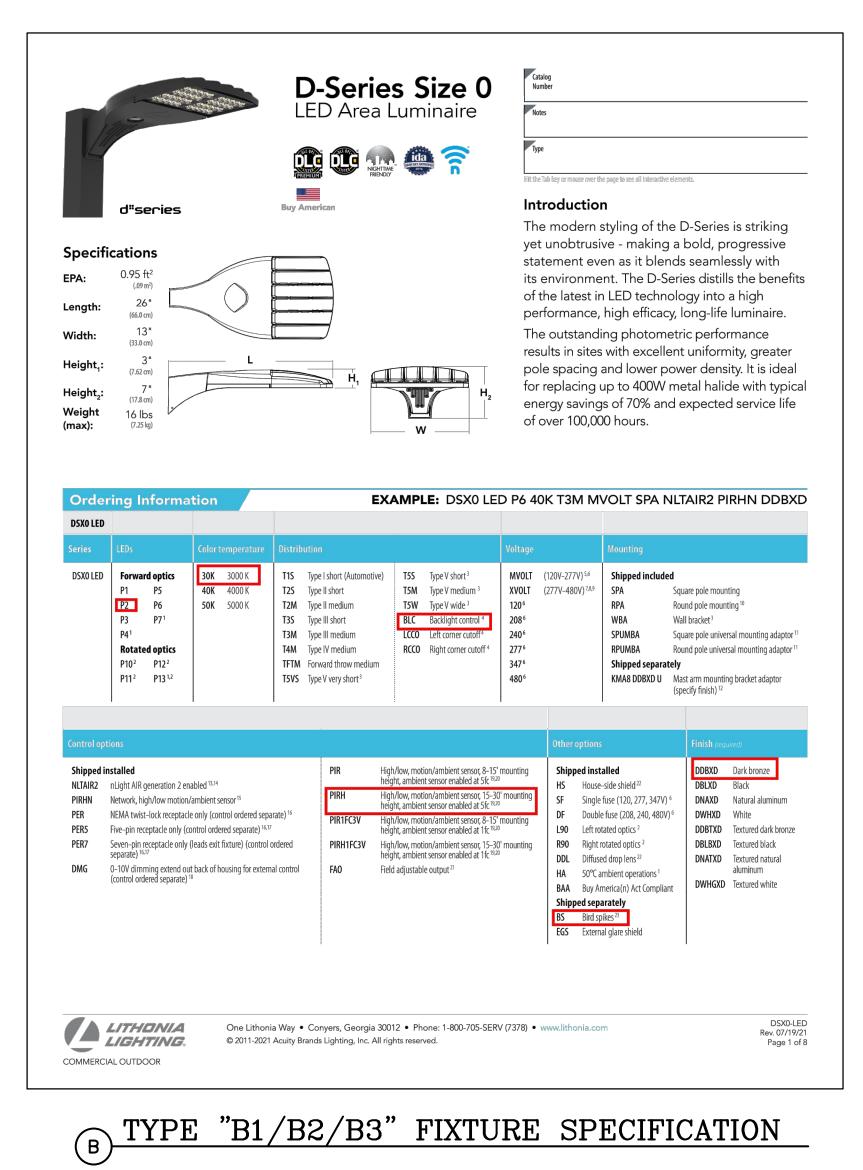
SITE LIGHTING PLAN

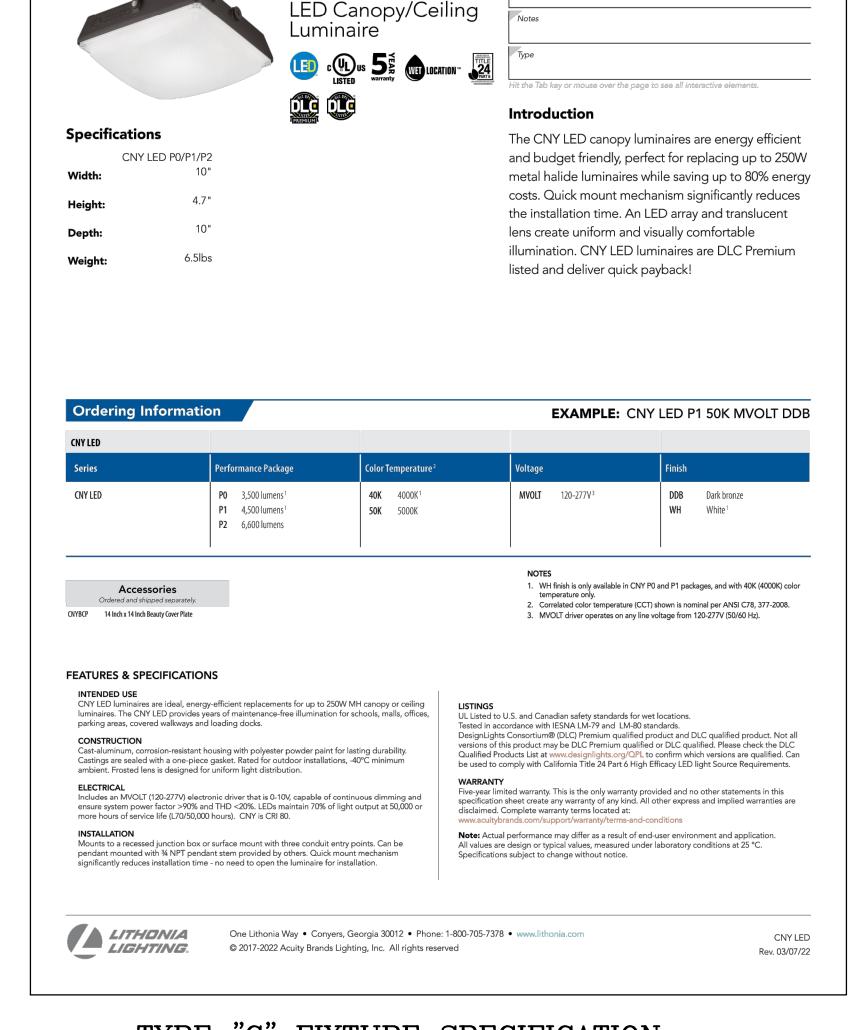
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2-24-2022 3-8-2022 4-30-2022 5-6-2022

sheet no: E1.0

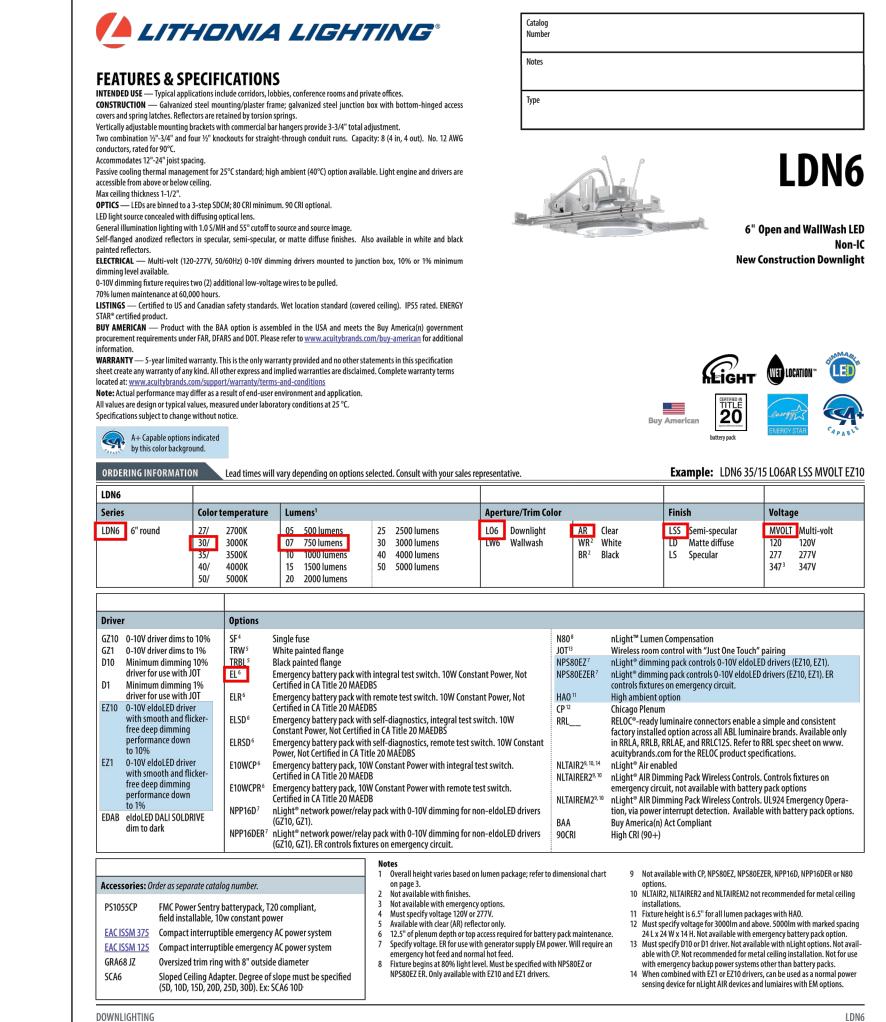






CNY LED







TYPE	MANUFACTURER	CATALOG NUMBER	MOUNTING	LAMPS	WATTS EACH	
Α	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	
В3	LITHONIA	DSX0 LED-P2-30K-RCCO-PIRH-BS-DDBXD ON A 16FT POLE	ON POLE AT +16'	LED	49	
С	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	
	GENERAL NOTES:					
	ALL FINISHES SHALL BE CHOSI	EN BY THE ARCHITECT BEFORE FIXTURES ARE ORDERED.				
ALL MOUNTING HEIGHTS AND LOCATIONS SHALL BE COORDINATED WITH THE ARCHITECTURAL DRAWINGS.						

