FAMCON

PIPE AND SUPPLY, INC.
1200 FOUNDERS AVE
SANTA MARIA, CA 93454

PROJECT ADDRESS: 1200 FOUNDERS AVE
SANTA MARIA, CA 93455

APPLICANT/OWNER: STEVE B. PENZA AND NANCY L. PENZA 1997 REVOCABLE TRUST
200 LAMBERT STREET
OXNARD, CA 93030
805-485-4350

DESCRIPTION OF USE: PLUMBING PIPE & SUPPLY

DESCRIPTION OF WORK: BUSINESS/WAREHOUSE
NEW SINGLE STORY BUILDING 11,090 SF. GROSS
OFFICE AREA 3,832 SF. GROSS 3,313 SF NET
WAREHOUSE AREA 7,258 SF. GROSS 7,363 NET

PROJECT APN: 107-150-021-022

ZONING: CH – HIGHWAY COMMERCIAL

OCCUPANCY: BUSINESS GROUP B & S STORAGE

BUILDING CONSTRUCTION: TYPE V-B – SEPARATED MIXED OCCUPANCY

BUILDING AREA: OCCUPANCY S-1: 7,258 SF
OCCUPANCY B: 3,832 SF
TOTAL: 11,090 SF

STORIES: SINGLE STORY

BUILDING HEIGHT: 33'-3"

SPRIKLERS: YES, TO BE PROVIDED

MAXIMUM BUILDING HEIGHT PER TABLE 504.3: MAX PROPOSED: 33'-3"
OCCUPANCY S, S, TYPE VB: 60' ABOVE GRADE PLANE
OCCUPANCY B, S, TYPE VB: 60' ABOVE GRADE PLANE

MAXIMUM BUILDING AREA PER TABLE 506.2:
OCCUPANCY S-1, S1, TYPE VB: 36,000 S.F.
OCCUPANCY B, S1, TYPE VB: 36,000 S.F.

SITE:

IMPERVIOUS AREA:	17,490 SF.
PERVIOUS AREA:	130,431 SF.
LANDSCAPE AREA:	16,396 SF.
STORAGE YARD AREA:	40,000 SF.

SB COUNTY PARKING REQUIREMENTS COMMERCIAL USES 35.36.110:
MANUFACTURING = 1 SPACE PER 3,000 SF

PARKING REQUIRED:
MANUFACTURING 10,914/520 SF = 4 SPACES REQUIRED

PARKING PROVIDED:
STANDARD SPACES 16 SPACES PROVIDED
ACCESSIBLE SPACES 2 SPACES PROVIDED

OWNER/CLIENT CONTACT:
STEVE PENZA
STEVE B PENZA AND NANCY L. PENZA
1997 REVOCABLE TRUST
200 LAMBERT ST.
OXNARD, CA 93030
805-485-4350
stevep@FamconPipe.com

CIVIL ENGINEER:

MECHANICAL ENGINEER:
JIM ALBRECHT
RAVATT ALBRECHT & ASSOCIATES INC.
125 UNION AVENUE
ORCUTT, CA 93457
805-928-5002
jalbrecht@raarchitectsengineers.com

PLUMBING ENGINEER:
JIM ALBRECHT
RAVATT ALBRECHT & ASSOCIATES INC.
125 UNION AVENUE
ORCUTT, CA 93457
805-928-5002
jalbrecht@raarchitectsengineers.com

SOILS ENGINEER:
XXXXX

ARCHITECT:
GREG RAVATT
RAVATT ALBRECHT & ASSOCIATES INC.
125 UNION AVE #201
ORCUTT, CA 93457
805-928-5002
gravatt@raarchitectsengineers.com

STRUCTURAL ENGINEER:
JILLIAN ENCKEVORT
FTF ENGINEERING, INC.
1023 NIPOMO STREET, STE 210
SAN LUIS OBISPO, CA 93401
805-544-1216
JVANE@FTFENGINEERING.COM

ELECTRICAL ENGINEER:
SALVADOR MELENDEZ
JMPE ELECTRICAL ENGINEERING
2880 SANTA MARIA WAY, SUITE D4
SANTA MARIA, CA 93455
805-886-1390
sal@jmpe.net

LANDSCAPE ENGINEER:
KEVIN J. SMALL
PLEINAIRE DESIGN GROUP
3203 LIGHTING ST. SUITE 201
SANTA MARIA, CA 93455
805-349-9695
kjsmall@pleinairedg.com

METAL BUILDING:
XXXXX
CBC STEEL
XXXXX

RA ARCHITECTS & ENGINEERS

ARCHITECTURE
GREG RAVATT, AIA
MECHANICAL, ELECTRICAL
JIM ALBRECHT, PE

SANTA MARIA OFFICE
125 UNION AVENUE #201
ORCUTT, CA 93455

PO BOX 2267
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(805) 928-5002 FAX (805) 928-0095

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REVISIONS

SEAL

TRUE NORTH

COLUMN GRIDLINE

BUILDING SECTION — SECTION NUMBER; SHEET NUMBER WHERE SECTION IS DRAWN; SHEET NUMBER WHERE SECTION IS REFERENCED

WALL SECTION — SECTION NUMBER; SHEET NUMBER WHERE SECTION IS DRAWN; SHEET NUMBER WHERE SECTION IS REFERENCED

DETAIL OR ENLARGED PLAN — DETAIL NUMBER; SHEET NUMBER WHERE DETAIL IS DRAWN; SHEET NUMBER WHERE DETAIL IS REFERENCED

WALL TYPE — RATING

ROOM NAME AND NUMBER — ROOM NAME; ROOM NUMBER

KEYNOTE — NUMBER OR LETTER

REVISION NUMBER — REVISION NUMBER

ACCESSORY OR EQUIPMENT — ACCESSORY NUMBER OR LETTER FOR SIGNAGE

INTERIOR ELEVATION — ELEVATION NUMBER; DETAIL NUMBER; SHEET FOUND

CEILING IDENTIFICATION — CEILING HEIGHT; CEILING MATERIAL

SYMBOLS + LEGENDS 53

(E)/EXIST.	(E)/EXISTING
@ AT	
A.B.	ANCHOR BOLT
A.C.	ACOUSTIC
A.F.F.	ABOVE FINISHED FLOOR
ADDT.	ADDITIVE
ADJ.	ADJUSTABLE/ADJACENT
ALUM.	ALUMINUM
BD.	BOARD
BLK'G	BLOCKING
C.J.	CONTROL JOINT
C.M.U.	CONCRETE MASONRY UNIT
C.T.	CERAMIC TILE
C.T.FLR.	CERAMIC TILE FLOOR
C.T.I.	CERAMIC TILE INSTITUTE
CAB.	CABINET
CLG.	CEILING
CLR.	CLEAR
COL.	COLOR
CONC.	CONCRETE
CONT.	CONTINUOUS
CONT'D.	CONTINUED
CT.	COAT
DET.	DETAIL
DIA.	DIAMETER
DIM.	DIMENSION
DISP.	DISPENSER
DWG	DRAWING
E.J.	EXPANSION JOINT
ELEC.	ELECTRICAL
ENT	ENTRANCE
F.D.	FLOOR DRAIN
FIN.	EL. FINISHED ELEVATION
FIN.	FLR. FINISHED FLOOR
FLR.	FLOOR
FT.	FEET
FTG.	FOOTING
G.W.B.	GYPSUM WALL BOARD
GYP. BD.	GYPSUM BOARD
HT.	HEIGHT
INFO.	INFORMATION
INSUL.	INSULATION
L	LONG
M.R.	MOISTURE RESISTANCE
MAX.	MAXIMUM
MFR.	MANUFACTURER
MIN.	MINIMUM
MTL.	METAL
N.I.C.	NOT IN CONTRACT
NO./#	NUMBER
O/	OVER
O.C.	ON CENTER
OPEN'G	OPENING
P.T.D.F.	PRESSURE TREATED DOUGLAS FIR
PART'NS	PARTITIONS
PL.	PLATE
PLAS.LAM.	PLASTIC LAMINATE
PLYWD.	PLYWOOD
PREP.	PREPARE
PT.	PAINT
REF.	REFERENCE
REQ.	REQUIRED
S.F.	SQUARE FEET
S.S.	STAINLESS STEEL
SCHED.	SCHEDULE
SHT.	SHEET
SIM.	SIMILAR
SL.	SLIDING
SOFF.	SOFFIT
STL.	STEEL
STRUCT.	STRUCTURAL
SUSP.	SUSPENDED
THK.	THICK
TOIL.	TOILET
TYP.	TYPICAL
V.C.T.	VINYL COMPOSITION TILE
VFY.	VERIFY
W/	WITH
W.C.	WATER CLOSET
W.P.	WATER PROOF
W.W.M.	WELDED WIRE MESH

ABBREVIATIONS 54

DEFERRED/SEPARATE PERMIT 42

(Use wherever applicable, unless noted otherwise in the plans, California Buidling Code and specifications.)