(1) EMERGENCY BATTERY PACK SHALL BE A 1100 LUMEN OUTPUT, MINIMUM, FOR A MINIMUM OF 90 MINUTES OPERATING TIME

ARCHITECTURE

924 anacapa st

santa barbara, ca

93101

805.564.6074

sheet description

2-5-2022

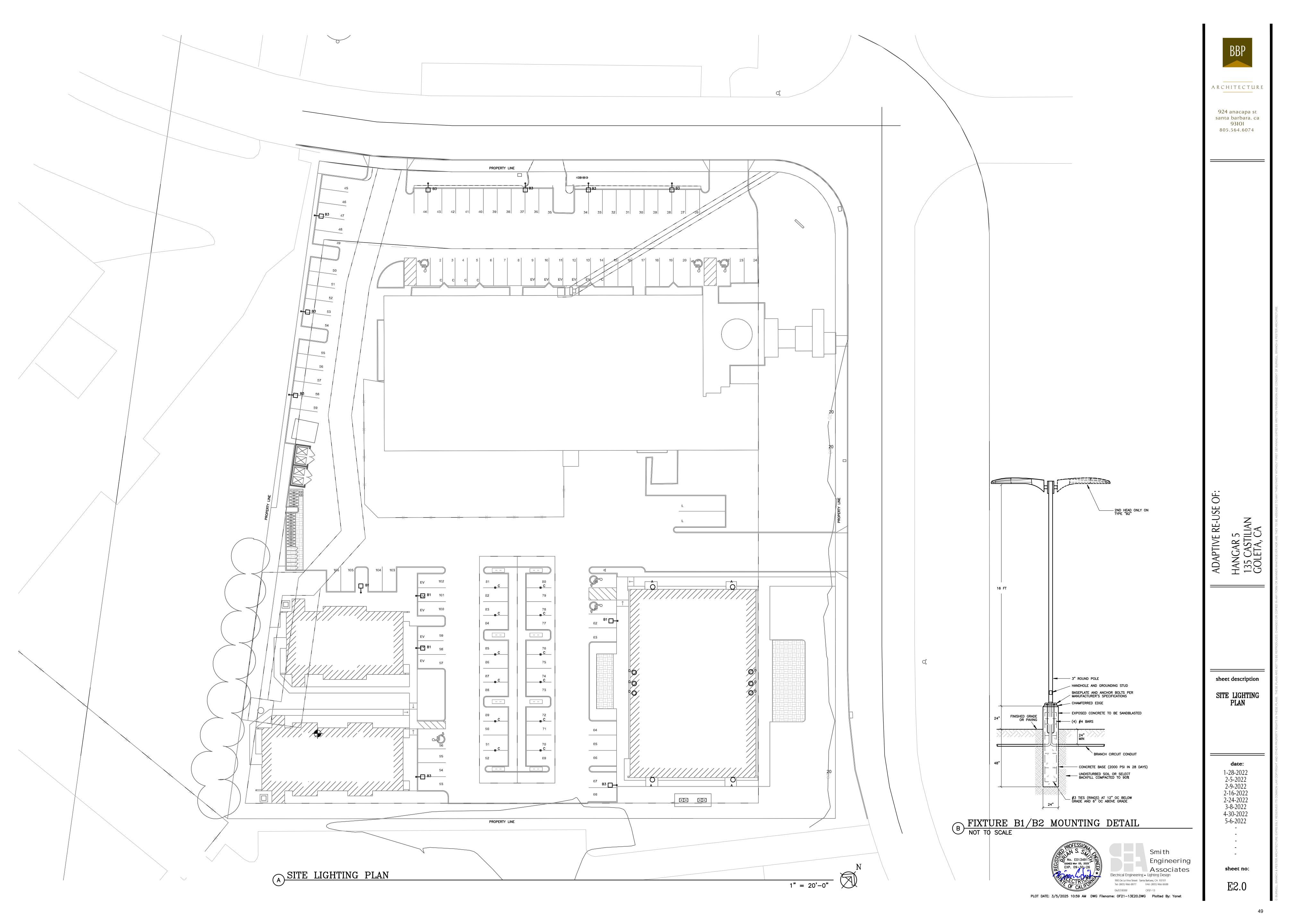
Engineering Associates

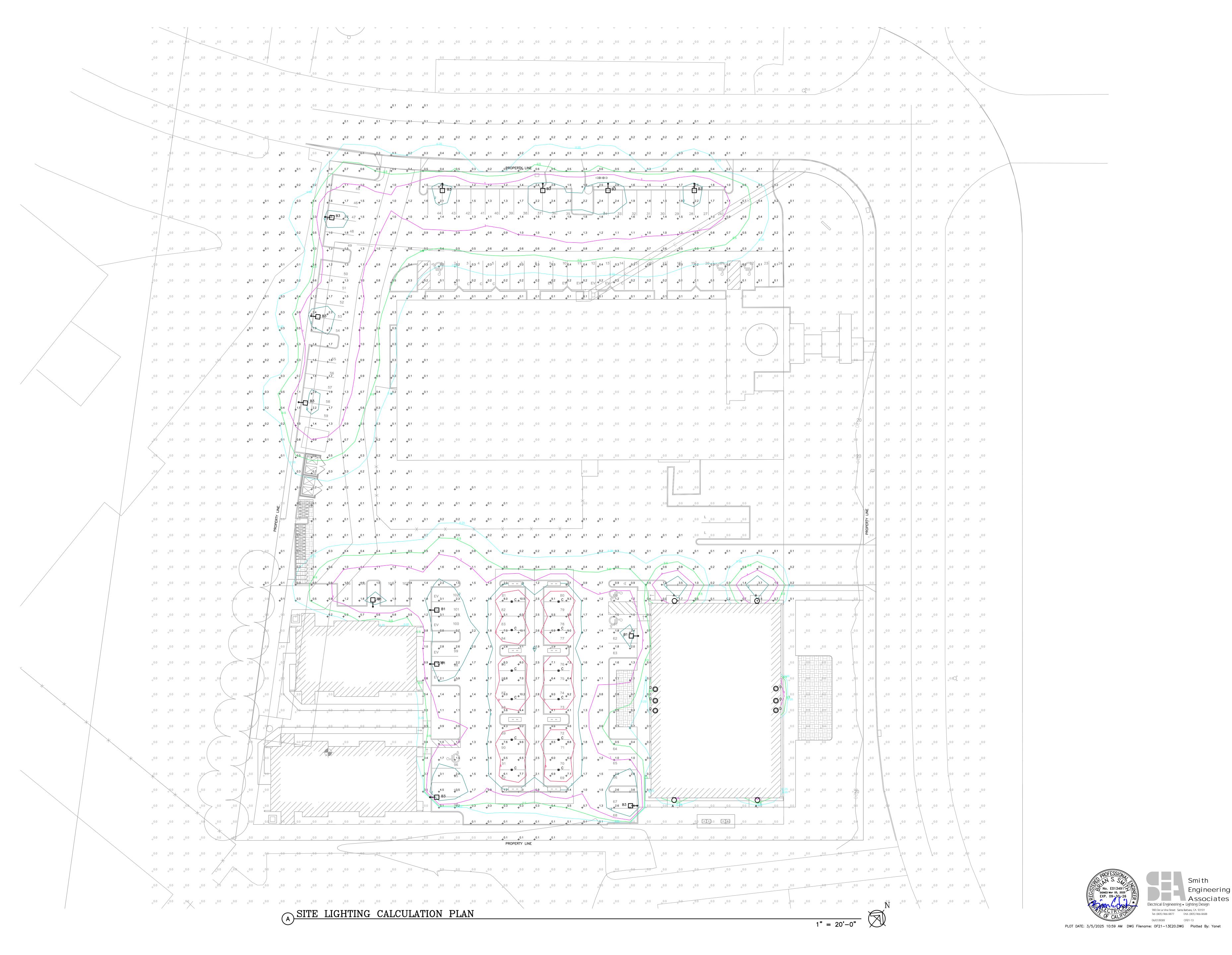
Electrical Engineering • Lighting Design 920 De La Vina Street Santa Barbara, CA 93101 Tel: (805) 966-2877 FAX: (805) 966-2628 06/07/2022 OF21-13

PLOT DATE: 3/5/2025 10:59 AM DWG Filename: 0F21-13E10.DWG Plotted By: Yanet

2-9-2022 2-16-2022 2-24-2022 3-8-2022 5-6-2022

sheet no: E1.1







ARCHITECTURE

924 anacapa st santa barbara, ca 93101 805.564.6074

sheet description

SITE LIGHTING CALCULATION PLAN

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:

E2.1

Sheet 1 of 3

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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

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 in the sleeve.

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 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).

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

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.

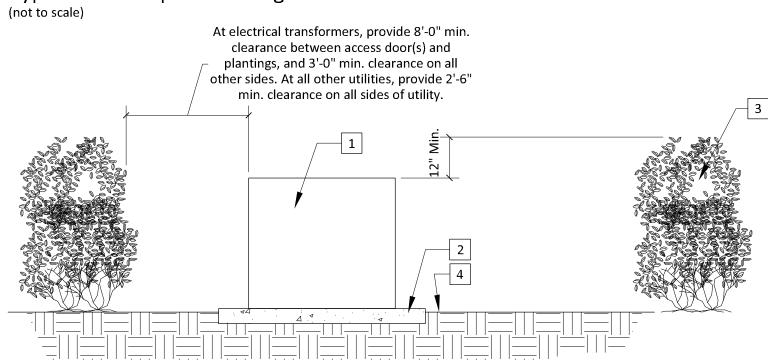
Use Teflon tape for all threaded connections.

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 Irrigation Equipment Specifications:

Item	MFR	Model	Notes
Automatic Drip Flush Valve	Netafim	TLFV-1	
Backflow preventer	Wilkins	975XL2TCU, 1-1/2" size.	
Ball Valve	Spears	True Union I-2000, 1-1/2" size.	
Controller & Weather Station	Weathermatic	SL4800 Smartline controller with Smartline Aircard (flow version), Combiflow, and SLW5 Smartlink wireless weather station. Provide additional expansion modules as required for number of stations indicated on plan.	Exterior wall mount controller in weatherproof plastic enclosure. Confirm final location with Owner. Mount weather station to building eave where open to sky in non visible location.
Drip Air Relief Valve	Netafim	TLAVRV	Install at the high point of each planter. Multiple ARV's may be required per RCV. Verify quantit
Drip Valve Assembly (drip zones)	Rainbird	XCZ-100-PRB-COM XCZ-150-LCS (valves 15 GPM or more)	1
Valves (spray zones)	Rainbird	PESB, 1" size, typ.	
Dripline with Inline Emitters	Netafim	Netafim Techline CV 17 mm, 18" emitter spacing, 18" row spacing, 0.6 GPH emitters.	Scratch dripline into finish grade and install dripline below mulch. Stake every 6'.
Flow Sensor	Weathermatic	SLFSI-T15 Smartline Flow sensor, 1-1/2" slip tee.	
Quick Coupler Valve	Rainbird	5-LRC, Locking Rubber Cover, 1-Piece Body	
Irrigation Sub Meter	Neptune	T-10, 1-1/2" irrigation submeter.	Install downstream of main water meter.
Irrigation Wire	N.A.	Irrigation control wire #12UF AWG (U.L. approved).	Install in electrical conduit and tape conduit to mainline.
Lateral Line	Lasco	Schedule 40 PVC, 3/4" and 1" size.	
Mainline	Lasco	Schedule 40 PVC, 1-1/2" size typ.	
Master Control Valve	Superior	3100 Normally closed master control valve, 1-1/2" size.	Schedule controller to open master valve during maintenance hours for operation of garden valves.
Pressure Regulator	Wilkins	500 XL with pressure gauge, 1-1/2" siz	ze.
Subterranean Tree Drip Ring with Inline Emitters	Netafim	Netafim Techline CV 17 mm, 18" emitter spacing, double circle rings, 0.6 GPH emitters.	Install dripline 4-5" below finish grade. Stake every 6'.
Spray Heads (if required)	Hunter	MP Rotators (all series)	PRS40 6" Sprinkler Body.

Typical Landscape Screening at Above Ground Utilities:



- 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.

Site Information Site Name → 135 Castilian Drive Site Type → Commercial Annual Eto (inches/yr) → 48.1 Plant Factor (PF) **Irrigation Method Hydrozone or Planting Description** Regular Landscape Areas: Existing Landscape Areas (on site) -Low Water Use 8,448 0.81 2,717 1,006 Existing and New Landscape Areas (off site) -Low Water Use 0.3 Low Drip Existing Landscape Areas (on site) -Moderate Water Use Moderate Drip Existing and New (off site) Landscape Areas -Moderate Water Use 1,079 0.5 Moderate 1,748 Drip New Landscape Areas (on site) -Low Water Use 0.3 0.81 0.4 21,100 7,815 Low Drip 0.5 5,275 3,256 New Landscape Areas (on site) -Moderate Water Use Moderate Drip SUBTOTAL → 43,844 19,098 Special Landscape Areas (Not Applicable): SUBTOTAL → 0 0 0 Estimated Total Water Use (ETWU) → 569,527

Prunus cerasifera / Purple Leaf Plum

Syagrus romanzoffiana / Queen Palm

ETAF Calculations		
Regular Landscape Areas		
	Total ETAF x Area	19,098
	Total Area	43,844
	Average ETAF	0.44
All Landscape Areas		
	Total ETAF x Area	19,098
	Total Area	43,844
	Sitewide ETAF	0.44

Preliminary Plant Images:

Ginkgo 'Autumn Gold' / Autumn Gold Ginkgo

Heptapleurum calyptratum / Mallet Flower

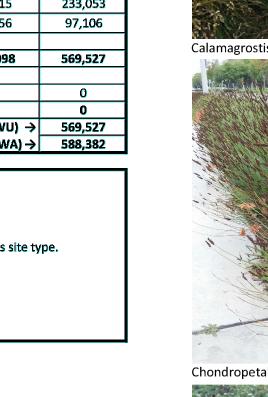
Metrosideros excelsa / New Zealand Christmas Tree

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

Notes:	
ETWU meets MAWA req	quirement.
Average ETAF meets req	uirement for this site type.
	,

Asparagus 'Meyeri' / Foxtail Fern

Carex glauca / Blue Sedge





Dymondia margaretae / Silver Carpet



















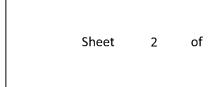








Date/ Issue 2025.02.19



erin o carrol landscape architecture, PC 735 State Street #434 Santa Barbara CA 93101 805.680.3624 www.erinocarroll.com

> PRELIMINARY NOT FOR CONSTRUCTION

EXP. 09/30/26 //

landscape architecture, PC

735 State Street #434 Santa Barbara CA 93101 805.680.3624 www.erinocarroll.com

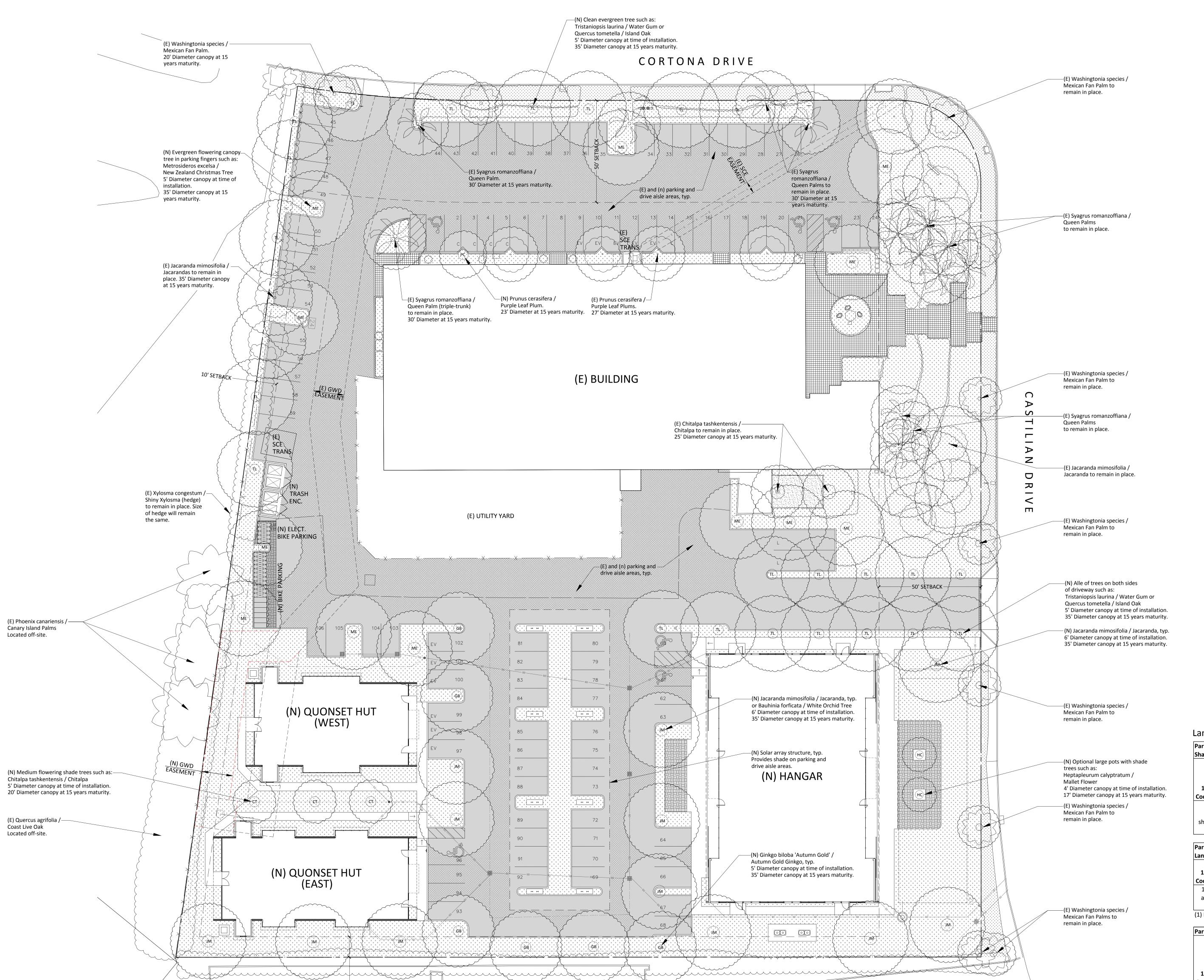
EXP. 09/30/26 //

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

rai kilig LUL					
Shading					
		15 Yr Shaded			
		Area (Using			
	Parking and	Trees and			
17.38.110(J)(1)	Drive Aisle	Shade	% Shaded		
Code Requirement	Area SF	Stuctures)	Parking Lot	Compliance	Notes
Code Requirement At least 50%	Area SF	Stuctures)	Parking Lot	Compliance	Notes
	Area SF	Stuctures)	Parking Lot	Compliance	Notes
	Area SF	Stuctures)	Parking Lot	Compliance	Notes
At least 50% parking area	Area SF 55,081	Stuctures) 27,682	Parking Lot 50.26%	Compliance 🗸	Notes

Parking Lot

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

Parking Lot Trees

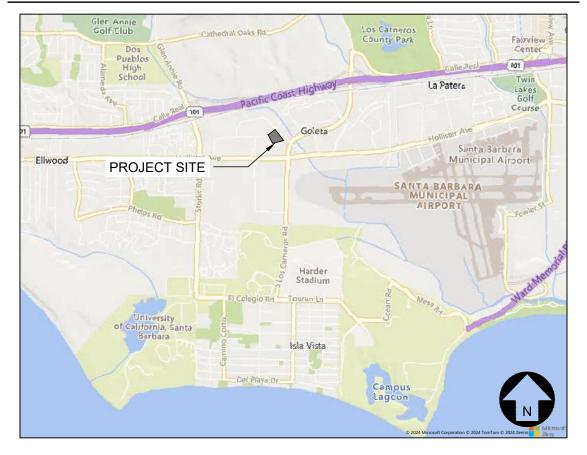
raiking Lot Hees					
	On-Site				
	Parking				
	(includes 2				
	oversized				
17.38.100(K)(5)	parking	Trees	Trees		
Code Requirement	spaces)	Required	Provided	Compliance	Notes
One (1) tree for	·				
every four (4)					
parking spaces	108	27	64	✓	

THE HANGAR

111-115 CASTILIAN DRIVE GOLETA, CA 93117

LEGEND STORM DRAINAGE WATER SERVICE —— SANITARY SEWER E-----POWER ELECTRICAL ——— - - - - → DITCH / FLOWLINE 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 COROMAR DRIVE TO CASTILIAN DRIVE. PARCEL WAS MERGED PER PARCEL MAP BOOK 6, PAGE 21.

BENCHMARK: LOCAL BENCHMARKS SHOWN AS "CP" NAVD88 (GEIOD12B) CORRS

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 GOLETA WATER DISTRICT 4699 HOLLISTER AVE SANTA BARBARA, CA 93110

(805) 964-6761 GOLETA SANITARY DISTRICT 1 MOFFETT PLACE

(805) 967-4519 NATURAL GAS: SOUTHERN CALIFORNIA GAS COMPANY

GOLETA, CA 93117

P.O. BOX C MONTEREY PARK, CA 91756 (800) 427-2200

COX COMMUNICATIONS 3303 STATE STREET SANTA BARBARA, CA

(805) 681-6600

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

FLOW LINE

	STANDAF	RD 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
	СВ	CATCH BASIN	POC	POINT OF CONNECTION
	C/L	CENTERLINE	PS	PARKING STRIPE
	CMU	CONCRETE MASONRY UNIT	PVC	
	CONC	CONCRETE		POLYVINYL CHLORIDE
	DW	DRIVEWAY	RW	RIGHT OF WAY
	ECR	END CURB RETURN	SD	STORM DRAIN
	EG	EXISTING GRADE	SG	SUB-GRADE ELEVATION
	EP	EDGE OF PAVEMENT	SS	SANITARY SEWER
	EVC	END VERTICAL CURVE	TC	TOP OF CURB, CONCRET
	FFE	FINISHED FLOOR ELEVATION	TF	TOP OF FOOTING
	FG	FINISHED GRADE	TG	TOP OF GRATE
	FH	FIRE HYDRANT	TS	TOP OF STEP
			T\ A /	TOD OF WALL

TOP OF WALL

VERTICAL CURVE

PROJECT INFORMATION

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

924 ANACAPA STREET

(805) 564-6074

SANTA BARBARA, CA 93101

PASA ROBLES, CA 93447

GOLETA, CA 93117

GEOTECHNICAL: BEACON GEOTECHNICAL P.O. BOX 4814

(805) 239-9457 SURVEYOR: GILMOUR LAND SURVEYING 7127 HOLLISTER AVE. #25A-301

3.52 AC

(805) 685-4500 073-150-025

AREA DISTURBED: 1.60 AC

SITE AREA:

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 CLEARING AND DEMOLITION OPERATIONS; AND TRENCHING FOR UTILITIES AND FOUNDATIONS ARE 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 NO EARTH WORK SHALL COMMENCE UNLESS THE CONTRACTOR HAS OBTAINED THIS AND EACH UTILITY OR OWNER OF SUBSURFACE FACILITIES HAS LOCATED AND MARKED THEIR SUBSURFACE FACILITIES IN THE AREA

SHEET INDEX SHEET | SHEET TITLE C-0.1

0	31.221 11122
C-0.1	TITLE SHEET
C-0.2	NOTES SHEET
C-2.1	GRADING AND DRAINAGE
C-2.2	GRADING AND DRAINAGE

ASHLEY &VANCE

210 EAST COTA STREET SANTA BARBARA, CA 93101 805.962.9966

WWW.ASHLEYVANCE.COM

CIVIL • STRUCTURAL

ENGINEER OF RECORD:



REVISION: $1 \times XX.XX.XX$

DATE: 02.03.2025 | SCALE: PER PLAN AV JOB.: 241829 | SHEET SIZE: 30"x42" | Z

☑ MSOWARDS@ASHLEYVANCE.COM

TITLE SHEET

O PROJECT ENGINEER: ► 805.962.9966 x219

GENERAL NOTES:

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF SANTA BARBARA AND THE CURRENT EDITION OF THE CALIFORNIA BUILDING CODE.
- IN THE EVENT OF A CONFLICT BETWEEN ANY REFERENCED STANDARD, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.
- STORMWATER POLLUTION PREVENTION REQUIREMENTS PER CITY OF SANTA BARBARA AND SWRCB.
 A COPY OF THESE APPROVED PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROCESS.
- BEFORE BEGINNING WORK, CONTRACTOR SHALL CONFIRM WITH AGENCIES HAVING JURISDICTION THAT ALL REQUIRED PERMITS AND LICENSES HAVE BEEN OBTAINED AND ALL REQUIRED NOTICES
- UNDERGROUND AND OVERHEAD CONSTRUCTION IN ADDITION TO WHAT IS SHOWN ON THESE PLANS MAY BE PART OF THIS PROJECT, INCLUDING ARCHITECTURAL AND LANDSCAPE ARCHITECTURAL
- A. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WORK AND INTERFACING IMPROVEMENTS WITH WORK BY OTHER CONTRACTORS AT THIS JOB SITE AND WITH IMPROVEMENTS
- REQUIRED BY PLANS BY OTHERS.

 B. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR BUILDING AND SITE LAYOUT

IMPROVEMENTS. ADDITIONAL PERMITS MAY BE REQUIRED.

- C. CONTRACTOR SHALL REFER TO ARCHITECTURAL AND LANDSCAPE ARCHITECTURAL PLANS AND SPECIFICATIONS FOR SITE DEVELOPMENT CONSTRUCTION DETAILS AND DIMENSIONING, INCLUDING THOSE FOR BUILDINGS, PATIOS, WALKWAYS, DRIVEWAYS, WALLS/FENCES, PLUMBING, ELECTRICAL, UTILITIES, LANDSCAPING, AND IRRIGATION.
- 7. ALL SITE WORK AND TESTING SHALL BE DONE IN CONFORMANCE WITH THE RECOMMENDATIONS CONTAINED IN THE FOLLOWING GEOTECHNICAL ENGINEERING REPORT FOR THIS PROJECT:
- B. THIS REPORT AND ANY ADDENDA SHALL BE INCORPORATED INTO THESE PLANS AND MADE A PART HEREOF AS IF SPELLED OUT IN THEIR ENTIRETY HEREON. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE APPLICABLE GEOTECHNICAL REPORTS. CONTRACTOR SHALL CONTACT THE

A. PREPARED BY: EARTH SYSTEMS PACIFIC, FILE NUMBER: SL-17242-SB, DATE: MARCH 31, 202X.

GEOTECHNICAL ENGINEER TO OBTAIN OR REVIEW COPIES OF THESE REPORTS AND ADDENDA.

C. PRIOR TO BIDDING, CONTRACTOR SHALL CONTACT THE GEOTECHNICAL ENGINEER TO DETERMINE THE LOCATION AND DEPTH OF ALL TEST BORINGS AND EXPLORATORY PITS AND EXCAVATIONS. CONTRACTOR SHALL DETERMINE FROM THE GEOTECHNICAL ENGINEER WHAT REMEDIAL WORK IS RECOMMENDED TO MAKE THESE DISTURBED LOCATIONS SUITABLE FOR THE PROPOSED IMPROVEMENTS. CONTRACTOR SHALL INCLUDE IN HIS BID ALL COSTS FOR THE RECOMMENDED REMEDIAL WORK AND SHALL ADJUST HIS OPERATIONS TO PROPERLY SEQUENCE THE WORK TO

ACCOMMODATE REMEDIAL WORK WITH CONSTRUCTION OF PROPOSED IMPROVEMENTS.

- 8. ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH APPLICABLE HEALTH AND SAFETY LAWS, ORDINANCES, REGULATIONS, RULES, AND STANDARDS INCLUDING ALL REQUIREMENTS OF CAL-OSHA AND OSHA
- ALL UNSUITABLE CONSTRUCTION MATERIALS AND RUBBISH AND DEBRIS SHALL BE REMOVED FROM THE JOB SITE; TRANSPORTED TO A SUITABLE LOCATION, AND DISPOSED OF IN A PROPER AND LEGAL MANNER.
- 10. ALL WORK INVOLVING EXCAVATION, INCLUDING THAT FOR WATER, SEWER, STORM DRAIN AND UTILITY CONDUITS AND ALL SERVICE CONNECTIONS AND METER BOXES (NOT PERMITTED IN DRIVEWAYS) SHALL BE COMPLETED AND OBSERVED AND APPROVED BY THE AGENCY HAVING JURISDICTION AND THE STRUCTURAL BACKFILL OBSERVED AND TESTED FOR COMPACTION AND APPROVED BY THE GEOTECHNICAL ENGINEER BEFORE AGGREGATE BASE, PAVING AND OTHER PERMANENT SURFACE CONSTRUCTION MAY COMMENCE.
- 11. BEFORE COMMENCING EXCAVATION, CONTRACTOR SHALL CONTACT PUBLIC WORKS AND UTILITY COMPANIES OR OTHER OWNERS OF SUBSURFACE FACILITIES WITHIN THE WORK SITE AND SHALL VERIFY WHETHER OR NOT A REPRESENTATIVE WILL BE PRESENT BEFORE AND/OR DURING EXCAVATION, AND SHALL DETERMINE SITE SPECIFIC REQUIREMENTS FOR EXCAVATION.
- 12. CONTRACTOR SHALL NOTIFY PUBLIC WORKS, BUILDING AND SAFETY, UTILITY COMPANIES, GEOTECHNICAL ENGINEER, AND ENGINEER OF RECORD, AT LEAST 48 HOURS BEFORE START OF ANY CONSTRUCTION AND OF THE TIME AND LOCATION OF PRE-CONSTRUCTION CONFERENCE, AND SHALL DETERMINE FROM EACH PARTY THEIR SCOPE OF WORK TO BE OBSERVED AND BY WHOM, AND SCOPE OF TESTING. DURING THE COURSE OF WORK, CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR OBSERVATION AND TESTING AS STIPULATED PURSUANT TO ABOVE DETERMINATIONS. WORK NOT OBSERVED AND TESTED WILL BE SUBJECT TO REJECTION.
- 13. CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN SUCH SHEETING, SHORING, BRACING, AND/OR OTHER PROTECTION AS IS NECESSARY TO PREVENT FAILURE OF TEMPORARY EXCAVATIONS AND EMBANKMENTS AND TO PREVENT DAMAGE TO EXISTING IMPROVEMENTS, TEMPORARY IMPROVEMENTS, AND PARTIALLY COMPLETED PORTIONS OF THE WORK. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE SUFFICIENCY OF SUCH SUPPORTS AND/OR OTHER PROTECTION PER ALL REQUIREMENTS OF CAL-OSHA AND OSHA.
- 14. CONTRACTOR SHALL PROMPTLY NOTIFY ENGINEER OF RECORD AND AUTHORITY HAVING JURISDICTION BY TELEPHONE AND IN WRITING UPON DISCOVERY OF, AND BEFORE DISTURBING ANY PHYSICAL CONDITIONS DIFFERING FROM THOSE REPRESENTED BY APPROVED PLANS AND SPECIFICATIONS.
- 15. CONTRACTOR SHALL MAINTAIN A COMPLETE AND ACCURATE RECORD OF ALL CHANGES OF CONSTRUCTION FROM THAT SHOWN ON THESE PLANS AND SPECIFICATIONS FOR THE PURPOSE OF PROVIDING A BASIS FOR CONSTRUCTION OF RECORD DRAWINGS. NO CHANGES SHALL BE MADE WITHOUT PRIOR WRITTEN APPROVAL OF ENGINEER OF RECORD AND AUTHORITY HAVING JURISDICTION. UPON COMPLETION OF THE PROJECT, CONTRACTOR SHALL DELIVER THIS RECORD OF ALL CONSTRUCTION CHANGES TO ENGINEER ALONG WITH A LETTER WHICH DECLARES THAT, OTHER THAN THESE NOTED CHANGES, "THE PROJECT WAS CONSTRUCTED IN CONFORMANCE WITH THE APPROVED PLANS AND SPECIFICATIONS."

 WARNING: ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THESE PLANS MUST BE APPROVED IN WRITING BY PREPARER.
- 16. CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONALS HARMLESS FROM ALL LIABILITY AND CLAIMS, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT AND ACCEPTS LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONALS.
- 17. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR VEHICULAR AND PEDESTRIAN TRAFFIC CONTROL AND SAFETY AND SHALL FURNISH, INSTALL, AND MAINTAIN SUCH FENCING, SIGNS, LIGHTS, TRENCH PLATES, BARRICADES, AND/OR OTHER PROTECTION AS IS NECESSARY FOR SAID CONTROL AND SAFETY.
- 18. CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR PROTECTION OF PUBLIC AND PRIVATE PROPERTY AT OR IN THE VICINITY OF THE JOB SITE AND FURTHER AGREES TO, AT CONTRACTOR'S EXPENSE, REPAIR OR REPLACE TO ORIGINAL CONDITION, ALL EXISTING IMPROVEMENTS WITHIN OR IN THE VICINITY OF THE JOB SITE WHICH ARE NOT DESIGNATED FOR REMOVAL AND WHICH ARE DAMAGED OR REMOVED AS A RESULT OF CONTRACTOR'S OPERATIONS.

ASPHALT PAVEMENT NOTES

UNLESS MODIFIED OR OTHERWISE SPECIFIED BY THE CONSTRUCTION NOTES THAT FOLLOW HEREON INCLUDING THOSE UNDER SEPARATE HEADINGS, PRIVATE ROADWAY MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC), CURRENT EDITION PER LOCATION.
 ASPHALT CONCRETE SHALL BE IN CONFORMANCE WITH SECTION 203-6, OF THE STANDARD SPECIFICATIONS AND SHALL BE C2-PG 64-10 FOR A SINGLE LAYING COURSE UP TO A THICKNESS NOT EXCEEDING 0.25-FEET IN COMPACTED THICKNESS. IF TOTAL ASPHALT CONCRETE THICKNESS IS

GREATER THAN 0.25-FEET (3 INCHES), IT SHALL BE SPREAD AND COMPACTED IN AT LEAST TWO (2)

- LAYERS WITH THE TOP LAYER (FINISH COURSE) NOT EXCEEDING 0.20-FEET IN COMPACTED THICKNESS AS FOLLOWS:

 FINISH COURSE:

 BASE COURSE:

 OVERLAY:

 LEVELING COURSE
- AND SKIN PATCHING: D2-PG-64-10

 PAVING ASPHALT SHALL BE GRADE PG64-10 IN CONFORMANCE WITH SECTION 203-1 OF THE STANDARD SPECIFICATIONS. NO RECYCLED ASPHALT SHALL BE INCORPORATED INTO THE A.C. MIX.

 BEFORE PAVING, A PAINT BINDER (TACK COAT) OF ASPHALTIC EMULSION SHALL BE APPLIED TO ALL EXISTING VERTICAL SURFACES AGAINST WHICH PAVING IS TO BE PLACED AND BETWEEN PAVEMENT COURSES CONSTRUCTED MORE THAN 24 HOURS APART.