1. Do not scale plans.
2. This project and all construction shall conform with the California Code of Regulations, Title 24, 2022 California Building Code (CBC), 2022 California Historical Building Code (CHBC), 2022 California Existing Building Code (CEBC), 2022 California Green Building Standards Code (CGBSC), 2022 California Mechanical Code (CMC), 2022 California Plumbing Code (CPC), 2022 California Electrical Code (CEC), 2022 California Energy Code (CEC Part 6), 2022 California Fire Code (CFC), current (2022) California and (2010) Federal ADA Standards for Accessible Design, applicable state codes, Santa Barbara County (SBCO) Building Ordinance #4871 and SBCO Grading Ordinance #4766
3. All dimensions are to be verified in the field. Any discrepancies are to be immediately brought to the attention of the architect. Do not proceed with work without resolving discrepancies.
4. Dimensions shown shall take precedence over drawings scale or proportion. Larger scale drawings take precedence over smaller scale drawings.
5. Required sanitary facilities to be provided on the job.
6. Omissions and/or conflicts in the drawings shall not relieve the contractor from completing work which is necessary to carry out the intent of the drawing and/or complete work to standards required by code.
7. These notes indicate construction for BUILDING AND SITE unless otherwise noted or shown. Features of construction shown are typical and shall apply to all drawings unless otherwise noted or shown. Features of construction shown are typical and shall apply generally throughout to similar conditions. Unless noted otherwise all vestibules, closets, columns projections, recesses, or other adjacent areas within scheduled areas shall have finishes as scheduled for the respective spaces in which they occur. All omissions or conflicts between the various elements of the Working Drawings and/or General Notes shall be brought to the attention of the architect before proceeding with any work so involved.
8. All work, and all construction methods and materials shall comply with all provisions of the Building Codes and other rules, regulations and ordinances governing the place of the building. Building Code requirements in all cases take precedence over the drawing. It shall be the responsibility of anyone supplying labor or materials or both to bring to the attention of the architect any discrepancies or conflicts between the requirements of the code and the drawings.
9. Unless noted otherwise, all dimensions are to face of studs, concrete, or masonry.
10. Contractor shall arrange and pay for all temporary utility services and connections during construction.

VICINITY MAP 32

SCALE: NTS

GENERAL NOTES 34

11. Any changes in construction shall be accompanied by a Change Order issued by the General Contractor and approved by the owner and architect.
12. The contract drawings and specifications represent the finished improvements. Unless otherwise shown, they do not indicate method of construction. Contractor shall supervise and direct work and shall be solely responsible for all construction means, methods, techniques, sequences and procedures. Observation visits to the site shall not include inspections of the protective measures or the construction procedures required for same, which are the sole responsibility of the contractor.
13. Contractor hereby guarantees to the owner that all materials, fixtures, and equipment furnished to the project are new unless otherwise specified. Contractor also warrants that all work will be of good quality and free from any faults and defects for a period of one year after the date of substantial completion, unless a greater warranty or guarantee is required by the project specifications.
14. Anyone supplying labor and/or materials to the project shall carefully examine all subsurfaces to receive work. Any conditions detrimental to work shall be reported to the architect. Commencement of work shall imply acceptance of all subsurfaces.
15. Any material stored at the site shall be completely supported free of the ground, covered and otherwise protected to avoid damage.
16. Building contractor shall submit shop drawings for all fabricated structural components to the architect for review and approval.
17. No hazardous materials will be stored/used within the building which exceed quantities listed in 2022 CBC tables 307.1(1) and 307.1(2).
18. Approved numbers/addresses should be provided so as to be plainly visible from the street.
19. At the time of final inspection, a Building Operations and Maintenance Manual shall be placed in the building. The manual shall contain the information listed in CGBSC Section 4.410.1.
20. A separate grading permit is not required for this project.
21. All contractors performing work on this project shall comply with the requirements of the 2022 CFC Ch. 11 and 33, and NFPA 241 fire-prevention program throughout all phases of demolition and construction.
22. All finishes, furnishings, and materials shall meet the minimum requirements of 2022 CFC Chapter 8 for flame spread and smoke development.
23. Pollutant control is to comply with 2022 CGBSC §5.504.4

PROJECT TEAM 22

PROJECT DATA 12

SHEET INDEX 14

PROJECT
FAMCON PIPE AND SUPPLY, INC.
1200 FOUNDERS AVE
SANTA MARIA, CA 93455

SHEET TITLE
TITLE SHEET

OWNER
STEVE B. PENZA AND NANCY L. PENZA 1997 REVOCABLE TRUST
200 LAMBERT ST.
OXNARD, CA 93036

DATE: APRIL 4, 2025

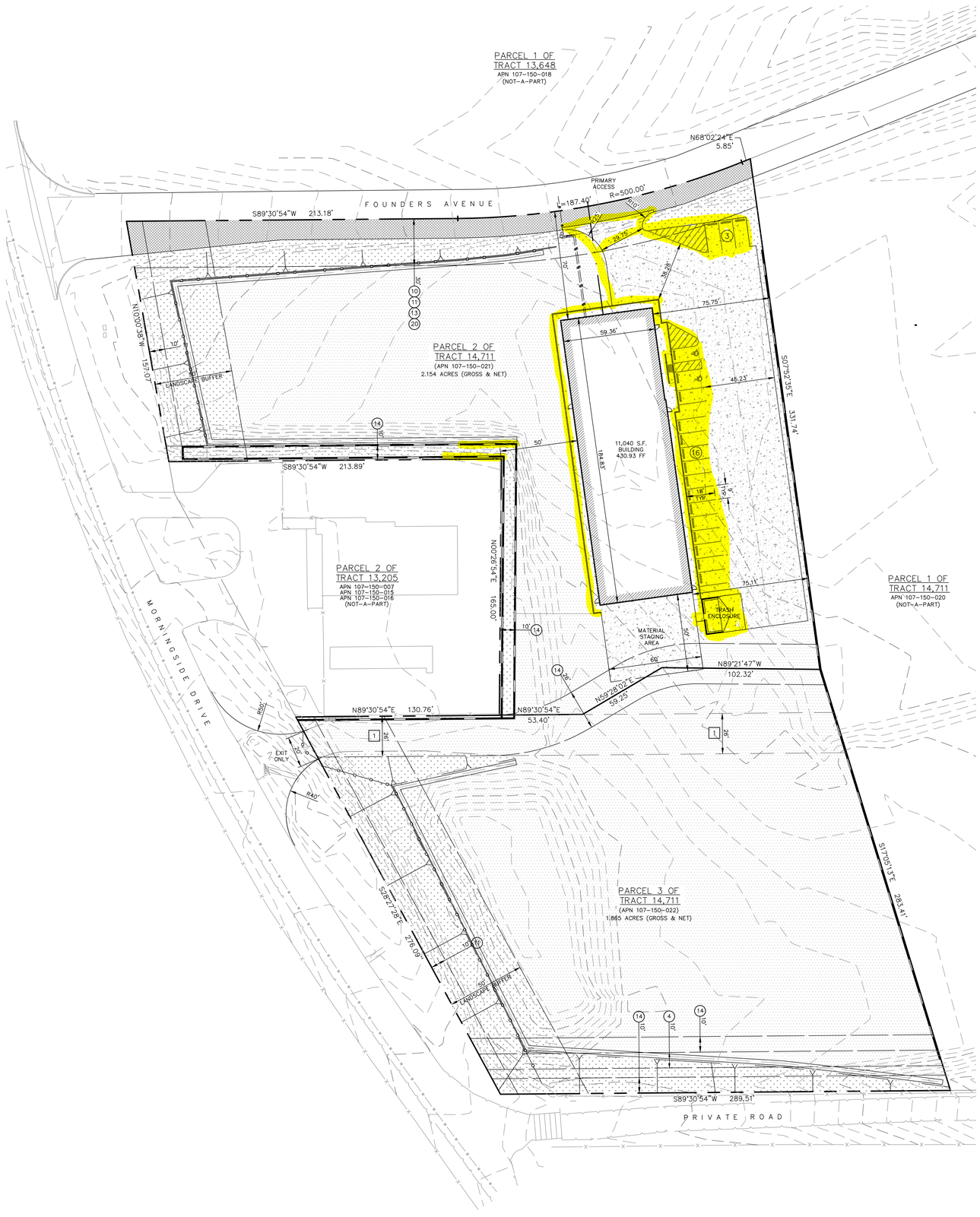
PROJECT MANAGER: GR
DRAWN BY: SMS
JOB NUMBER: RA #830

T1.0

FILE NAME: C:\RA\PROJECTS\...\T1.0 TITLE SHEET.DWG

FAMCON PIPE AND SUPPLY, INC.

PRELIMINARY DEVELOPMENT PLAN for A.P.N. 107-150-021 AND 107-150-022



EXISTING PARCEL INFORMATION:

ASSESSOR'S PARCEL #S:	107-150-021 & 107-150-022
SITE ADDRESS:	1350 FOUNDERS AVENUE SANTA MARIA, CA. 93455
CURRENT USE:	VACANT
NUMBER OF LOTS:	2
PARCEL AREA:	2.15 AC. + 1.86 AC. = 4.01 AC. TOTAL
EXISTING ZONING DESIGNATION:	CH
EXISTING GENERAL PLAN DESIGNATION:	COMMERCIAL HIGHWAY
PROPOSED ZONING DESIGNATION:	C-3
PROPOSED GENERAL PLAN DESIGNATION:	GENERAL COMMERCIAL

PROJECT SITE USE:

GROSS PROJECT AREA:	4.01 AC.
NET PROJECT AREA:	3.89 AC.
STRUCTURAL SQUARE FOOTAGE:	10,914 S.F. (6% OF SITE)
LANDSCAPING SQUARE FOOTAGE:	16,396 S.F. (10% OF SITE)
PERVIOUS SURFACE:	87,482 S.F. (51% OF SITE)
IMPERVIOUS SURFACE:	17,490 S.F. (10% OF SITE)
OUTDOOR STORAGE:	40,000 S.F. (23% OF SITE)
LIMITS OF DISTURBANCE:	172,282 S.F. (TOTAL PROJECT)
MAXIMUM HEIGHT OF STRUCTURE:	25'-3" FT.
MAXIMUM HEIGHT OF STORAGE:	8 FT.

OWNER:

HOPE COMMUNITY CHURCH
OF SANTA MARIA, INC.
1181 LONGVIEW AVE.
PISMO BEACH, CA. 93449

UTILITIES:

WATER:	GOLDEN STATE WATER
SEWER:	LAGUNA SANITATION
ELECTRICITY:	PACIFIC GAS AND ELECTRIC
GAS:	SO. CA. GAS CO.
TELEPHONE:	FRONTIER
CABLE TV:	COMCAST

APPLICANT:

STEVE AND NANCY PENZA 1997 IRREVOCABLE TRUST LLC.
200 LAMBERT STREET
OXNARD, CA. 93036

PRELIMINARY REPORT ITEMS:

(4) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT:

RESERVED BY:	WM L. BLANCKENBURG, BETSY B. RAWN AND THEODORE BLANCKENBURG
PURPOSE:	ROADWAY, PIPELINE AND UTILITIES
RECORDING DATE:	JUNE 27, 1962
RECORDING NO.:	16490 IN BOOK 1937 PAGE 813 OF OFFICIAL RECORDS
AFFECTS:	AS DESCRIBED THEREIN

(10) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO:	WILLIAM L. BLANCKENBURG, ET AL
PURPOSE:	ROADWAY, PIPELINE AND UTILITIES
RECORDING DATE:	JULY 20, 1987
RECORDING NO.:	1987-054173 OF OFFICIAL RECORDS
AFFECTS:	AS DESCRIBED THEREIN

(11) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION, ON THE MAP OF SAID TRACT/PLAT;

PURPOSE:	PUBLIC ROAD
AFFECTS:	AS SHOWN ON SAID MAP
RECORDING NO.:	PARCEL MAP NO. 13648
PURPOSE:	PUBLIC UTILITIES AND INCIDENTAL PURPOSES
AFFECTS:	AS SHOWN ON SAID MAP

(13) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT:

RESERVED BY:	ROGER A. IKOLA, AS TRUSTEE OF THE IKOLA FAMILY TRUST DATED APRIL 28, 1971
PURPOSE:	INGRESS, EGRESS, PUBLIC & PRIVATE UTILITIES
RECORDING DATE:	AUGUST 19, 2005
RECORDING NO.:	2005-0080044 OF OFFICIAL RECORDS
AFFECTS:	THE NORTHERLY 30 FEET OF PARCEL 2 OF PARCEL MAP NO. 13648

(14) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION, ON THE MAP OF SAID TRACT/PLAT;

PURPOSE:	PUBLIC UTILITIES AND INCIDENTAL PURPOSES
AFFECTS:	AS SHOWN ON SAID MAP
RECORDING NO.:	PARCEL MAP NO. 14711
PURPOSE:	PUBLIC SECONDARY EMERGENCY ACCESS & PUBLIC SEWER & PUBLIC UTILITIES AND INCIDENTAL PURPOSES
AFFECTS:	AS SHOWN ON SAID MAP
PURPOSE:	PRIVATE EASEMENT FOR DRAINAGE AND WATER QUALITY TREATMENT
AFFECTS:	AS SHOWN ON SAID MAP

(20) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO:	LAGUNA COUNTY SANITATION DISTRICT, A COUNTY SANITATION DISTRICT OF THE STATE OF CALIFORNIA
PURPOSE:	A PERMANENT EASEMENT AND RIGHT OF WAY FOR PRESENT AND FUTURE CONSTRUCTION
RECORDING DATE:	OCTOBER 25, 2019
RECORDING NO.:	2019-0048787, OF OFFICIAL RECORDS
AFFECTS:	NORTHERLY 30.00 FEET OF PARCEL 2

PROPOSED EASEMENTS:

[1] PURPOSE: PUBLIC SECONDARY EMERGENCY ACCESS & PUBLIC SEWER & PUBLIC UTILITIES AND INCIDENTAL PURPOSES
AFFECTS: AS SHOWN

EMPLOYEE DATA:

HOURS OF OPERATION: M-F (6:30 AM - 5:00 PM)
NUMBER OF EMPLOYEES: 8 FULL TIME

PARKING CALCULATIONS:

PROPOSED STRUCTURE: 11,040 S.F. TOTAL

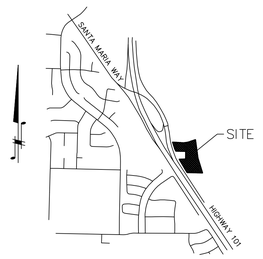
GENERAL COMMERCIAL:	3,540 S.F. (1 SPACE/500 S.F.) 3,540/500 = 7.08 (8 SPACES REQUIRED)
WAREHOUSE:	7,500 S.F. (1/1000) 7,500/1000 = 7.50 (8 SPACES REQUIRED)

TOTAL SPACES REQUIRED: 16 SPACES
TOTAL SPACES PROVIDED: 19 SPACES (INCLUDING 2 HANDICAP)

EARTHWORK QUANTITIES:

RAW CUT:	6,687 C.Y. CUT
RAW FILL:	6,537 C.Y. FILL
	150 C.Y. NET CUT

*VALUES ARE RAW AND DO NOT INCLUDE LOSSES DUE TO COMPACTION



VICINITY MAP
NO SCALE

LEGEND:

STRUCTURE	LANDSCAPE
CONCRETE SURFACE	AC SURFACE
CLASS II BASE	(#) PARKING COUNT
RETAINING/BLOCK WALL	WATER
CHAIN LINK FENCE	SEWER
GAS	STORM DRAIN

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

N

11/27/23

REGISTERED PROFESSIONAL ENGINEER
RUSSELL J. GARRISON
LIC. NO. 59987
CIVIL ENGINEER
STATE OF CALIFORNIA
FOR REVIEW

DATE

DESIGNED BY: A.M.P.
CHECKED BY: R.J.G.
REVISIONS
DATE DESCRIPTION

FAMCON
PIPE AND SUPPLY, INC.
1350 FOUNDERS AVE. - SANTA MARIA, CA.
APN'S 107-150-021 & 107-150-022
COUNTY OF SANTA BARBARA, CALIFORNIA

RUSSELL J. GARRISON R.C.E. 59987 DATE

BETHEL engineering
2624 Airpark Dr.
Santa Maria, California 93455
(805) 934-5767

SCALE: 1" = 30'

APPROVED:
DATE _____ BY _____

SHEET 1 OF 1

PARCEL 1
(R1)

ACCESS
FROM ROAD

FOUNDERS AVE

S89°30'54"W
213.18'

ASPHALT ROAD

D=2°28'30"
L=187.40'
R=580.00'

29.9'

50'

S68°02'24"W
282.96'

30' WIDE PUBLIC ROAD ESMT.
PER P.M. 43-39 & 30' WIDE
PRIVATE ROAD, PIPELINE, AND
UTILITY ESMT. PER INST.
NO. 87-354173

PIPE
STORAGE
TYP

BW FENCE

30' WIDE P.R.E.

CLASS 2

PARCEL 2
2.154 ACRES (GROSS & NET)

N00°09'38"W
157.07'

10'

10'

20'

70'-0"

40'-0"

75'-0"

1

2

3

4

K

J

H

G

F

E

D

C

B

A

10' PUE PER
61 PM 77-79

CLASS 2 ROAD BASE

APN: 107-150-021

50'
LANDSCAPE
BUFFER

S89°30'54"W 213.89'

50'-0"

ABANDONED
STEM WALLS

BLDG 10,914 SF.