 THE COMPOSITION OF ALL CUTBACK AND EMULSIFIED ASPHALT USED IN THE MANUFACTURE, PLACEMENT OR MAINTENANCE OF ASPHALT CONCRETE PAVEMENT SHALL CONFORM WITH THE AIR POLLUTION CONTROL DISTRICT RULE 329. CONTRACTOR SHALL MAINTAIN RECORDS AVAILABLE FOR INSPECTION FOR A PERIOD OF 2 YEARS WHICH DOCUMENT THE TYPES AND AMOUNTS OF ASPHALTS
- BASE MATERIAL SHALL BE CRUSHED AGGREGATE BASE IN CONFORMANCE WITH 200-2.2 OF THE STANDARD SPECIFICATIONS.
 THE PRELIMINARY ESTIMATED ASPHALT PAVEMENT STRUCTURAL SECTION IS AS SHOWN ON THE PLAN DETAILS AND CONSTRUCTION NOTES. ACTUAL THICKNESS OF PAVEMENT SURFACING AND BASE COURSES SHALL BE DETERMINED BY THE GEOTECHNICAL ENGINEER AFTER COMPLETION OF ROUGH GRADING BASED ON "R"-VALUE TESTS OF COMPLETED SUBGRADE MATERIAL AND THE TRAFFIC INDEXES (T.I.'S) SHOWN ON THE PLAN DETAILS, SUBJECT TO APPROVAL BY THE ENGINEER. PREPARATION OF AREAS TO RECEIVE PAVEMENT AND APPURTENANT CONCRETE IMPROVEMENTS, INCLUDING REMOVAL AND RECOMPACTION OF EXISTING SOIL AND PLACEMENT OF FILL SOIL, SHALL
- BE AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER. DURING PAVING OPERATIONS, STRUCTURAL SECTION COMPACTION SHALL BE OBSERVED AND TESTED BY THE GEOTECHNICAL ENGINEER.

 7. COMPACTION OF FILL, SUBGRADE AND BASE COURSES AS WELL AS ALL TRENCH BEDDING AND BACKFILL SHALL BE OBSERVED AND TESTED FOR COMPLIANCE WITH APPLICABLE REQUIREMENTS BY THE GEOTECHNICAL ENGINEER.
- BE ADJUSTED TO FINISH GRADE.

 9. AFTER CONSTRUCTION A FLOOD TEST SHALL BE CONDUCTED TO REVIEW SURFACE DRAINAGE, AS FOLLOWS:

 A. WATER SHALL BE SUPPLIED AND DISCHARGED IN SUFFICIENT QUANTITY TO COMPLETELY WET AND COVER ALL PAVEMENT AND CONCRETE GUTTER AREAS: THE OUTLINE LIMITS OF RESIDUAL
- STANDING/PONDED WATER SHALL THEN BE MARKED

 B. PAVEMENT SHALL BE REMOVED AND REPLACED, AT NO ADDITIONAL COST TO THE OWNER, AS NECESSARY TO PROVIDE POSITIVE SURFACE DRAINAGE AND TO PREVENT PONDING OF WATER ON PAVEMENT SURFACES AND IN GUTTERS

C. ADDITIONAL FLOOD TESTING SHALL BE CONDUCTED TO CONFIRM SUCCESS OF CORRECTIVE

D. WHERE SAWCUT LINE IS CONSTRUCTED ALONG CONFORM LINE WITH EXISTING A.C. PAVEMENT, IT IS CONTRACTOR'S RESPONSIBILITY TO PROTECT THE INTEGRITY OF THE PAVEMENT ALONG AND BEHIND THE SAWCUT LINE DURING CONSTRUCTION; IF THIS PAVEMENT IS BROKEN-OFF OR OTHERWISE DAMAGED BEFORE NEW PAVEMENT IS PLACED, CONTRACTOR SHALL SAWCUT A NEW CONFORM LINE PARALLEL WITH, FULL LENGTH OF, AND SUFFICIENT DISTANCE BEHIND ORIGINAL SAWCUT SO AS TO REMOVE DAMAGED PAVEMENT AND/OR IRREGULARITY ALONG THE CONFORM

1. GRADING SHALL BE IN CONFORMANCE WITH RECOMMENDATIONS MADE BY THE GEOTECHNICAL ENGINEER DURING OBSERVATION AND TESTING OF SITE DEMOLITION, PREPARATION, GRADING, AND DEVELOPMENT WORK. FOR ANY CONFLICT BETWEEN THESE PLANS AND THE RECOMMENDATIONS AND/OR SPECIFICATIONS OF THE GEOTECHNICAL ENGINEER, THE MORE STRINGENT PROVISION SHALL GOVERN

GENERAL GRADING NOTES:

IMPORTATION TO THE SITE.

- AREAS TO BE GRADED SHALL BE CLEARED OF ALL VEGETATION (EXCEPT TREES INDICATED TO REMAIN), INCLUDING ROOTS AND ROOT STRUCTURES, OTHER ORGANIC MATERIAL, DEBRIS, NON-COMPLYING FILL, AND OTHER MATERIAL UNSUITABLE FOR SUPPORT OF FILL AND/OR PROPOSED IMPROVEMENTS, AS RECOMMENDED BY AND UNDER THE OBSERVATION AND TESTING OF THE GEOTECHNICAL ENGINEER. CALL THE INSPECTOR FOR INITIAL INSPECTION.
- 3. ALL UNSUITABLE SOIL MATERIALS AND RUBBISH AND DEBRIS RESULTING FROM DEMOLITION AND GRADING OPERATIONS SHALL BE REMOVED FROM THE JOB SITE; TRANSPORTED TO A SUITABLE LOCATION AND DISPOSED OF IN A PROPER AND LEGAL MANNER.
- 4. AREAS TO RECEIVE FILL MATERIAL AND AREAS TO RECEIVE BUILDINGS, EXTERIOR SLABS, WALKWAYS, WALLS, PAVEMENT AND OTHER STRUCTURAL IMPROVEMENTS SHALL BE PREPARED AS RECOMMENDED BY AND UNDER THE OBSERVATION AND TESTING OF THE GEOTECHNICAL ENGINEER. RECOMMENDATIONS FOR OVER EXCAVATION, ADDITIONAL SCARIFICATION, BACKFILL AND RECOMPACTION ARE CONTAINED IN THE PROJECT GEOTECHNICAL REPORT REFERENCED IN THE GENERAL NOTES ON THESE PLANS.
- 5. PRIOR TO PLACEMENT OF FILL AND BACKFILL MATERIAL, THE PREPARED AREA SHALL BE INSPECTED AND APPROVED BY THE INSPECTOR. THE GEOTECHNICAL ENGINEER SHALL ALSO OBSERVE THE AREAS TO BE FILLED. ALLOW A MINIMUM 48-HOUR NOTICE. FILL AND BACKFILL PLACED ON THE PREPARED AREA WITHOUT THE REQUIRED OBSERVATION SHALL BE REMOVED.
- 6. ALL FILL MATERIAL, WHETHER EXCAVATED ON-SITE OR IMPORTED FROM OFF-SITE, SHALL BE TESTED AND APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT. IMPORTED FILL MATERIAL SHALL BE EQUAL TO OR BETTER IN QUALITY THAN THE ON-SITE SOILS AND SHALL CONFORM TO THE RECOMMENDATION OF THE GEOTECHNICAL ENGINEER. THE GEOTECHNICAL ENGINEER SHALL TEST AND APPROVE THE SOIL PROPOSED FOR IMPORT FOR STRUCTURAL FILL PRIOR TO IMPORTATION TO THE SITE. THE LANDSCAPE ARCHITECT AND THE GEOTECHNICAL ENGINEER SHALL TEST AND APPROVE THE SOIL PROPOSED FOR IMPORT FOR LANDSCAPE AREA SURFACE MATERIAL PRIOR TO
- 7. CONTRACTOR SHALL REFER TO THE FOLLOWING AS APPLICABLE:

 ARCHITECT'S PLANS FOR ADDITIONAL GRADING REQUIREMENTS IN BUILDING AREAS.
 LANDSCAPE ARCHITECT'S PLANS FOR TREE PRESERVATION REQUIREMENTS AND FOR SUBGRADE ALLOWANCES IN LANDSCAPE AREAS.
 PUBLIC IMPROVEMENT PLANS FOR INTERFACING WITH PUBLIC GRADING, PAVING, STORM DRAINAGE AND UTILITY IMPROVEMENTS.
- 8. WHERE PLANTER AREAS ARE SHOWN ON THE PLANS ADJACENT TO BUILDINGS AND ARE CONTAINED BY WALKS / FLATWORK LESS THAN 8" BELOW BOTTOM OF SILL PLATE OR WHERE ADJACENT FINISH GRADE OUTSIDE A BUILDING IS SHOWN TO BE LESS THAN 8" BELOW BOTTOM OF SILL PLATE, IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT BUILDING PLANS CALL FOR APPROPRIATE DAMPPROOF OR WATERPROOF CONSTRUCTION AND IS CONSTRUCTED IN ACCORDANCE WITH ALL BUILDING APPLICABLE CODE REQUIREMENTS.
- 9. PLAN ELEVATIONS SHOWN ON SOIL AND LANDSCAPED AREAS ARE FINISH GRADE (FINISH SURFACE) ELEVATIONS INTENDED TO ESTABLISH SURFACE DRAINAGE CONTROL FOR THESE AREAS. DURING GRADING OPERATIONS, THICKNESSES (SUBGRADE ALLOWANCES) SPECIFIED BY LANDSCAPE ARCHITECT FOR TURF, WOOD CHIPS, MULCH, ETC. SHALL BE SUBTRACTED FROM THESE ELEVATIONS TO ESTABLISH FINISH SUBGRADE.
- 10. BEFORE PLACEMENT OF AGGREGATE BASE OR SUBBASE MATERIAL IN PAVEMENT AREAS, THE SUBGRADE SOIL SHALL BE REVIEWED AND TESTED BY THE GEOTECHNICAL ENGINEER. DURING PAVING OPERATIONS, STRUCTURAL SECTION COMPACTION SHALL BE OBSERVED AND TESTED BY THE GEOTECHNICAL ENGINEER.
- 11. QUALITY REVIEW AND REPORTING REQUIREMENTS.
- A. GRADING AND IMPROVEMENTS FOUND NOT IN CONFORMANCE WITH APPROVED PLANS AND DESIGN
 INTENT SHALL BE CORRECTED BY CONTRACTOR AT CONTRACTOR'S EXPENSE. ADDITIONAL
 SURVEYING TO CONFIRM ELEVATIONS AFTER CORRECTIVE MEASURES SHALL ALSO BE AT
 CONTRACTOR'S EXPENSE.
- REQUIREMENTS FOR VARIOUS SURFACING CONDITIONS ARE AS FOLLOWS:
- DIRT: NOT LESS THAN 2% (1/4" PER FOOT) SLOPE IN DIRECTION OF SURFACE DRAINAGE AND 0.10 FOOT MAXIMUM DEVIATION FROM DESIGN ELEVATION AT ANY LOCATION
 A.C. PAVEMENT: NOT LESS THAN 1% (1/8 INCH PER FOOT) SLOPE IN DIRECTION OF SURFACE DRAINAGE AND 0.04 FOOT MAXIMUM DEVIATION FROM DESIGN ELEVATION AT ANY LOCATION
- CONCRETE: NOT LESS THAN 0.5% (1/16 INCH PER FOOT) SLOPE IN DIRECTION OF SURFACE DRAINAGE AND 0.02 FOOT MAXIMUM DEVIATION FROM DESIGN ELEVATION AT ANY LOCATION UNLESS NOTED OTHERWISE ON PLANS.

TRENCHING AND BACKFILL NOTES:

- ALL TRENCHING, BEDDING AND BACKFILL MATERIAL AND CONSTRUCTION, SHALL BE IN ACCORDANCE WITH THESE PLANS INCLUDING THE PIPE TRENCH DETAIL.
- 2. TRENCH OR STRUCTURE EXCAVATION SUBGRADE SHALL BE OBSERVED BY THE GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF BEDDING MATERIAL OR FORMS. WET OR UNSTABLE SOIL ENCOUNTERED IN THE BOTTOM OF THE EXCAVATION AND DEEMED BY THE GEOTECHNICAL ENGINEER TO BE INCAPABLE OF PROPERLY SUPPORTING THE PIPE OR STRUCTURE BEING CONSTRUCTED, SHALL BE REMOVED TO THE DEPTH RECOMMENDED BY THE GEOTECHNICAL ENGINEER AND THE EXCAVATION BACKFILLED TO THE BOTTOM OF THE PIPE OR STRUCTURE GRADE WITH SUITABLE MATERIAL RECOMMENDED BY THE GEOTECHNICAL ENGINEER.
- 3. WATER ENCOUNTERED IN TRENCH OR STRUCTURE EXCAVATION SHALL BE REMOVED BY THE CONTRACTOR TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER TO PROVIDE DRY CONDITIONS DURING CONSTRUCTION OF PIPE OR STRUCTURE.
- 4. BEDDING AND BACKFILL MATERIAL AND COMPACTED DENSITY, SHALL BE TESTED FOR COMPLIANCE WITH APPLICABLE REQUIREMENTS BY THE GEOTECHNICAL ENGINEER.
- 5. BEDDING AND PIPE ZONE BACKFILL MATERIAL, SHALL BE COMPACTED TO NOT LESS THAN 95% OF MAXIMUM DENSITY. TRENCH BACKFILL SHALL BE COMPACTED TO NOT LESS THAN 90% OF MAXIMUM DENSITY. THE UPPER 12" BELOW THE BASE OR SUB-BASE COURSE IN PAVED AND OTHER TRAFFIC AREAS AND BELOW THE CONCRETE OR SAND COURSE IN WALKWAY AREAS SHALL BE COMPACTED TO NOT LESS THAN 95% OF MAXIMUM DENSITY. BACKFILL COMPACTION SHALL BE TESTED FOR COMPLIANCE WITH THESE REQUIREMENTS IN ACCORDANCE WITH ASTM D-1557, LATEST REVISION, AND REPORTED BY THE GEOTECHNICAL ENGINEER.
- 6. CLASS I OR CLASS II (TRENCH) BACKFILL SHALL NOT BE PLACED UNTIL BEDDING AND INITIAL (PIPE ZONE) BACKFILL HAVE BEEN OBSERVED, TESTED AND APPROVED.
- 7. COMPACTION BY FLOODING OR JETTING IS NOT PERMITTED.
- 8. CONTRACTOR SHALL REVIEW THE GEOTECHNICAL REPORT(S), THE PROJECT WORK AREA AND VICINITY, AND SHALL FAMILIARIZE HIMSELF WITH THE WORK AREA CONDITIONS. CONTRACTOR SHALL MAKE HIS OWN DEDUCTIONS AND CONCLUSIONS AS TO HOW EXISTING SURFACE AND SUB-SURFACE CONDITIONS WILL AFFECT OR BE AFFECTED BY HIS CONSTRUCTION OPERATIONS, INCLUDING THE NATURE OF MATERIALS TO BE EXCAVATED. THE DEGREE OF DIFFICULTY ASSOCIATED WITH MAKING AND MAINTAINING THE REQUIRED EXCAVATIONS, AND THE DEGREE OF DIFFICULTY WHICH MAY ARISE FROM SUBSURFACE CONDITIONS INCLUDING GROUNDWATER, AND SHALL ACCEPT FULL RESPONSIBILITY THEREOF.
- 9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT THE INTEGRITY OF EXISTING PAVEMENT ALONG AND BEHIND THE TRENCH SAWCUT LINES DURING CONSTRUCTION. IF THIS PAVEMENT IS BROKEN-OFF OR OTHERWISE DAMAGED BEFORE NEW PAVEMENT IS PLACED, CONTRACTOR SHALL SAWCUT A NEW CONFORM LINE PARALLEL WITH, FULL LENGTH OF, AND SUFFICIENT DISTANCE (1-FOOT MINIMUM) BEHIND ORIGINAL SAWCUT SO AS TO REMOVE DAMAGED PAVEMENT AND / OR IRREGULARITY ALONG THE CONFORM LINE.