CONCRETE

N47°25'51"W 131.49'

AC BERM

FLAGPOLE

CONC PLANTER

CYCLONE
FENCE

P&T POLE

PROPANE
ENCL

BOLLARD

BOLLARD

CHK VALVE
ASSY

2'ø
MH

CONC WALK

BUILDING

BLOCK WALL

N00°26'54"E
165.00'

CLASS 2

AC BERM

CYCLONE FENCE

LITE POLE

BUILDING

CYCLONE
FENCE

LITE POLE

"BASIS OF BEARINGS"
N89°30'54"E
130.76'

N89°30'54"E
53.40'

MATERIAL STAGING
AREA

N89°21'47"W 102.32'

PCC SLAB
(material staging area)

26' WIDE PUBLIC SECONDARY
EMERGENCY ACCESS ESMT.,
PUBLIC SEWER ESMT. TO LAGUNA
COUNTY SANITATION DISTRICT,
AND P.U.E. PER 61 PM 77-79

REALIGN 26 FT ROAD

CLASS 2 ROAD BASE

APN: 107-150-022

MORNINGSIDE DRIVE

NEW 40' EXIT
TO ROAD

AC BERM

CHECK VALVE ASSY

WM

WM

WV

WV

50'
LANDSCAPE
BUFFER

N28°27'56"W
276.09'

41'

140'

10'-0"

ABANDONED
STEM WALLS

CHECK VALVE
ASSY

N17°05'13"W 283.41'

10' WIDE PRIVATE DRAINAGE
EASEMENT IN FAVOR OF
PARCEL 2 PER 61 PM 77-79

PRIVATE DRAINAGE EASEMENT
IN FAVOR OF PARCELS 1 AND 2
PER 61 PM 77-79

10' WIDE PRIVATE DRAINAGE
EASEMENT IN FAVOR OF
PARCEL 2 PER 61 PM 77-79

10' WIDE PRIVATE EASEMENT

PARCEL 3
1.865 ACRES (GROSS & NET)

CLASS 2 ROAD BASE

BARBED WIRE
FENCE

PARCEL 1
6.408 ACRES (GROSS & NET)

APN: 107-150-020

N17°03'53"W 759.61'

L=64.36'
D=7°22'30"

430

425

420

415

410

405

N

SITE PLAN

SCALE:
1" = 30'-0"

14

A.1.0

RA
ARCHITECTS & ENGINEERS

ARCHITECTURE
GREG RAVATT, AIA
MECHANICAL, ELECTRICAL
JIM ALBRECHT, PE

SANTA MARIA OFFICE
125 UNION AVENUE #201
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REVISIONS

SEAL

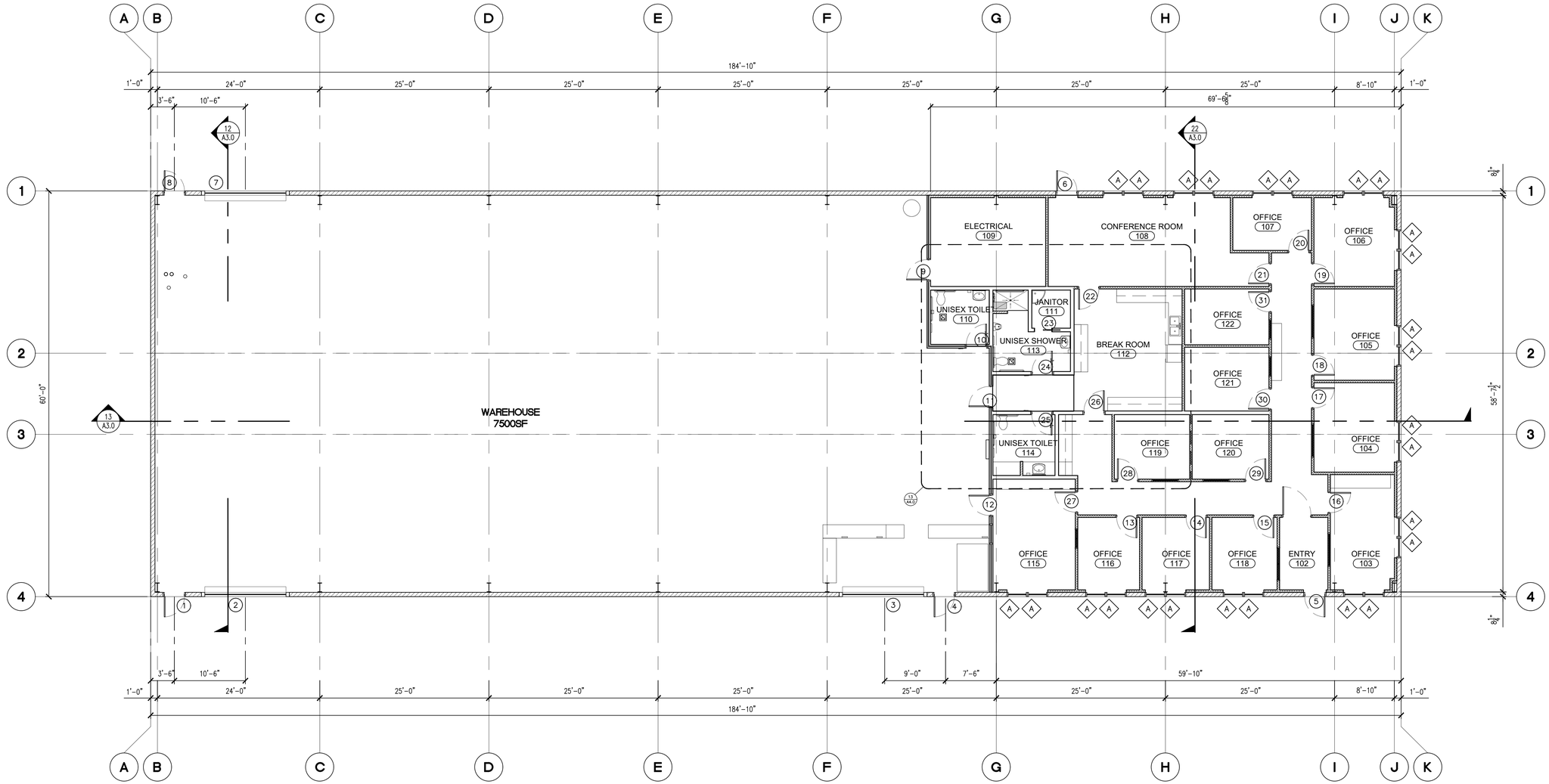
PROJECT
FAMCON PIPE AND SUPPLY, INC.
1200 FOUNDERS AVE
SANTA MARIA, CA 93455

SHEET TITLE
SITE PLAN

OWNER
STEVE B. PENZA AND NANCY L. PENZA 1997 REVOCABLE TRUST
200 LAMBERT ST.
OXNARD, CA 93036

DATE: APRIL 4, 2025

PROJECT MANAGER: GR
DRAWN BY: SMS
JOB NUMBER: RA #830



FLOOR PLAN

SCALE: 1/8" = 1'-0"

13

N

LEGEND

34

- CMU WITH WALL GIRTS AND EXTERIOR METAL SIDING ABOVE, REFER TO METAL BUILDING PLANS
- 2x6 WOOD STUD WALL. EXTEND TO THE UNDERSIDE OF METAL BUILDING ROOF. REFER TO DETAIL XXX
- 2X6 WOOD STUD. REFER TO DETAIL XXX
- 2x4 INTERIOR STUD WALL, REFER TO DETAIL XX
- NEW WINDOW, REFER TO SHEET A6.1
- NEW DOOR, SEE DOOR SCHEDULE SHEET A6.0

KEYNOTES

14

RA ARCHITECTS & ENGINEERS

ARCHITECTURE
GREG RAVATT, AIA
MECHANICAL, ELECTRICAL
JIM ALBRECHT, PE

SANTA MARIA OFFICE
125 UNION AVENUE #201
ORCUTT, CA 93455

PO BOX 2267
SANTA MARIA, CA 93457
(805) 928-5002 FAX (805) 928-0095

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REVISIONS

SEAL

PROJECT

FAMCON PIPE AND SUPPLY, INC.

1200 FOUNDERS AVE
SANTA MARIA, CA 93455

SHEET TITLE

FLOOR PLAN

OWNER

STEVE B. PENZA AND NANCY L. PENZA 1997 REVOCABLE TRUST

200 LAMBERT ST.
OXNARD, CA 93036

DATE: APRIL 4, 2025

PROJECT MANAGER: GR
DRAWN BY: SMS
JOB NUMBER: RA #830

A1.1

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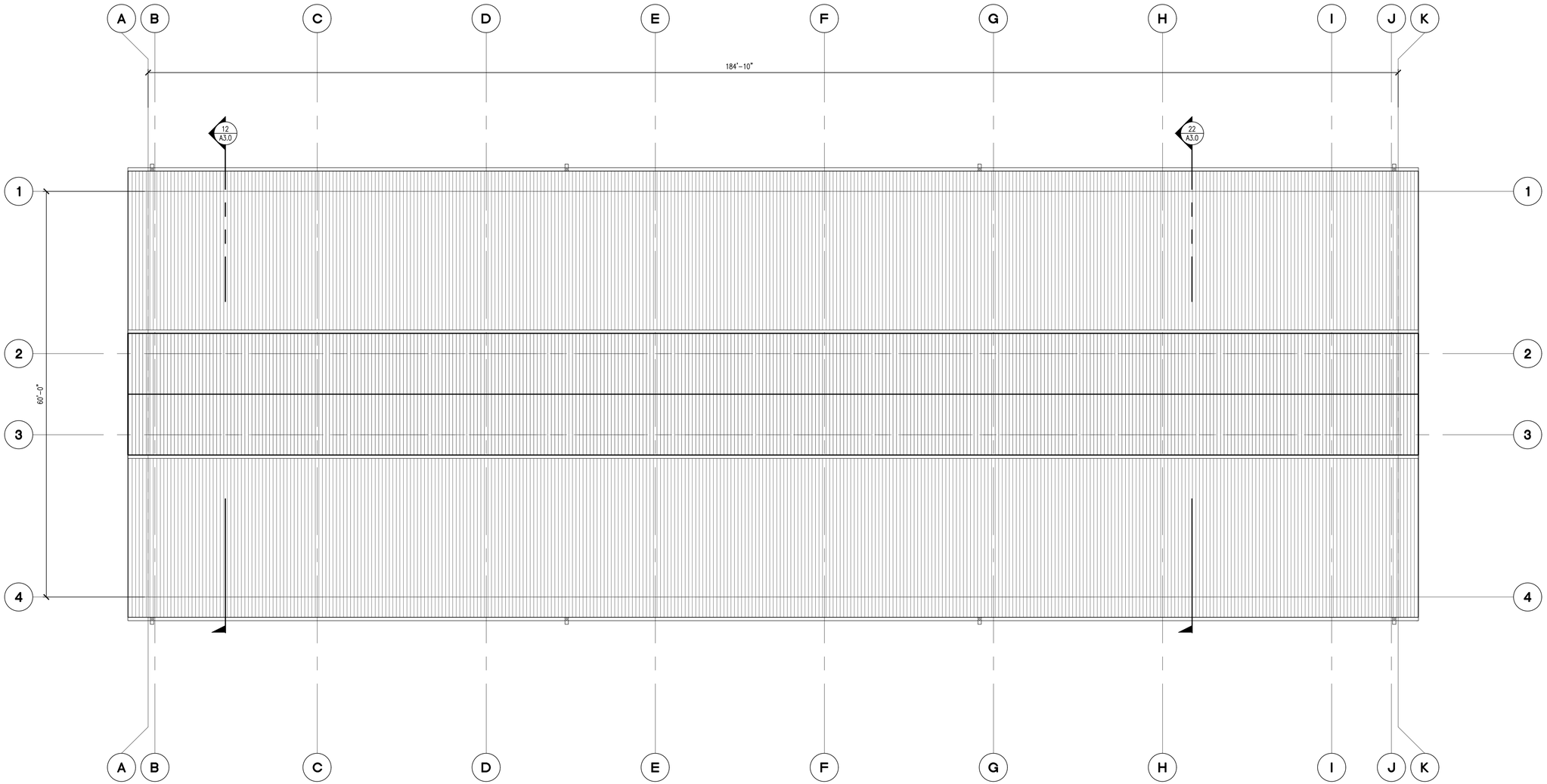

ROOF PLAN

SCALE: 1/8" = 1'-0"

13

LEGEND

24

KEYNOTES

14

RA ARCHITECTS & ENGINEERS

ARCHITECTURE
GREG RAVATT, AIA

MECHANICAL, ELECTRICAL
JIM ALBRECHT, PE

SANTA MARIA OFFICE
125 UNION AVENUE #201
ORCUTT, CA 93455

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REVISIONS

SEAL

PROJECT

FAMCON PIPE AND SUPPLY, INC.

1200 FOUNDERS AVE
SANTA MARIA, CA 93455

SHEET TITLE

ROOF PLAN

OWNER

STEVE B. PENZA AND NANCY L. PENZA 1997 REVOCABLE TRUST

200 LAMBERT ST.
OXNARD, CA 93036

DATE: APRIL 4, 2025

PROJECT MANAGER: GR
DRAWN BY: SMS
JOB NUMBER: RA #830

A1.4

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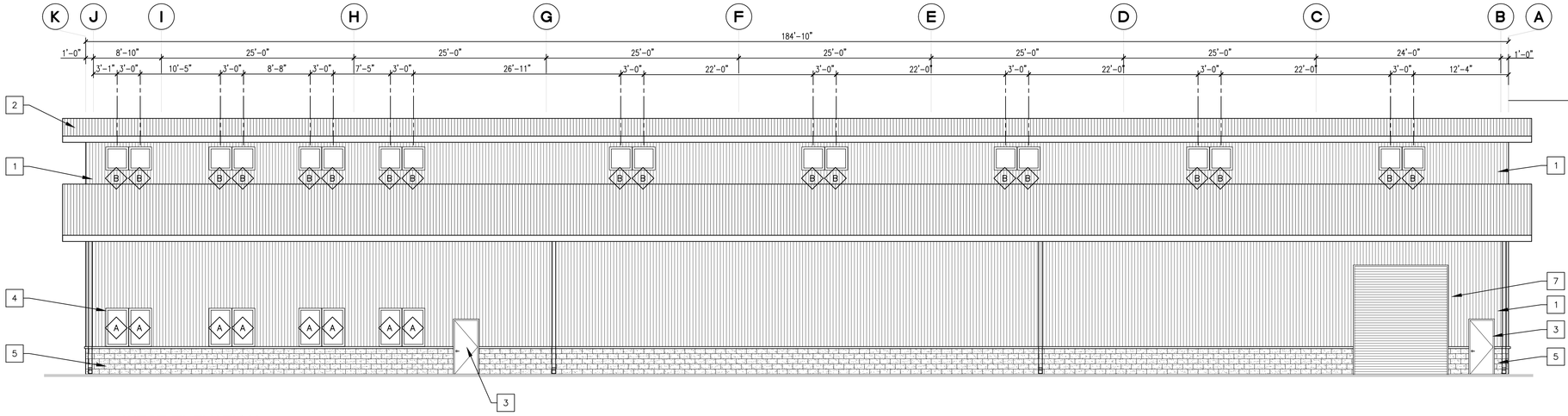
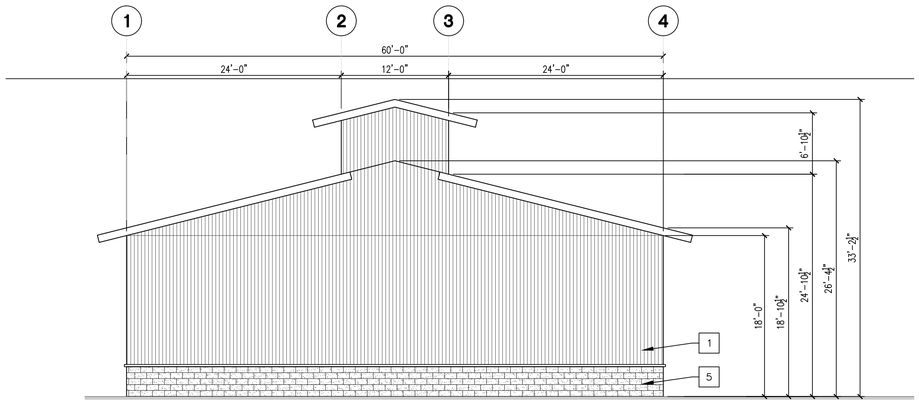


WEST ELEVATION

SCALE: 1/8" = 1'-0"