STORMTANK MODULE NOTES:

 BRENTWOOD RECOMMENDS THAT THE INSTALLING CONTRACTOR CONTACT EITHER BRENTWOOD OR THE LOCAL DISTRIBUTOR PRIOR TO INSTALLATION OF THE SYSTEM TO SCHEDULE A PRE-CONSTRUCTION MEETING. THIS MEETING WILL ENSURE THAT THE INSTALLING CONTRACTOR HAS A FIRM UNDERSTANDING OF THE INSTALLATION INSTRUCTIONS.
 ALL SYSTEMS MUST BE DESIGNED AND INSTALLED TO MEET OR EXCEED BRENTWOOD'S MINIMUM REQUIREMENTS. ALTHOUGH BRENTWOOD OFFERS SUPPORT DURING THE DESIGN, REVIEW, AND CONSTRUCTION PHASES OF THE MODULE SYSTEM, IT IS ULTIMATE RESPONSIBILITY OF THE ENGINEER OF RECORD TO DESIGN THE SYSTEM IN FULL COMPLIANCE WITH ALL APPLICABLE ENGINEERING

INSTALLATIONS. IF SITE CONDITIONS ARE FOUND NOT TO MEET ANY DESIGN REQUIREMENTS DURING

- PRACTICES, LAWS, AND REGULATIONS.

 3. BRENTWOOD REQUIRES A MINIMUM COVER OF 24" (610 MM) AND/OR A MAXIMUM MODULE INVERT OF 11' (3.35M). ADDITIONALLY, A MINIMUM OF 6" (152MM) LEVELING BED, 12" (305 MM) SIDE BACKFILL, AND 12" (305MM) TOP BACKFILL ARE REQUIRED ON EVERY SYSTEM.

 4. BRENTWOOD RECOMMENDS A MINIMUM BEARING CAPACITY AND SUBGRADE COMPACTION FOR ALL
- INSTALLATION, THE ENGINEER OF RECORD MUST BE CONTACTED IMMEDIATELY.

 5. ALL INSTALLATIONS REQUIRE A MINIMUM TWO LAYERS OF GEOTEXTILE FABRIC. ONE LAYER IS TO BE INSTALLED AROUND THE MODULES, AND ANOTHER LAYER IS TO BE INSTALLED BETWEEN THE STONE/SOIL INTERFACES.

 6. STONE BACKFILLING IS TO FOLLOW ALL REQUIREMENTS OF THE MOST CURRENT INSTALLATION
- INSTRUCTIONS.
 THE INSTALLING CONTRACTOR MUST APPLY ALL PROTECTIVE MEASURES TO PREVENT SEDIMENT FROM ENTERING THE SYSTEM DURING AND AFTER INSTALLATION PER LOCAL, STATE, AND FEDERAL REGULATIONS.

8. THE STORMTANK MODULE CARRIES A LIMITED WARRANTY, WHICH CAN BE ACCESSED AT

WWW.STORMTANK.COM

- THE GEOTECHNICAL ENGINEER.

 1. ALL PRIVATE STORM DRAIN MATERIAL AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THESE PLANS, INCLUDING THE PIPE TRENCH DETAIL.
 - CONTRACTOR SHALL SCHEDULE STORM DRAIN WORK AHEAD OF OTHER UNDERGROUND CONDUIT CONSTRUCTION.
 - 3. GRAVITY STORM DRAIN WORK SHALL BEGIN AT THE LOWEST POINT OF DISCHARGE AND PROCEED
 - 4. POLYVINYL CHLORIDE (PVC) PIPE FOR 4" THROUGH 8" SIZE SHALL COMPLY WITH THE MOST RECENT ISSUE OF ASTM STANDARD D-3034 (SDR 35). PVC PIPE SHALL HAVE AN INTEGRALLY MOLDED BELL OR SOCKET END FOR GASKETED JOINT ASSEMBLY. JOINTS AND GASKETS SHALL COMPLY WITH THE MOST RECENT ISSUE OF ASTM STANDARD D-3212. PVC PIPE INSTALLATION SHALL COMPLY WITH UNI-BELL PLASTIC PIPE ASSOCIATION STANDARD UNI-B-5, LATEST REVISION. PVC PIPE CONNECTIONS TO MANHOLES, CATCH BASINS AND OTHER CONCRETE STRUCTURES SHALL BE CONSTRUCTED WITH WATERSTOP AT MIDPOINT OF STRUCTURE WALL PENETRATION. WATERSTOP SHALL BE PVC CONCRETE MANHOLE ADAPTER (4" THROUGH 8" PIPE) OR LARGE DIAMETER WATERSTOP AS
 - MANUFACTURED BY FERNCO, OR EQUIVALENT APPROVED BY THE ENGINEER.

 5. HIGH DENSITY POLYETHYLENE (HDPE) PIPE AND FITTINGS FOR 12" THROUGH 48" SIZE SHALL BE N-12PROLINK WT (WATERTIGHT) SERIES AS MANUFACTURED BY ADVANCED DRAINAGE SYSTEMS, INC. (ADS). UNLESS NOTED OTHERWISE. LATERAL CONNECTIONS TO MAINLINES SHALL BE MADE USING MANUFACTURER'S WATERTIGHT REDUCING FITTINGS. PIPE AND FITTING INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDED PROCEDURES. CONNECTIONS TO CONCRETE STRUCTURES SHALL BE CONSTRUCTED WATERTIGHT USING MANUFACTURER'S RECOMMENDED
 - MATERIALS AND METHODS.

 6. GRATED CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLAN DETAIL SHOWN

STORM DRAIN STRUCTURES MATCH PLANS AND ARE ACCURATE TO 0.01 FEET.

HEREON.
 WITHIN TEN (10) WORKING DAYS OF COMPLETION OF THE STORM DRAIN SYSTEM AND BEFORE
CONSTRUCTION OF PAVEMENT, WALKWAYS AND OTHER PERMANENT SURFACE IMPROVEMENTS,
CONTRACTOR SHALL ENSURE TOP OF GRATE. COVER. INLET AND OUTLET INVERT ELEVATIONS OF ALL

DEMOLITION NOTES:

- 1. THE EXISTENCE AND APPROXIMATE LOCATIONS OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY THE AVAILABLE RECORDS PROVIDED. THE CIVIL ENGINEER ASSUMES NO LIABILITY AS TO THE EXACT LOCATION OF SAID LINES, NOR FOR UTILITY OR IRRIGATION LINES WHOSE LOCATIONS ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO WORK OR POTHOLE TO DETERMINE THE EXACT LOCATIONS OF ALL LINES AFFECTING THIS WORK, WHETHER OR NOT SHOWN HEREON. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO OR PROTECTION OF ALL EXISTING UTILITY LINES.
- 2. THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION OF THE SITE AND SHALL REMOVE AND DISPOSE OF ALL STRUCTURES ABOVE AND OR BELOW GROUND UNLESS NOTED OTHERWISE. ANY HAZARDOUS MATERIALS ENCOUNTERED SHALL BE HANDLED AND REMOVED AS REQUIRED BY LOCAL AND/OR STATE LAWS AT NO COST TO THE OWNER.
- 3. THE CONTRACTOR SHALL EXERCISE DUE CARE TO AVOID DAMAGE TO EXISTING HARDSCAPE IMPROVEMENTS, UTILITY FACILITIES, AND LANDSCAPING FEATURES THAT ARE NOT AFFECTED BY THESE PLANS.
- 4. ALL JOIN LINES SHALL BE SAWCUT ON A NEAT, STRAIGHT LINE PARALLEL WITH THE JOIN. THE CUT EDGE SHALL BE PROTECTED FROM CRUSHING, AND ALL BROKEN EDGES SHALL BE RE-CUT PRIOR TO
- 5. ALL EXISTING OBJECTIONABLE MATERIALS THAT CONFLICT WITH PROPOSED IMPROVEMENTS
 INCLUDING, BUT NOT LIMITED TO, BUILDING FOUNDATIONS, UTILITIES, APPURTENANCES, TREES,
 SIGNS, STRUCTURES, ETC. SHALL BE REMOVED AND DISPOSED BY THE CONTRACTOR AT NO COST TO
 THE OWNER, UNLESS NOTED OTHERWISE HEREIN, OR AS DIRECTED BY THE CONSTRUCTION
 MANAGER
- OPERATIONS. ANY CURBS DAMAGED DURING HIS OPERATIONS SHALL BE SAWCUT AND REPLACED AT NO COST TO THE OWNER. ANY EXISTING PAVING IDENTIFIED AS POTENTIALLY NEEDING TO BE REPLACED SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE PRIOR TO THE COMMENCEMENT OF WORK.

 7. THE CONTRACTOR SHALL PERFORM AND BE RESPONSIBLE FOR ALL CLEARING AND GRUBBING

THE CONTRACTOR SHALL PROTECT ALL EXISTING STREETS FROM DAMAGES CAUSED BY HIS

OPERATIONS AS NECESSARY TO COMPLETE THE WORK, INCLUDING TRANSPORTATION AND DISPOSAL

AIR QUALITY AND DUST CONTROL NOTES:

OF ALL REMOVED MATERIALS, AND ALL ASSOCIATED COSTS.

- THE FOLLOWING MEASURES SHALL BE SHOWN ON GRADING AND
 BUILDING PLANS AND SHALL BE ADHERED TO THROUGHOUT GRADING, HAULING, AND CONSTRUCTION
- 1. DURING CONSTRUCTION, USE WATER TRUCKS OR SPRINKLER SYSTEMS TO KEEP ALL AREAS OF VEHICLE MOVEMENT DAMP ENOUGH TO PREVENT DUST FROM LEAVING THE SITE. AT A MINIMUM, THIS SHOULD INCLUDE WETTING DOWN SUCH AREAS IN THE LATE MORNING AND AFTER WORK IS COMPLETED FOR THE DAY. INCREASED WATERING FREQUENCY SHOULD BE REQUIRED WHENEVER THE 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.
- 2. MINIMIZE AMOUNT OF DISTURBED AREA AND REDUCE ON SITE VEHICLE SPEEDS TO 15 MILES PER HOUR OR LESS.
- 3. IF IMPORTATION, EXPORTATION AND STOCKPILING OF FILL MATERIAL IS INVOLVED, SOIL STOCKPILED FOR MORE THAN TWO DAYS 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.
- 4. GRAVEL PADS SHALL BE INSTALLED AT ALL ACCESS POINTS TO PREVENT TRACKING OF MUD ONTO PUBLIC ROADS.
- 5. AFTER CLEARING, GRADING, EARTH MOVING OR EXCAVATION IS COMPLETED, TREAT THE DISTURBED AREA BY WATERING, OR REVEGETATING, OR BY SPREADING SOIL BINDERS UNTIL THE AREA IS PAVED OR OTHERWISE DEVELOPED SO THAT DUST GENERATION WILL NOT OCCUR.
- 6. THE CONTRACTOR OR BUILDER SHALL DESIGNATE A PERSON OR PERSONS TO MONITOR THE DUST CONTROL PROGRAM AND TO ORDER INCREASED WATERING, AS NECESSARY, TO PREVENT TRANSPORT OF DUST OFFSITE. THEIR DUTIES SHALL INCLUDE HOLIDAY AND WEEKEND PERIODS WHEN WORK MAY NOT BE IN PROGRESS. THE NAME AND TELEPHONE NUMBER OF SUCH PERSONS SHALL BE PROVIDED TO THE AIR POLLUTION CONTROL DISTRICT PRIOR TO LAND USE CLEARANCE FOR MAP RECORDATION AND LAND USE CLEARANCE FOR FINISH GRADING OF THE STRUCTURE.
- 7. ALL PORTABLE DIESEL-POWERED CONSTRUCTION EQUIPMENT SHALL BE REGISTERED WITH THE STATE'S PORTABLE EQUIPMENT REGISTRATION PROGRAM OR SHALL OBTAIN AN APCD PERMIT.
- 8. FLEET OWNERS OF MOBILE CONSTRUCTION EQUIPMENT ARE SUBJECT TO THE CALIFORNIA AIR RESOURCE BOARD (CARB) REGULATION FOR IN-USE OFF-ROAD DIESEL VEHICLES (TITLE 13 CALIFORNIA CODE OF REGULATIONS, CHAPTER 9, § 2449), THE PURPOSE OF WHICH IS TO REDUCE DIESEL PARTICULATE MATTER (PM) AND CRITERIA POLLUTANT EMISSIONS FROM IN-USE (EXISTING) OFF-ROAD DIESEL-FUELED VEHICLES. FOR MORE INFORMATION, PLEASE REFER TO THE CARB WEBSITE AT WWW.ARB.CA.GOV/MSPROG/ORDIESEL/ORDIESEL.HTM.
- REGULATIONS, LIMITING ENGINE IDLING TIME. IDLING OF HEAVY-DUTY DIESEL CONSTRUCTION EQUIPMENT AND TRUCKS DURING LOADING AND UNLOADING SHALL BE LIMITED TO FIVE MINUTES; ELECTRIC AUXILIARY POWER UNITS SHOULD BE USED WHENEVER POSSIBLE.

 10. DIESEL CONSTRUCTION EQUIPMENT MEETING THE CALIFORNIA AIR RESOURCES BOARD (CARB)
- 10. DIESEL CONSTRUCTION EQUIPMENT MEETING THE CALIFORNIA AIR RESOURCES BOARD (CARB) TIER 1 EMISSION STANDARDS FOR OFF-ROAD HEAVY-DUTY DIESEL ENGINES SHALL BE USED. EQUIPMENT MEETING CARB TIER 2 OR HIGHER EMISSION STANDARDS SHOULD BE USED TO THE MAXIMUM EXTENT FEASIBLE.

ALL COMMERCIAL DIESEL VEHICLES ARE SUBJECT TO TITLE 13. § 2485 OF THE CALIFORNIA CODE OF

- 11. DIESEL POWERED EQUIPMENT SHOULD BE REPLACED BY ELECTRIC EQUIPMENT WHENEVER
- 12 IF FEASIBLE, DIESEL CONSTRUCTION EQUIPMENT SHALL BE EQUIPPED WITH SELECTIVE CATALYTIC REDUCTION SYSTEMS, DIESEL OXIDATION CATALYSTS AND DIESEL PARTICULATE FILTERS AS CERTIFIED AND/OR VERIFIED BY EPA OR CALIFORNIA.
- 13. CATALYTIC CONVERTERS SHALL BE INSTALLED ON GASOLINE-POWERED EQUIPMENT, IF FEASIBLE.
- ALL CONSTRUCTION EQUIPMENT SHALL BE MAINTAINED IN TUNE PER THE MANUFACTURER'S SPECIFICATIONS.
 THE ENGINE SIZE OF CONSTRUCTION EQUIPMENT SHALL BE THE MINIMUM PRACTICAL SIZE.

16. THE NUMBER OF CONSTRUCTION EQUIPMENT OPERATING SIMULTANEOUSLY SHALL BE MINIMIZED THROUGH EFFICIENT MANAGEMENT PRACTICES TO ENSURE THAT THE SMALLEST PRACTICAL NUMBER IS OPERATING AT ANY ONE TIME. CONSTRUCTION WORKER TRIPS SHOULD BE MINIMIZED BY REQUIRING CARPOOLING AND BY PROVIDING FOR LUNCH ONSITE.