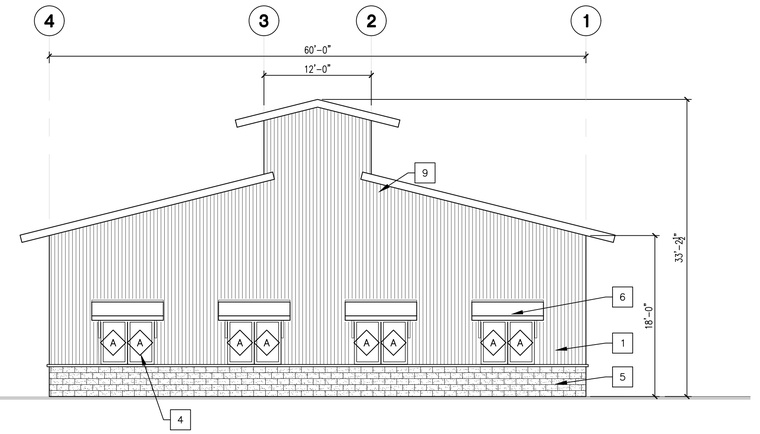
11



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

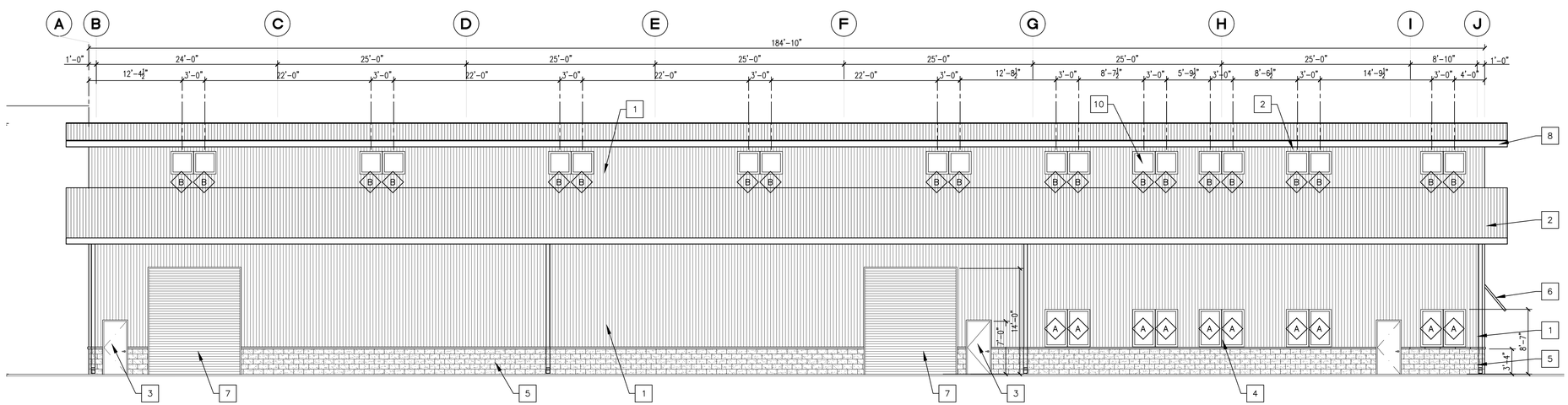
43



NORTH ELEVATION

SCALE: 1/8" = 1'-0"

23



EAST ELEVATION

SCALE: 1/8" = 1'-0"

24

A 3'-0" x 5'-0" ANDERSON 100 SERIES PICTURE WINDOW

B 3'-0" x 3'-0" ANDERSON 100 SERIES PICTURE CLEARSTORY WINDOW

WINDOW SCHEDULE

13

KEYNOTES

14

1. SIDING CEC "CHARCOAL" CORRUGATED OVER METAL BUILDING GIRTS, REFER TO METAL BUILDING PLANS
2. ROOF PANEL CEC PEARLY GREY OVER METAL BUILDING PURLINS, REFER TO METAL BUILDING PLANS
3. DOORS "WHITE SNOW SW 9541"
4. ALUMINUM FRAME WINDOWS " DARK BRONZE", REFER TO DOOR SCHEDULE A8.00
5. SPLIT FACE BLOCK – "CASTLE GREY" RCP BLOCK AND BRICK
6. AWNING – MEATL ROOFING WITH BRACE, REFER TO METAL BUILDING PLANS
7. OVERHEAD ROLL UP DOOR "WHITE SNOW SW 9541",
8. ROOF GUTTER AND FACIA "CEC PEARLY GREY", REFER TO METAL BUILDING PLANS
9. EAVE END "CEC PEARLY GREY"
10. 3'-0" x 3'-0" ANDERSON 100 SERIES PICTURE CLEARSTORY WINDOW

RA ARCHITECTS & ENGINEERS

ARCHITECTURE
GREG RAVATT, AIA
MECHANICAL, ELECTRICAL
JIM ALBRECHT, PE

SANTA MARIA OFFICE
125 UNION AVENUE #201
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REVISIONS

SEAL

PROJECT

FAMCON PIPE AND SUPPLY, INC.

1200 FOUNDERS AVE
SANTA MARIA, CA 93455

SHEET TITLE

ELEVATIONS

OWNER

STEVE B. PENZA AND NANCY L. PENZA 1997 REVOCABLE TRUST

200 LAMBERT ST.
OXNARD, CA 93036

DATE: APRIL 4, 2025

PROJECT MANAGER: GR
DRAWN BY: SMS
JOB NUMBER: RA #830

A2.0

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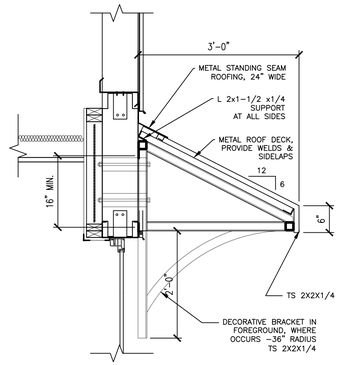

1. SIDING CEC "CHARCOAL" CORRUGATED OVER METAL BUILDING GIRTS, REFER TO METAL BUILDING PLANS
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4. ALUMINUM FRAME WINDOWS " DARK BRONZE", REFER TO DOOR SCHEDULE A8.00
5. SPLIT FACE BLOCK – "CASTLE GREY" RCP BLOCK AND BRICK
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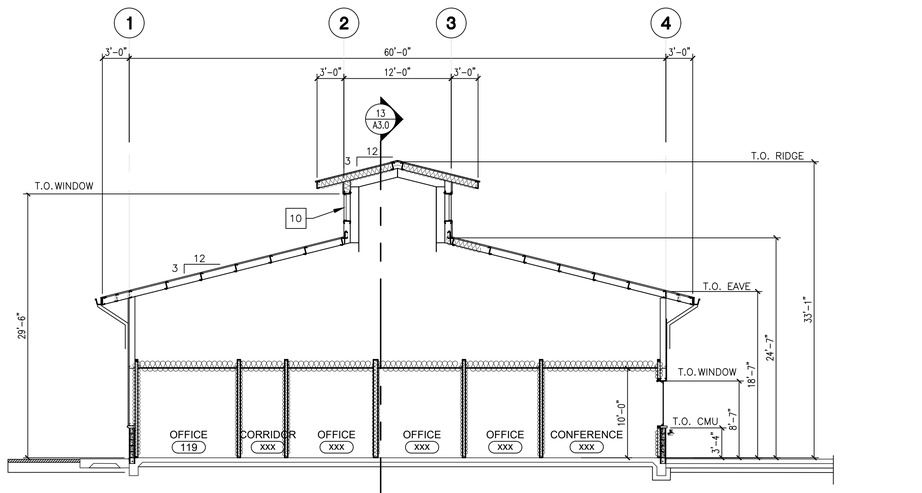
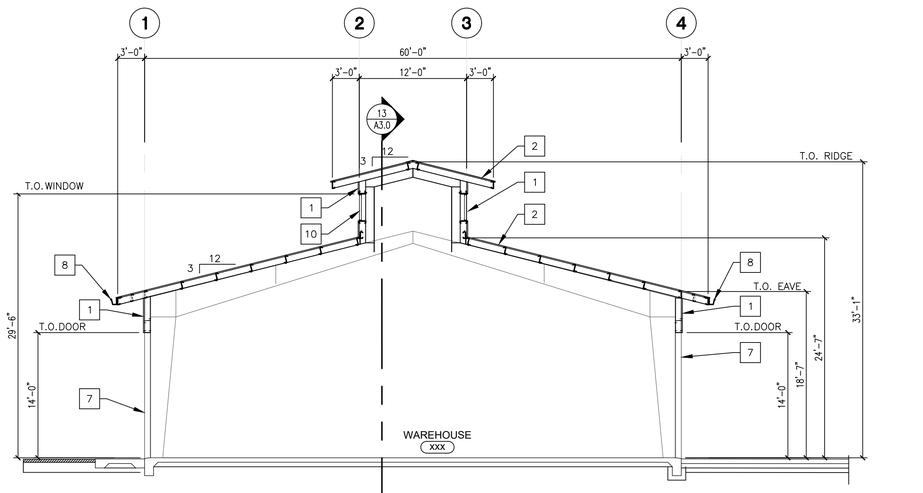
9. EAVE END "CEC PEARLY GREY"
10. CLEARSTORY WINDOW

KEYNOTES 11



SECTION

SCALE: 1/8" = 1'-0" 22



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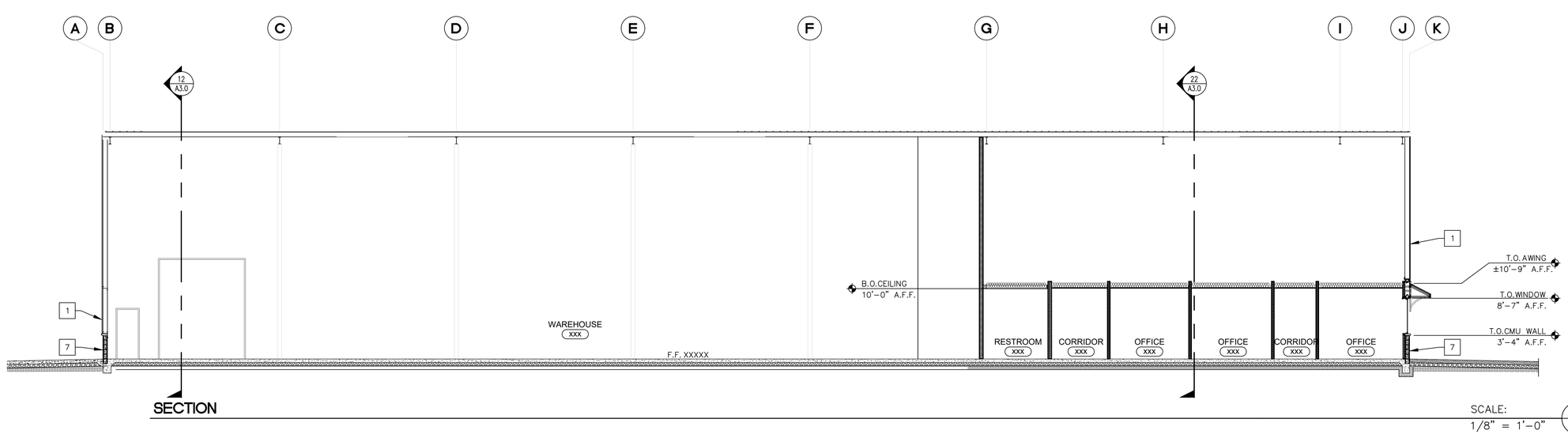

SECTION

SCALE: 1/8" = 1'-0" 14

RA ARCHITECTS & ENGINEERS

ARCHITECTURE
GREG RAVATT, AIA
MECHANICAL, ELECTRICAL
JIM ALBRECHT, PE

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REVISIONS

SEAL

PROJECT

FAMCON PIPE AND SUPPLY, INC.

1200 FOUNDERS AVE
SANTA MARIA, CA 93455

SHEET TITLE

SECTIONS

OWNER

STEVE B. PENZA AND NANCY L. PENZA 1997 REVOCABLE TRUST

200 LAMBERT ST.
OXNARD, CA 93036

DATE: APRIL 4, 2025

PROJECT MANAGER: GR
DRAWN BY: SMS
JOB NUMBER: RA #830

A3.0

FILE NAME: Q:\RA PROJECTS\830_FAMCON\DRAWINGS\

FAMCON

1350 FOUNDERS AVENUE
SANTA MARIA, CALIFORNIA 93455

LANDSCAPE & IRRIGATION PLANS

CONTACT LIST

OWNER

FAMCON PIPE & SUPPLY, INC.
1631 CARLOTTI DRIVE
SANTA MARIA, CALIFORNIA 93454
C: STEVE PENZA

CIVIL ENGINEER

BETHEL ENGINEERING
2624 AIRPARK DRIVE
SANTA MARIA, CALIFORNIA 93455
P: 805.934.5767
C: RUSS GARRISON

PLANNING CONSULTANT

FLOWERS & ASSOCIATES, INC.
115 WEST CANON PERDIDO STREET
SANTA BARBARA, CALIFORNIA 93101
P: 805.966.2224
C: GELAREMACON

ARCHITECT

RAVATT ALBRECHT & ASSOCIATES
125 UNION AVE
ORCUIT, CALIFORNIA 93455
P: 805.786.4391
C: GREG A. RAVATT

LANDSCAPE ARCHITECT

PLEINAIRE DESIGN GROUP
3203 LIGHTNING STREET, SUITE 201
SANTA MARIA, CALIFORNIA 93455
P: 805.349.9695
C: KEVIN J. SMALL

PUBLIC AGENCIES

COUNTY OF SANTA BARBARA

PLANNING & DEVELOPMENT
624 W FOSTER RD
SANTA MARIA, CA 93455-3655
P: 805.934.6250
C: _____

SHEET LEGEND

L-0.0	*COVER SHEET*	**L-2.1**	*PLANTING ENLARGEMENT - B*
L-1.0	*IRRIGATION ENLARGEMENT - A*	**L-2.2**	*PLANTING NOTES & DETAILS*
L-1.1	*IRRIGATION ENLARGEMENT - B*	**L-2.3**	*PLANTING DETAILS*
L-1.2	*IRRIGATION NOTES & CALCLATIONS*	**L-3.0**	*IRRIGATION SPECIFICATIONS*
L-1.3	*IRRIGATION DETAILS*	**L-3.1**	*PLANTING SPECIFICATIONS*
L-2.0	*PLANTING ENLARGEMENT - A*	**L-3.2**	*MAINTENANCE SPECIFICATIONS*

SPECIAL INSPECTIONS

SPECIAL INSPECTIONS REQUIRED FOR CERTIFICATION OF COMPLIANCE WITH LOCAL MWELO CODE AND OR DEPARTMENT OF WATER RESOURCES CHAPTER 2.7 ss 490 - ss 493.2 MODEL WATER EFFICIENT LANDSCAPE ORDINANCE.

1. SOILS TEST AMENDMENT RECOMMENDATIONS
2. MAINLINE INSTALLATION AND PRESSURE TEST
3. IRRIGATION OPERATION PRIOR TO PLANTING AND BARK COVERAGE
4. PLANT APPROVAL
5. PLANT PLACEMENT
6. COMPLETION PUNCH LIST
7. CLOSE OUT DOCUMENTS

FAILURE TO REQUEST THE REQUIRED INSPECTIONS SHALL CAUSE THE CONTRACTOR TO ASSUME ALL LIABILITY FOR CORRECTIONS, REPLACEMENTS AND RETROFITS TO BRING THE LANDSCAPE INSTALLATION INTO COMPLIANCE WITH THE ORIGINAL DESIGN AND SPECIFICATIONS; AND BE RESPONSIBLE FOR ANY FINES LEVIED DUE TO NON-COMPLIANCE WITH STATE LAW.

MWELO COMPLIANCE

I HAVE COMPLIED WITH THE CRITERIA OF THE 2015 UPDATE TO THE STATE DEPARTMENT OF WATER RESOURCES MODEL WATER EFFICIENT LANDSCAPE ORDINANCE, INCLUDING INCORPORATING RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT, AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

DESIGNER SIGNATURE *DATE*

TOTAL LANDSCAPE AREA: 31,257 SQ. FT.

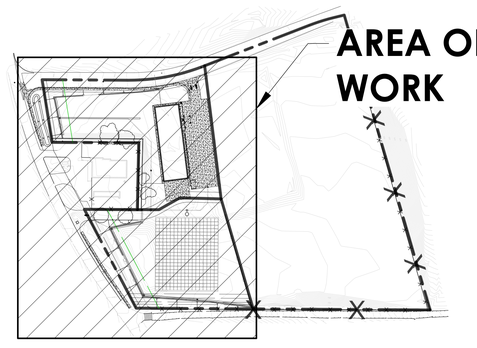
REVISION DATES

REV.	DATE	BY	APPROVED	COMMENTS

GENERAL NOTES

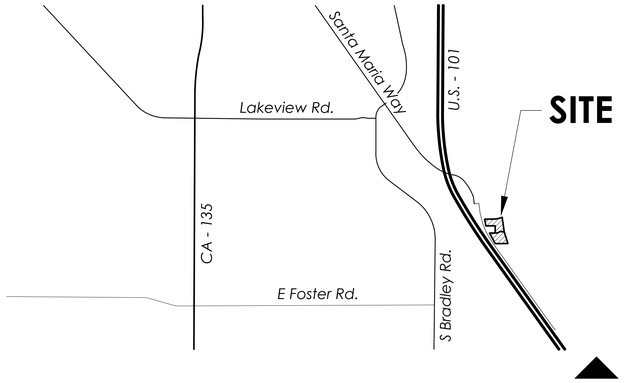
1. PRIOR TO ANY EXCAVATION CONTRACTOR IS REQUIRED TO CONTACT UNDERGROUND SERVICE, 1.800.422.4133.
2. THE LANDSCAPE ARCHITECT SHALL REVIEW AND APPROVE ALL PLANT MATERIAL UPON DELIVERY AND THE LOCATION OF ALL PLANT MATERIAL PRIOR TO INSTALLATION.
3. THE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT AT LEAST THREE (3) DAYS PRIOR TO ALL REQUIRED OBSERVATIONS BY LANDSCAPE ARCHITECT.
4. IF THERE IS A CONFLICT WITH LAYOUT IN THE FIELD, NOTIFY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
5. NEW BACKFLOW DEVICE MUST BE LOCATED IN A SHRUBBERY AREA AND ADEQUATELY SCREENED FROM VIEW PER COUNTY OF SANTA BARBARA REQUIREMENTS.
6. PROVIDE AND INSTALL ALL PLANTING AND IRRIGATION IN CONFORMANCE WITH THE COUNTY OF SANTA BARBARA LANDSCAPE STANDARDS. IN THE EVENT OF CONFLICT BETWEEN NOTES OR DETAILS ON THESE DOCUMENTS, THE STANDARDS SHALL TAKE PRECEDENCE. TO OBTAIN STANDARDS BEFORE BIDDING, CALL 805.934.6250.
7. THE WRITTEN SPECIFICATIONS ARE AN INTEGRAL PART OF THIS PROJECT. CONTRACTOR IS TO REFER TO THE WRITTEN SPECIFICATION FOR SPECIFICS OF CONSTRUCTION.
8. POINT OF CONNECTION FOR WATER SUPPLY SHALL BE A NEW DEDICATED LANDSCAPE WATER METER.
9. CONTRACTOR SHALL PROVIDE COMPLETE SUBMITTAL DOCUMENTS FOR REVIEW AND APPROVAL 30 DAYS PRIOR TO BEGINNING WORK.