PERMEABLE PAVER NOTES:

1/2 INCH

2 1/2 INCH

- PERMEABLE PAVER SECTION SHALL CONSIST OF INTERLOCKING CONCRETE PAVERS, NO. 8
 AGGREGATE BEDDING COURSE, NO. 57 CRUSHED STONE BASE, NO. 2 CRUSHED STONE BASE, AND
 SUBSURFACE STRUCTURAL GEOGRID.
 INTERLOCKING CONCRETE PAVERS SHALL BE 3 1/8 INCH THICK FOR SURFACES SUBJECT TO VEHICLE
 LOADING AND 2 3/8 INCH THICK FOR SURFACES SUBJECT TO PEDESTRIAN LOADING ONLY AND HAVE
 AN AVERAGE COMPRESSIVE STRENGTH OF 8000 PSI WITH NO INDIVIDUAL UNIT UNDER 7200 PSI PER
 ASTM C 140. PAVERS SHALL HAVE A FREEZE/THAW RESISTANCE OF 28 FREEZE-THAW CYCLES WITH
 NO GREATER LOSS THAN 225 G/M2 OF PAVER SURFACE AREA OR NO GREATER LOSS THAN 500 G/M2
 OF PAVER SURFACE AREA AFTER 49 FREEZE-THAW CYCLES PER ASTM C 1645. BRAND, COLOR AND
 PATTERN PER LANDSCAPER ARCHITECT PLANS.
 JOINT FILL MATERIAL AND BEDDING SHALL BE ASTM C33 NO 8 AGGREGATE. COARSE AGGREGATE
 SHALL BE SOUND ANGULAR CRUSHED STONE OR CRUSHED GRAVEL. FINE AGGREGATE SHALL BE
- SHARP EDGED NATURAL SAND OR SAND PREPARED FROM STONE OR GRAVEL. AGGREGATE SHALL BE WASHED BEFORE INSTALLATION. AGGREGATE SHALL GRADED PER TABLE BELOW.

 SIEVE SIZING
 1/2 INCH
 100
 3/8 INCH
 85-100
 NO. 4
 10-30
- 4. BASE COURSE SHALL BE ASTM C33 NO 57 CRUSHED STONE. COARSE AGGREGATE SHALL BE SOUND ANGULAR CRUSHED STONE OR CRUSHED GRAVEL. FINE AGGREGATE SHALL BE SHARP EDGED NATURAL SAND OR SAND PREPARED FROM STONE OR GRAVEL. AGGREGATE SHALL BE WASHED BEFORE INSTALLATION. AGGREGATE SHALL GRADED PER TABLE BELOW.

 SIEVE SIZING
 1-1/2 INCH
 100
 1 INCH
 90-100

25-60

90-100

A RADIAL STIFFNESS: 1500 LB/FT: ASTM D6637-10

TESTED BY THE GEOTECHNICAL ENGINEER.

- NO. 4
 NO. 8
 0-5
 NO. 8
 0-5
 NO. 8
 NO. 8
 NO. 8
 NO. 8
 NO. 9
 NO. 8
 NO. 9
 NO.
- 1 1/2 INCH
 1 1/2 INCH
 0-15
 3/4 INCH
 0-5
 6. SUBSURFACE STRUCTURAL GEOGRID SHALL BE PUNCHED POLYPROPYLENE, MANUFACTURED FOR SUBSURFACE STRUCTURAL APPLICATIONS, WITH LOAD TRANSFER CAPACITY GREATER THAN 90
 PERCENT; COMPLYING WITH ASTM D6637-10AND ASTM D7737-11 AND THE FOLLOWING, MEASURED PER TEST METHODS REFERENCED:
- B. UV STABILITY: 50 PERCENT AFTER 500 HOURS' EXPOSURE; ASTM D 4355.

 THE PRELIMINARY ESTIMATED STRUCTURAL SECTION IS AS SHOWN ON THE PLAN DETAILS AND CONSTRUCTION NOTES. ACTUAL THICKNESS OF BASE COURSES SHALL BE DETERMINED BY THE GEOTECHNICAL ENGINEER AFTER COMPLETION OF ROUGH GRADING BASED ON "R"-VALUE TESTS OF COMPLETED SUBGRADE MATERIAL AND THE TRAFFIC INDEXES (T.I.'S) SHOWN ON THE PLAN DETAILS, SUBJECT TO APPROVAL BY THE ENGINEER. PREPARATION OF AREAS TO RECEIVE PAVEMENT AND APPURTENANT CONCRETE IMPROVEMENTS, INCLUDING REMOVAL AND RECOMPACTION OF EXISTING SOIL AND PLACEMENT OF FILL SOIL, SHALL BE AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER. DURING PAVING OPERATIONS, STRUCTURAL SECTION COMPACTION SHALL BE OBSERVED AND
- COMPACTION OF FILL, SUBGRADE AND BASE COURSES AS WELL AS ALL TRENCH BEDDING AND BACKFILL SHALL BE OBSERVED AND TESTED FOR COMPLIANCE WITH APPLICABLE REQUIREMENTS BY THE GEOTECHNICAL ENGINEER.
 ALL EXISTING AND PROPOSED VALVE AND UTILITY BOXES AND MANHOLE FRAMES AND COVERS SHALL BE ADJUSTED TO FINISH GRADE.
 SUBBASE SHALL BE GRADED TO MEET ELEVATION TOLERANCES OF ±3/8 INCH OVER A 10 FOOT STRAIGHT EDGE.
 INSTALL GEOGRID PER MANUFACTURER RECOMMENDATIONS AFTER APPROVAL OF SUBBASE
- BASE COURSES SHALL BE INSTALLED WITH COMPACTED LIFTS NO GREATER THAN 6 INCHES THICK AND NO LESS THAN 3 INCHES THICK. FOR EACH LIFT, MAKE AT LEAST TWO PASSES IN THE VIBRATORY MODE THEN AT LEAST TWO IN THE STATIC MODE WITH A MINIMUM 10 T (8 T) VIBRATORY ROLLER UNTIL THERE IS NO VISIBLE MOVEMENT OF THE BASE COURSE. DO NOT CRUSH AGGREGATE WITH THE ROLLER. USE A MINIMUM 13,500 LBF (60 KN) PLATE COMPACTOR WITH A COMPACTION INDICATOR TO COMPACT AREAS THAT CANNOT BE REACHED BY THE VIBRATORY ROLLER. DO NOT CRUSH THE AGGREGATE WITH THE PLATE COMPACTOR.
 BEDDING SHALL BE PLACED EVENLY OVER BASE COURSE AT A NOMINAL 0.1 FOOT THICKNESS NOT EXCEEDING 0.2 FEET AND SCREED TO PRODUCE 0.1 FOOT NOMINAL THICKNESS. SCREED AREA SHALL
- NOT SUBSTANTIALLY EXCEED THAT WHICH CAN BE COVERED BY PAVERS IN ONE DAY.

 14. CONCRETE UNIT PAVERS SHALL BE PLACED HAND TIGHT WITH JOINT SPACING BETWEEN 3/16 INCH AND 3/8 INCH WIDE. JOINT LINES SHALL NOT DEVIATE OVER 1/2 INCH OVER 50 FOOT STRING LINE. COMPACT PAVERS WITH LOW-AMPLITUDE PLATE COMPACTOR CAPABLE OF AT LEAST MINIMUM OF 4,000 LBF (18 KN) AT A FREQUENCY OF 75 TO 100 HZ TO VIBRATE THE PAVERS INTO THE AGGREGATE. REMOVE ANY CRACKED OR DAMAGED PAVERS AND REPLACE WITH NEW UNITS. SIMULTANEOUSLY SPREAD, SWEEP AND COMPACT DRY JOINT AGGREGATE INTO JOINTS CONTINUOUSLY UNTIL FULL. THIS WILL REQUIRE AT LEAST 4 TO 6 PASSES WITH A PLATE COMPACTOR. DO NOT COMPACT WITHIN 6 FT OF UNRESTRAINED EDGES OF PAVING UNITS.
- 15. FINAL SURFACE SHALL COMPLY WITH THE FOLLOWING TOLERANCES:
 A. ELEVATION: 1/4 INCH
 B. SURFACE: GAP BELOW 10 FOOT LONG STRAIGHT EDGE NOT TO EXCEED 3/8 INCH
 16. CONTRACTOR SHALL BE REQUIRED TO RETURN TO THE SITE AND CORRECT DIFFERENTIAL

SETTLEMENT WITHIN 6 MONTHS OF FINAL INSPECTION AND APPROVAL OF PAVERS.

USE OF PLANS:

THIS DRAWING IS PROVIDED IN AN ELECTRONIC FORMAT AS A COURTESY, IF REQUESTED BY THE USER. THE DELIVERY OF THE ELECTRONIC FILE DOES NOT CONSTITUTE THE DELIVERY OF OUR PROFESSIONAL WORK PRODUCT. THE SIGNED HARD COPY PREPARED FOR THE PROJECT CONSTITUTES OUR PROFESSIONAL WORK PRODUCT AND THE HARD COPY MUST BE REFERRED TO FOR THE CORRECT DESIGN INFORMATION. THESE PLANS HAVE BEEN PREPARED SOLELY FOR USE FOR THE PROJECT SCOPE AND SITE SPECIFICALLY IDENTIFIED HEREON AT THE TIME THESE PLANS ARE SIGNED. THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, USE OF ANY PART OF THESE PLANS, INCLUDING ANY NOTE OR DETAIL, FOR ANY UNAPPROVED OR REVISED PROJECT SCOPE, OR FOR ANY OTHER PROJECT AT THIS OR ANY OTHER SITE. USER AGREES TO INDEMNIFY AND HOLD HARMLESS ASHLEY & VANCE FOR ALL COSTS AND DAMAGES IF USED.

USE OF ELECTRONIC INFORMATION:

ELECTRONIC FILES BY OTHERS

ELECTRONIC INFORMATION MAY BE PROVIDED BY THE ENGINEER FOR CONVENIENCE; UNDER NO CIRCUMSTANCES SHALL DELIVERY OF ELECTRONIC FILES FOR USE BY OTHERS BE DEEMED A SALE BY THE ENGINEER AND THE ENGINEER MAKES NO WARRANTIES, EITHER EXPRESS OR IMPLIED, OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE. IN NO EVENT SHALL THE ENGINEER BE LIABLE FOR INDIRECT OR CONSEQUENTIAL DAMAGES AS A RESULT OF THE USE OR REUSE OF THE

ELECTRONIC INFORMATION IS INTENDED TO PROVIDE INFORMATION SUPPLEMENTAL AND SUBORDINATE TO THE CONSTRUCTION CONTRACT DOCUMENTS. LAYOUT AND CONSTRUCTION OF PROJECT ELEMENTS SHALL BE BASED ON DIMENSIONS AND INFORMATION INCLUDED ON THE SIGNED AND SEALED CONSTRUCTION CONTRACT DOCUMENTS WHICH SHALL CONTROL OVER ELECTRONIC INFORMATION. USER IS RESPONSIBLE FOR CONFIRMING LOCATION OF PROPOSED IMPROVEMENTS BASED ON DIMENSIONS AND INFORMATION INCLUDED ON THE CONSTRUCTION CONTRACT DOCUMENTS; INCONSISTENCIES BETWEEN THE ELECTRONIC INFORMATION AND THE CONSTRUCTION CONTRACT DOCUMENTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION PRIOR TO

PROJECT ELEMENTS SUCH AS MANHOLES, CATCH BASINS, UTILITY VAULTS, VALVE ASSEMBLIES, STAIRS, RAMPS, WALLS, ETC. ARE SHOWN SCHEMATICALLY IN THE ELECTRONIC INFORMATION AND CONSTRUCTION OF THESE ELEMENTS SHALL BE IN ACCORDANCE WITH THE CONSTRUCTION NOTES AND DETAILS PRESENTED OR REFERENCED IN THE SIGNED AND SEALED CONSTRUCTION CONTACT DOCUMENTS. IMPROVEMENTS CONSTRUCTED BASED ON ELECTRONIC INFORMATION AND IN CONFLICT WITH THE DRAWING DIMENSIONS DETAILS, AND THE CONSTRUCTION CONTRACT DOCUMENTS SHALL BE REMOVED AND CONSTRUCTED IN THE PROPER LOCATION AND DIMENSIONS AT CONTRACTOR'S SOLE

DIGITAL DRAWINGS ARE TYPICALLY A COMPILATION OF DRAWINGS FROM A NUMBER OF SOURCES AND, AS SUCH, THERE IS INFORMATION IN THE ELECTRONIC FILE ISSUED BY THE ENGINEER THAT WAS NOT DEVELOPED BY THE ENGINEER AND IS NOT AUTHORIZED BY THE ENGINEER FOR USE BY OTHERS. ELECTRONIC INFORMATION PROVIDED BY THE ENGINEER SHALL ONLY BE APPLICABLE FOR IMPROVEMENTS DESIGNED BY THE ENGINEER AND WHICH ARE SPECIFICALLY DESIGNATED BY CONSTRUCTION NOTES AND/OR DETAILS ON THE SIGNED AND SEALED CONTRACT DOCUMENTS.

IF DIGITAL FILES ARE OBTAINED WITH THE INTENT TO USE THEM FOR PROJECT STAKING, THEY SHALL ONLY BE USED BY A QUALIFIED ENGINEER OR LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA. DIGITAL INFORMATION SHALL ONLY BE USED FOR STAKING HORIZONTAL LOCATION OF PROPOSED IMPROVEMENTS AFTER IT HAS BEEN CONFIRMED WITH THE SIGNED AND SEALED CONSTRUCTION CONTRACT DOCUMENTS

THE DIGITAL DRAWINGS ARE NOT INTENDED TO BE USED DIRECTLY FOR CONTROL OF CONTRACTOR'S GRADING OPERATIONS WITHOUT STAKING BY ENGINEER OR LAND SURVEYOR. THE INTERSECTION OF PROPOSED CUT AND FILL SLOPES WITH EXISTING GRADE IS APPROXIMATE WHERE SHOWN ON THE DRAWINGS AND SHALL BE CONFIRMED BY FIELD STAKING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONSTRUCT SLOPES IN CONFORMANCE WITH THE SPECIFIED AND DETAILED REQUIREMENTS CONTAINED IN THE CONTRACT DOCUMENTS.

CONCRETE PAVEMENT AND APPURTENANT CONCRETE NOTES:

- 1. UNLESS MODIFIED OR OTHERWISE SPECIFIED BY THE CONSTRUCTION NOTES THAT FOLLOW HEREON INCLUDING THOSE UNDER SEPARATE HEADINGS, PRIVATE ROADWAY MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE <u>STANDARD SPECIFICATIONS FOR PUBLIC WORKS</u>
- CONSTRUCTION (SSPWC), CURRENT EDITION PER LOCATION.
 COMPACTION OF FILL, SUBGRADE AND BASE COURSES AS WELL AS ALL TRENCH BEDDING AND BACKFILL SHALL BE OBSERVED AND TESTED FOR COMPLIANCE WITH APPLICABLE REQUIREMENTS BY THE GEOTECHNICAL ENGINEER.
 CONCRETE FOR DRIVEWAYS, DRAINAGE STRUCTURES, AND PAVEMENT SHALL BE CLASS 560-C-3250.
 WHERE GUTTER GRADIENT IS LESS THAN 1.0%, FORM ELEVATIONS SHALL BE CONFIRMED BY
- LICENSED LAND SURVEYOR PRIOR TO POURING CONCRETE.

 5. REINFORCING STEEL SHALL BE GRADE 60 BILLET STEEL CONFORMING TO ASTM A 615. STEEL BENDING PROCESS SHALL CONFORM TO THE REQUIREMENTS OF MANUAL OF STANDARD PRACTICE OF THE CONCRETE REINFORCING STEEL INSTITUTE. BENDING OR STRAIGHTENING SHALL BE
- 6. JOINTS IN CONCRETE PAVEMENT
 A. WEAKENED PLANE CRACK CONTROL (CONTRACTION) JOINTS SHALL BE CONSTRUCTED AT REGULAR INTERVALS NOT EXCEEDING 10-FEET EACH WAY (LONGITUDINAL AND TRANSVERSE) AND AT ADDITIONAL LOCATIONS AS MAY BE CALLED FOR IN THE FIELD. JOINTS SHALL BE CONSTRUCTED PER SUBSECTION 303-5.4.2 OF THE SSPWC AS MODIFIED BY THE PLAN DETAILS AND THESE NOTES. REINFORCEMENT SHALL BE CONTINUOUS THROUGH JOINTS. DEPTH OF JOINTS SHALL BE 1/4 SLAB THICKNESS + 1/2-INCH (I.E., 2-INCHES FOR 6-INCH SLAB). JOINTS SHALL BE CONSTRUCTED BY SAWCUTTING GROOVES AS SOON AS CONCRETE HAS HARDENED SUFFICIENTLY TO PERMIT SAWING WITHOUT RAVELING (USUALLY 4 TO 24 HOURS AFTER PLACEMENT). JOINTS SHALL BE FILLED WITH JOINT SEALANT (SIKAFLEX-2CNS OR EQUIVALENT, COLOR LIMESTONE GRAY) AS SOON AFTER COMPLETION OF THE CURING PERIOD AS IS FEASIBLE AND BEFORE PAVEMENT IS OPENED TO TRAFFIC. JOINTS SHALL BE CLEANED OF ALL FOREIGN MATERIAL, INCLUDING MEMBRANE CURING

COMPOUNDS, AND SHALL BE SURFACE-DRY WHEN SEALANT IS INSTALLED. JOINT LOCATIONS SHALL

ACCOMPLISHED SO THAT THE STEEL WILL NOT BE DAMAGED. KINKED BARS SHALL NOT BE USED.

ADJACENT (CONTIGUOUS) FEATURES SUCH AS CURBS AND GUTTERS. ALONG CURVES, TRANSVERSE JOINTS SHALL BE RADIAL.

B. EXPANSION JOINTS SHALL BE CONSTRUCTED AT LOCATIONS CALLED FOR ON THE PLANS. JOINTS SHALL BE CONSTRUCTED PER SUBSECTION 303-5.4.2 AS MODIFIED BY THE PLAN DETAILS AND THESE NOTES. JOINTS SHALL BE CONSTRUCTED 1/2-INCH WIDE USING ONE PIECE OF PREFORMED JOINT FILLER INSTALLED FROM BOTTOM OF SLAB TO WITHIN 1" OF CONCRETE SURFACE. THE RESULTING RESERVOIR SHALL BE FILLED WITH JOINT SEALANT TO WITHIN ½" OF CONCRETE SURFACE AS SOON AFTER COMPLETION OF THE CURING PERIOD AS IS FEASIBLE AND BEFORE PAVEMENT IS OPENED TO TRAFFIC. JOINTS SHALL BE CLEANED OF ALL FOREIGN MATERIAL, INCLUDING MEMBRANE CURING COMPOUND, AND SHALL BE SURFACE-DRY WHEN SEALANT IS INSTALLED. REINFORCING BARS SHALL BE INTERRUPTED 3 INCHES CLEAR OF EXPANSION JOINTS AND MINIMUM 14-INCH LONG SMOOTH DOWELS INSTALLED ACROSS, AND CENTERED ON, THE JOINT. DOWEL DIAMETER SHALL BE 1/8 SLAB THICKNESS (I.E., 1" FOR 8" SLAB, 3/4" FOR 6" SLAB). ONE-HALF (ONE END) OF THE DOWEL SHALL BE

INSTALLED WITHIN A "SPEED DOWEL" TUBE WITH A 1-INCH GAP BETWEEN THE END OF THE DOWEL

HORIZONTALLY, CENTERED IN THE SLAB VERTICALLY, AND A MINIMUM OF 3 INCHES CLEAR OF ANY

CONSTRUCTED IN EXISTING ADJACENT (CONTIGUOUS) FEATURES SUCH AS CURBS AND GUTTERS.

REBAR, JOINT LOCATIONS SHALL BE ADJUSTED AS NECESSARY TO ALIGN WITH THOSE ALREADY

AND THE SEALED END OF THE TUBE. DOWELS SHALL BE INSTALLED AT 12 INCHES ON CENTER

BE ADJUSTED AS NECESSARY TO ALIGN WITH THOSE ALREADY CONSTRUCTED IN EXISTING

- ALONG CURVES, TRANSVERSE JOINTS SHALL BE RADIAL.
 JOINTS IN CURBS, GUTTERS AND WALKS

 A. TRANSVERSE WEAKENED PLANE CRACK CONTROL JOINTS SHALL BE CONSTRUCTED AT REGULAR INTERVALS NOT EXCEEDING 10-FEET, DIRECTLY ABOVE DRAIN PIPES THAT OUTLET THROUGH CURB AND AT ADDITIONAL LOCATIONS AS MAY BE CALLED FOR ON THE PLANS. JOINTS SHALL BE CONSTRUCTED PER SUBSECTION 303-5.4.3 PARAGRAPH B OF THE SSPWC AS MODIFIED BY THE PLAN DETAILS AND THESE NOTES. REINFORCEMENT SHALL BE CONTINUOUS THROUGH JOINTS. JOINT LOCATIONS SHALL BE ADJUSTED AS NECESSARY TO ALIGN WITH THOSE ALREADY CONSTRUCTED IN
- B. TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED AT BCR, ECR, AND AT REGULAR INTERVALS NOT EXCEEDING 30-FEET; ALONG EDGES OF DRIVEWAYS, WHEELCHAIR RAMPS, AND FIXED OBJECTS AND STRUCTURES (FIRE HYDRANT, LIGHT STANDARD, UTILITY POLE, DRAIN INLET, MANHOLE OR VALVE COVER, SCREEN/RETAINING WALL, BUILDING WALL, ETC.); AT ADDITIONAL LOCATIONS AS MAY BE CALLED FOR ON THE PLANS. EXPANSION JOINTS SHALL NOT BE CONSTRUCTED IN CROSS OR VALLEY GUTTER WHICH IS SEPARATE FROM CURB. JOINTS SHALL BE CONSTRUCTED PER SUBSECTION 303-5.4.2 OF THE SSPWC AS MODIFIED BY THE PLAN DETAILS AND

EXISTING ADJACENT (CONTIGUOUS) FEATURES. ALONG CURVES AND WALK RETURNS, JOINTS

- THESE NOTES. JOINTS SHALL BE CONSTRUCTED 3/8-INCH WIDE USING ONE PIECE OF PREFORMED JOINT FILLER INSTALLED FORM BOTTOM OF SLAB TO WITHIN 1-INCH OF CONCRETE SURFACE. THE RESULTING RESERVOIR SHALL BE FILLED WITH JOINT SEALANT TO WITHIN 1/4-INCH OF CONCRETE SURFACE AS SOON AFTER COMPLETION OF THE CURING PERIOD AS IS POSSIBLE. JOINTS SHALL BE CLEANED OF ALL FOREIGN MATERIAL, INCLUDING MEMBRANE CURING COMPOUNDS, AND SHALL BE SURFACE-DRY WHEN SEALANT IS INSTALLED. LONGITUDINAL REINFORCING BARS SHALL BE INTERRUPTED 3 INCHES CLEAR OF EXPANSION JOINTS AND MINIMUM 14-INCH LONG #5 SMOOTH DOWELS INSTALLED ACROSS, AND CENTERED ON, THE JOINT. ONE-HALF (ONE END) OF THE DOWEL SHALL BE INSTALLED WITHIN A "SPEED DOWEL" TUBE WITH A 1-INCH GAP BETWEEN THE END OF THE DOWEL AND THE SEALED END OF THE TUBE. DOWELS SHALL BE CENTERED VERTICALLY IN THE CONCRETE AND A MINIMUM OF 3 INCHES CLEAR HORIZONTALLY OF ANY REBAR. JOINT LOCATIONS
- SHALL BE ADJUSTED AS NECESSARY TO ALIGN WITH THOSE ALREADY CONSTRUCTED IN EXISTING ADJACENT (CONTIGUOUS) FEATURES. ALONG CURVES AND THROUGH WALK RETURNS, JOINTS SHALL BE RADIAL.
 8. APPLY BROOM FINISH TO ALL FLATWORK SURFACES IN CONFORMANCE WITH ACI 301. PROVIDE FINE OR MEDIUM-COARSE TEXTURE AND COARSENESS.
 9. ALL EXISTING AND PROPOSED VALVE AND UTILITY BOXES AND MANHOLE FRAMES AND COVERS SHALL

BE ADJUSTED TO FINISH GRADE

WATER ON PAVEMENT SURFACES AND IN GUTTERS

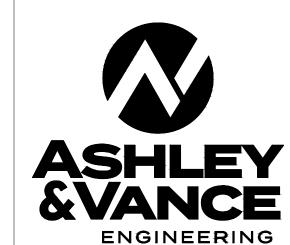
- AFTER CONSTRUCTION OF CONCRETE PAVEMENT AND APPURTENANT CONCRETE FEATURES, A
 FLOOD TEST SHALL BE CONDUCTED TO REVIEW SURFACE DRAINAGE, AS FOLLOWS:

 WATER SHALL BE SUPPLIED AND DISCHARGED IN SUFFICIENT QUANTITY TO COMPLETELY WET AND
 COVER ALL PAVEMENT AND CONCRETE GUTTER AREAS; THE OUTLINE LIMITS OF RESIDUAL
 STANDING/PONDED WATER SHALL THEN BE MARKED
 CONCRETE IMPROVEMENTS SHALL BE REMOVED AND REPLACED, AT NO ADDITIONAL COST TO THE
- C. ADDITIONAL FLOOD TESTING SHALL BE CONDUCTED TO CONFIRM SUCCESS OF CORRECTIVE MEASURES.
 D. WHERE SAWCUT LINE IS CONSTRUCTED ALONG CONFORM LINE WITH EXISTING A.C. PAVEMENT, IT IS CONTRACTOR'S RESPONSIBILITY TO PROTECT THE INTEGRITY OF THE PAVEMENT ALONG AND BEHIND THE SAWCUT LINE DURING CONSTRUCTION; IF THIS PAVEMENT IS BROKEN-OFF OR OTHERWISE DAMAGED BEFORE NEW PAVEMENT IS PLACED, CONTRACTOR SHALL SAWCUT A NEW

CONFORM LINE PARALLEL WITH, FULL LENGTH OF, AND SUFFICIENT DISTANCE BEHIND ORIGINAL

SAWCUT SO AS TO REMOVE DAMAGED PAVEMENT AND/OR IRREGULARITY ALONG THE CONFORM

OWNER, AS NECESSARY TO PROVIDE POSITIVE SURFACE DRAINAGE AND TO PREVENT PONDING OF



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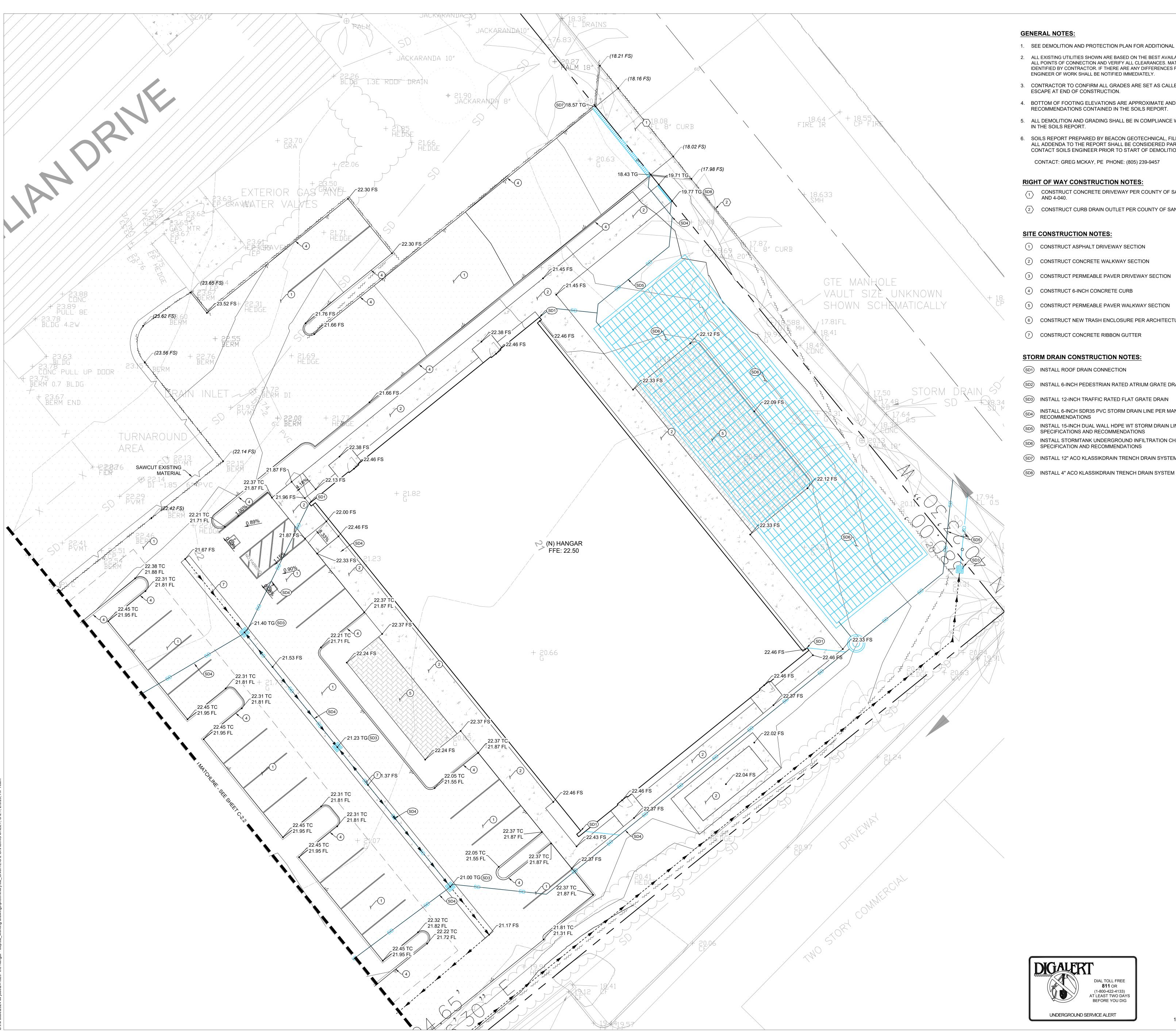
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NOTES SHEET

DATE: 02.03.2025 | SCALE: PER PLAN

AV JOB.: 241829 | SHEET SIZE: 30"x42" |

C-0.2



- 1. SEE DEMOLITION AND PROTECTION PLAN FOR ADDITIONAL INFORMATION.
- 2. ALL EXISTING UTILITIES SHOWN ARE BASED ON THE BEST AVAILABLE INFORMATION. CONTRACTOR TO POTHOLE ALL POINTS OF CONNECTION AND VERIFY ALL CLEARANCES. MATERIAL DEPTH AND LOCATION SHALL BE IDENTIFIED BY CONTRACTOR. IF THERE ARE ANY DIFFERENCES FROM PLAN WITH ANY OF THESE ITEMS,
- 3. CONTRACTOR TO CONFIRM ALL GRADES ARE SET AS CALLED OUT ON PLANS TO PROMOTE OVERLAND ESCAPE AT END OF CONSTRUCTION.
- 4. BOTTOM OF FOOTING ELEVATIONS ARE APPROXIMATE AND SHALL BE IN COMPLIANCE WITH THE RECOMMENDATIONS CONTAINED IN THE SOILS REPORT.
- 5. ALL DEMOLITION AND GRADING SHALL BE IN COMPLIANCE WITH THE RECOMMENDATIONS CONTAINED
- 6. SOILS REPORT PREPARED BY BEACON GEOTECHNICAL, FILE NO. F-102969, DATED APRIL 7, 2022 AND ALL ADDENDA TO THE REPORT SHALL BE CONSIDERED PART OF THESE PLANS. CONTRACTOR SHALL CONTACT SOILS ENGINEER PRIOR TO START OF DEMOLITION WORK.
 - CONTACT: GREG MCKAY, PE PHONE: (805) 239-9457

RIGHT OF WAY CONSTRUCTION NOTES:

- CONSTRUCT CONCRETE DRIVEWAY PER COUNTY OF SANTA BARBARA STANDARD DETAILS 4-010 AND 4-040.
- (2) CONSTRUCT CURB DRAIN OUTLET PER COUNTY OF SANTA BARBARA STANDARD DETAILS

SITE CONSTRUCTION NOTES:

- CONSTRUCT ASPHALT DRIVEWAY SECTION
- 2 CONSTRUCT CONCRETE WALKWAY SECTION
- (3) CONSTRUCT PERMEABLE PAVER DRIVEWAY SECTION
- 4 CONSTRUCT 6-INCH CONCRETE CURB
- 5 CONSTRUCT PERMEABLE PAVER WALKWAY SECTION
- 6 CONSTRUCT NEW TRASH ENCLOSURE PER ARCHITECTURAL
- 7 CONSTRUCT CONCRETE RIBBON GUTTER

STORM DRAIN CONSTRUCTION NOTES:

- (SD1) INSTALL ROOF DRAIN CONNECTION
- (SD2) INSTALL 6-INCH PEDESTRIAN RATED ATRIUM GRATE DRAIN
- SD3 INSTALL 12-INCH TRAFFIC RATED FLAT GRATE DRAIN
- INSTALL 6-INCH SDR35 PVC STORM DRAIN LINE PER MANUFACTURERS SPECIFICATIONS AND
- INSTALL 15-INCH DUAL WALL HDPE WT STORM DRAIN LINE PER MANUFACTURERS SPECIFICATIONS AND RECOMMENDATIONS
- INSTALL STORMTANK UNDERGROUND INFILTRATION CHAMBERS PER MANUFACTURERS SPECIFICATION AND RECOMMENDATIONS
- (SD7) INSTALL 12" ACO KLASSIKDRAIN TRENCH DRAIN SYSTEM

DIAL TOLL FREE **811** OR (1-800-422-4133) AT LEAST TWO DAYS BEFORE YOU DIG

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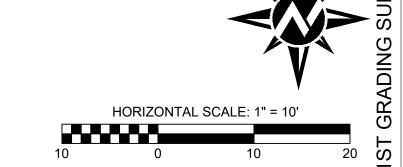
O PROJECT ENGINEER: ► 805.962.9966 x219

MSOWARDS@ASHLEYVANCE.COM DATE: 02.03.2025 | SCALE: PER PLAN

GRADING AND

DRAINAGE

AV JOB.: 241829 | SHEET SIZE: 30"x42" |





GENERAL NOTES:

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- 3. CONTRACTOR TO CONFIRM ALL GRADES ARE SET AS CALLED OUT ON PLANS TO PROMOTE OVERLAND ESCAPE AT END OF CONSTRUCTION.
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- INSTALL STORMTANK UNDERGROUND INFILTRATION CHAMBERS PER MANUFACTURERS SPECIFICATION AND RECOMMENDATIONS
- (SD7) INSTALL 12" ACO KLASSIKDRAIN TRENCH DRAIN SYSTEM
- (SD8) INSTALL 4" ACO KLASSIKDRAIN TRENCH DRAIN SYSTEM

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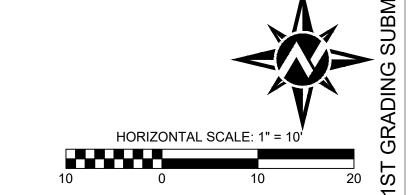
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DATE: 02.03.2025 SCALE: PER PLAN AV JOB.: 241829 | SHEET SIZE: 30"x42" |

GRADING AND DRAINAGE



Attachment D Commercial Design Guidelines

RESOLUTION NO. 03-20

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA, ADOPTING ARCHITECTURE AND DESIGN STANDARDS FOR COMMERCIAL PROJECTS

WHEREAS, upon the incorporation of the City on February 1, 2002, and in accordance with Government Code section 65360, which provides that a newly incorporated city has at least 30 months to adopt a general plan, the City elected not to directly adopt the applicable portions of the Santa Barbara County General Plan, including the Goleta Community Plan previously adopted by the Santa Barbara County Board of Supervisors;

WHEREAS, Appendix B of the Goleta Community Plan set forth certain architecture and design standards for commercial projects within what is now the City limits;

WHEREAS, the City Design Review Board ("DRB") has reviewed the architecture and design standards set forth in Appendix B and has made a recommendation to the City Council that the City adopt a modified version of such standards so that the DRB and the City's Planning Agencies have some additional architecture and design guidelines when reviewing commercial projects prior to the City's adoption of a general plan;

WHEREAS, the City Council has reviewed the document entitled "CITY OF GOLETA ARCHITECTURE AND DESIGN STANDARDS FOR COMMERCIAL PROJECTS" recommended by the DRB and finds that the proposed standards contained therein, as amended by the City Council, are generally consistent with the general plan proposal being considered or studied by the City Council, and that such standards will enhance the ability of the DRB and the City's Planning Agencies to review commercial projects and ensure that such projects exemplify the best professional design practices, enhance the visual quality of the environment, benefit surrounding property values and make the most appropriate use of land within the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GOLETA DOES RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1. The "City of Goleta Architecture and Design Standards for Commercial Projects" attached as Exhibit "A" to this resolution are hereby approved and adopted.

SECTION 2. To the extent that any inconsistency exists between these City of Goleta Architecture and Design Standards for Commercial Projects and the guidelines and standards set forth in the Goleta Old Town Heritage District Architecture and Design Guidelines (the "County Old Town Guidelines") previously adopted by the County of Santa Barbara, the County Old Town Guidelines shall control within Goleta Old Town.

SECTION 3. City Clerk shall certify as to the adoption of this resolution.

PASSED, APPROVED, AND ADOPTED this 7th day of April, 2003.

ÄCK HAWXHURST, MAYOR

ATTEST:

FREDERICK C. STOUDER

CITY CLERK

APPROVED AS TO FORM:

JULIE HAYWAKID BIGGS

CITY ATTORNEY

STATE OF CALIFORNIA)	
COUNTY OF SANTA BARBARA)	SS
CITY OF GOLETA)	

I, FREDERICK C. STOUDER, City Clerk of the City of Goleta, do hereby certify that the foregoing Resolution No. 03-20 was duly adopted by the City Council of the City of Goleta at a regular meeting thereof, held on the 7th day of April, 2003, by the following vote:

AYES: COUNCILMEMBERS BLOIS, CONNELL, WALLIS,

MAYOR PRO TEMPORE BROCK, MAYOR HAWXHURST

NOES: NONE

ABSENT: NONE

FRÆDERICK C. STOUDER

CÎTY CLERK

EXHIBIT A

CITY OF GOLETA

ARCHITECTURE AND DESIGN STANDARDS FOR COMMERCIAL PROJECTS

Adopted as of April 7, 2003

- I. Site layout (location of structures, signs, parking, etc.) shall be designed to respect and enhance the visual quality of the environment.
 - A. The project shall include useable open space (appropriate to the project) which is designed and located appropriately for the proposed use.
 - 1. Useable open space can include view corridors, site recreation, employee lunch areas and natural vegetation areas.
 - B. Site open space shall blend into adjacent natural areas. (Figure A: Example of poor landscaping transition.)
 - C. Adequate setbacks from site structures (walls, paving and buildings) to environmentally sensitive areas shall be maintained.
 - D. Site grading impacts shall be minimized.
 - 1. Cut and fill slopes should be contoured to blend in with the natural landform and feathered into adjacent grades. (Figure B: Example of a poorly executed cut and fill slope.)
- II. Site layout (location of structures, signs, parking, etc.) shall be designed to respect and enhance adjacent neighborhood areas.
 - A. Overall building shapes and height shall be compatible to and in scale with existing structures on the same site and in the surrounding neighborhood.
 - 1. Where the proposed structure is taller than existing adjacent structures, the following techniques may be required to make the structure compatible.
 - a. Increase building setbacks;
 - b. Step back upper floors;
 - c. Utilize roof types which minimize building mass at the perimeter (hip and flat roofs);
 - d. Excavate the building into the site.
 - B. There shall be a harmonious relationship with existing and adjoining developments, avoiding excessive variety and monotonous repetition, but promoting compatibility of styles.
 - C. The privacy of existing adjacent residential areas shall be protected by carefully controlling window and balcony placement.

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- D. Exterior lighting shall be screened to minimize glare and casting light onto adjacent sites.
- E. Project design for industrial uses shall include screen walls and building placement to minimize the transfer of noise off site.
- F. Project design shall promote a smooth shift from offsite conditions different from those proposed (i.e., scale, zone, use, architectural context, etc.).
 - 1. Where possible, perimeter wall setbacks shall vary and the wall shall be broken visually by use of texture or material. (Figure C: Carports used as screen walls.)
- G. Project facilities such as loading docks, storage, utility, maintenance and trash storage areas shall be located in consideration of neighborhood uses, and screened where appropriate.

III. The project design shall facilitate alternate forms of transportation.

- A. Building setbacks shall be increased at the corner lots to promote pedestrian safety and good design.
- B. On larger projects with bus turnouts or pedestrian loading zones, such facilities shall be included with shelters designed to match project architecture. (Figure D: Bus stop shelter designed to match building architecture.)
- C. Pedestrian access from off-site shall be separated from automobiles where possible.
- D. Bicycle parking shall be accommodated in a safe, efficient manner and located to blend with the proposed project.

IV. Automobile access (on and off-site) and parking shall be safe and subordinate to other land and building forms.

- A. Every effort shall be made to screen parking areas with existing or proposed structures. (Figure E: Parking located behind building).
- B. Where screening of parking areas by building configuration is not possible, landscaping, grade changes, berms, low walls, and landscaping strips shall be used to screen parking structures and cars from adjacent roadways and residential developments.
- C. Landscaping should screen parking lots to minimize their expansiveness and reduce the effects of heat and glare from pavement; combine trees, shrubs and ground cover in islands; incorporate canopy trees at the perimeter and in island or finger planters with a maximum of eight parking spaces (or such greater number

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as the applicable decision-maker may determine) between each tree; and use various paving textures which are compatible with the proposed or existing structure(s).

D. Putting utility lines under ground shall be encouraged on all projects.

V. Adequate landscaping shall be integrated into the project design to enhance the natural environment.

- A. Landscaping and landscape areas shall be maximized and balanced throughout the site, relate to the building size and the context of the neighborhood, and be appropriate to the site. Landscaping shall generally consist of live plant material (e.g., rock and bark may be used as a weed control measure and larger rocks may be used as a design element).
- B. Where existing vegetation must be removed, the area should be re-vegetated to adequately mitigate the visual impact created by the removal of the established vegetation. Preservation of existing specimen trees is paramount.
- C. Drought tolerant and water conserving plants shall be used in the majority of the landscaping, except in areas of active recreation. Drought tolerant native plant species (with plants native to southern Santa Barbara County) or non-native plants if necessary to protect significant habitat value shall be required in environmentally sensitive areas.
- E. Landscaping should protect and enhance public views. Appropriate landscaping on hillsides and ridgelines must also be considered.
- F. Landscaping should screen out undesirable views (e.g., freeway from adjacent developments, parking lots, blank building and wall sites and mechanical equipment and other utility structures), but it is not a substitute for good architectural design.
- G. Plantings (e.g., citrus, avocado and walnut trees) that reflect the rich horticultural heritage of the Goleta Valley are encouraged as an accent but should be balanced with the need for skyline trees to preserve Goleta's character and other considerations described elsewhere in this document.
- H. Landscaping shall be installed in such a manner so that at maturity it will provide adequate distances for vehicle and pedestrian line-of-sight at entrance and exit curbs. It should not interfere with traffic control devices, public lighting, or circulation patterns. Similar consideration shall also be given to ensure that trees are planted at an adequate distance from utility poles, overhead wires, sewer lines and any other structure where tree roots or limbs could cause damage. Landscaping litter (e.g., palm fronds, fruit, etc.) shall be considered in any installation that affects vehicular or pedestrian traffic.

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I. Landscaping plans shall show all above and below ground obstructions (e.g., utility poles, street lights, sewer lines) that may affect plant placement and installation limitations.

VI. Building design shall be encouraged which enhances and protects the visual quality of the Goleta area.

- A. There shall be a harmony of materials and consistency in style and design on all sides of a structure.
 - 1. Materials, detailing, color and proportions shall be appropriate to the style of the building.
 - 2. There shall be adequate variety and interest given to all sides of a building yet allowing for flexibility in design for various building functions. Possible techniques to add interest include modulation of walls, wainscot or cornice molding, texture or patterns in building materials, niches for planters or seats and decorative vents and grilles.
- B. Building signage, site work and mechanical/electrical equipment shall be well integrated in the design concept and screened from public view to the maximum extent practicable. (Figure F: Unscreened meters detract from this otherwise attractive building.)
 - 1. The DRB may require additional site sections and photographs (including aerial photographs) to ensure adequate mechanical screening from adjacent areas of higher elevation.

VII. Passive solar design is encouraged.

- A. The use of certain passive design features (south facing glass, thermal storage, shading and lightshelf devices) may require that the literal requirement for consistency on all sides of a structure be viewed with sufficient latitude.
- B. Landscaping and other screening devices may be required when reflective materials cause glare to adjacent properties.

Attachment E

Color Board