SITE MAP



NORTH
N.T.S.

LOCATION MAP



NORTH
N.T.S.

PLEINAIRE
DESIGN GROUP
3203 Lightning St., Ste. 201 // Santa Maria, CA 93455
805.349.9695 // www.pleinairedg.com

KEVIN J. SMALL LANDSCAPE ARCHITECT 2929 12.31.20 STATE OF CALIFORNIA

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FAMCON
1350 FOUNDERS AVENUE // SANTA MARIA, CALIFORNIA 93455

REVISION DATE

SHEET TITLE

LANDSCAPE COVERSHEET

OWNER	*FAMCON Pipe & Supply, Inc.*
	1631 Carlotti Drive
	Santa Maria, California 93454
DATE	*2023.12.20*
PROJECT NO.	*22229*
DRAWN BY	*A.O.*
CHECKED BY	*K.J.S.*
SHEET NO.	

L-0.0

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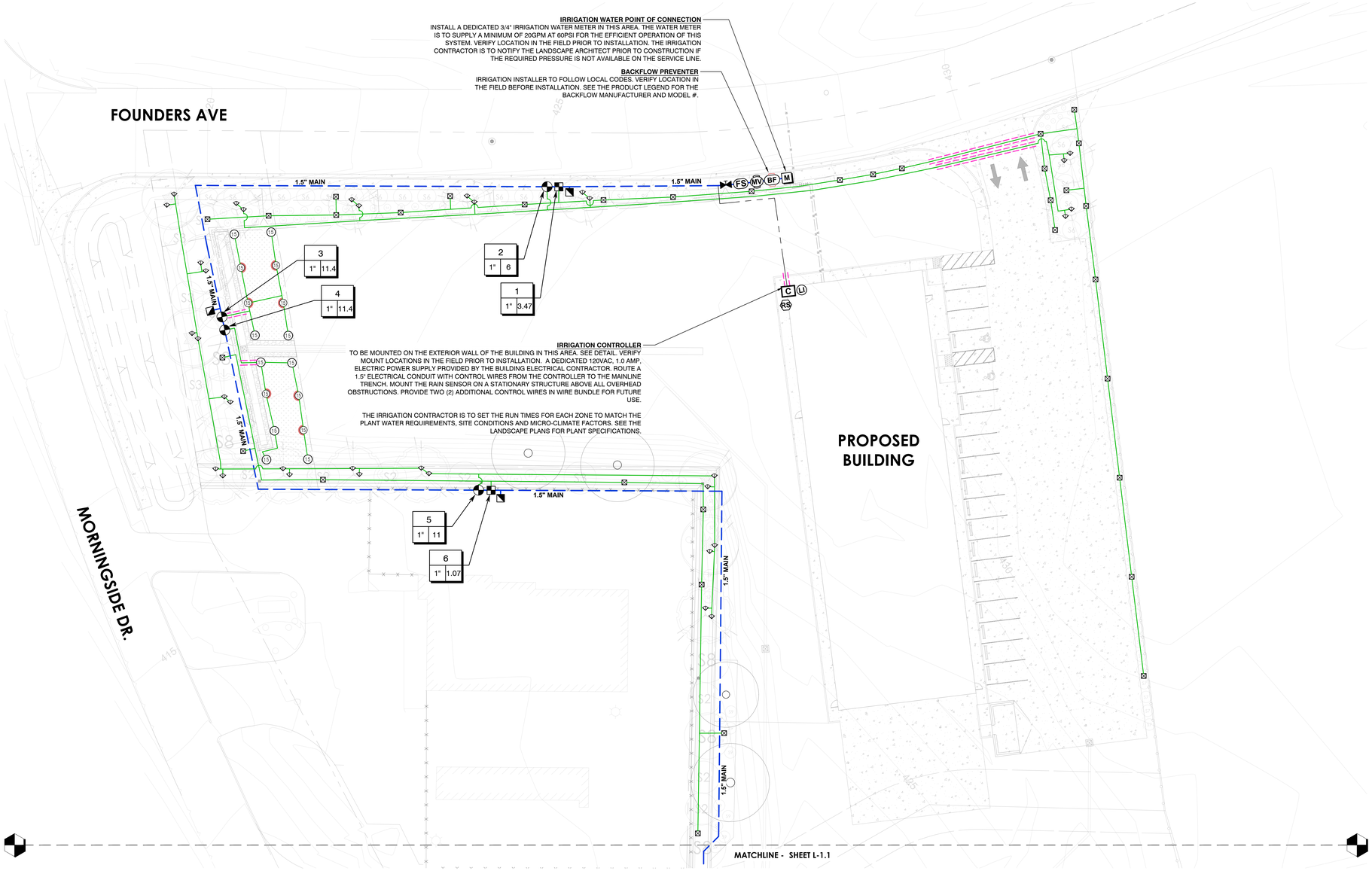


IRRIGATION ENLARGEMENT - A

0 10 20 40
SCALE : 1" = 20'-0"
NORTH

lateral legend	
	1"
	1.5"
	2"
	2.5"

LATERALS LINES ARE COLOR CODED PER SIZE. FOR THE MOST ACCURATE INTERPRETATION OF THE DESIGN, PLANS ARE TO BE VIEWED IN COLOR.

sleeve legend	
LATERAL/ MAINLINE SIZE	SLEEVE SIZE
1"	2"
1.5"	3"
2"	4"
2.5"	4"
3"	6"
4"	8"
CONTROL WIRE CONDUIT	1.5"

IRRIGATION PLANS ARE TO BE VIEWED IN COLOR FOR MOST ACCURATE INTERPRETATION OF THE DESIGN.

IRRIGATION EQUIPMENT MAY BE SHOWN OFFSET FOR GRAPHIC CLARITY. INSTALL ALL EQUIPMENT IN LANDSCAPED AREA.

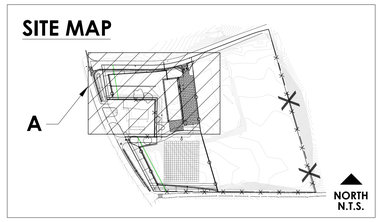
INSTALL ALL THE IRRIGATION EQUIPMENT TO AVOID CONFLICTS WITH INSTALLED UTILITIES AND TREE INSTALLATION. THE IRRIGATION MAINLINE, LATERAL LINE, AND IRRIGATION SPRINKLER LOCATIONS ARE SHOWN SCHEMATICALLY AND SHALL BE ADJUSTED BASED ON FIELD CONDITIONS. ALL LANDSCAPED AREAS ARE TO RECEIVE 100% COVERAGE BY THE IRRIGATION SYSTEM (TYP.)

811 Know what's BELOW. CALL before you dig
Call 811 two business days before digging

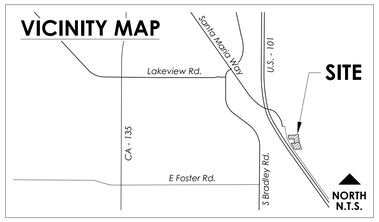
I HAVE COMPLIED WITH THE CRITERIA OF THE 2015 UPDATE TO THE STATE DEPARTMENT OF WATER RESOURCES MODEL WATER EFFICIENT. &
I HAVE COMPLIED WITH THE CRITERIA IN THE MWELO AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN.

DESIGNER SIGNATURE *DATE*

SITE MAP



VICINITY MAP



IRRI DESIGN STUDIO
IRRIGATION DESIGN & CONSULTING
CONNOR@IRRIDESIGNSTUDIO.COM
407.744.0658

PLEINAIRE DESIGN GROUP
3203 Lightning St., Ste. 201 // Santa Maria, CA 93455
805.349.9695 // www.pleinairedg.com

KEVIN J. SMALL LANDSCAPE ARCHITECT 2929 STATE OF CALIFORNIA
FOR REVIEW ONLY NOT FOR CONSTRUCTION
12.7.20

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FAMCON
1350 FOUNDERS AVENUE // SANTA MARIA, CALIFORNIA 93455

REVISION DATE

SHEET TITLE
IRRIGATION ENLARGEMENT - A

OWNER	*FAMCON Pipe & Supply, Inc.*
	1631 Carlotti Drive
	Santa Maria, California 93454
DATE	*2023.12.20*
PROJECT NO.	*22229*
DRAWN BY	*A.O.*
CHECKED BY	*K.J.S.*
SHEET NO.	

L-1.0

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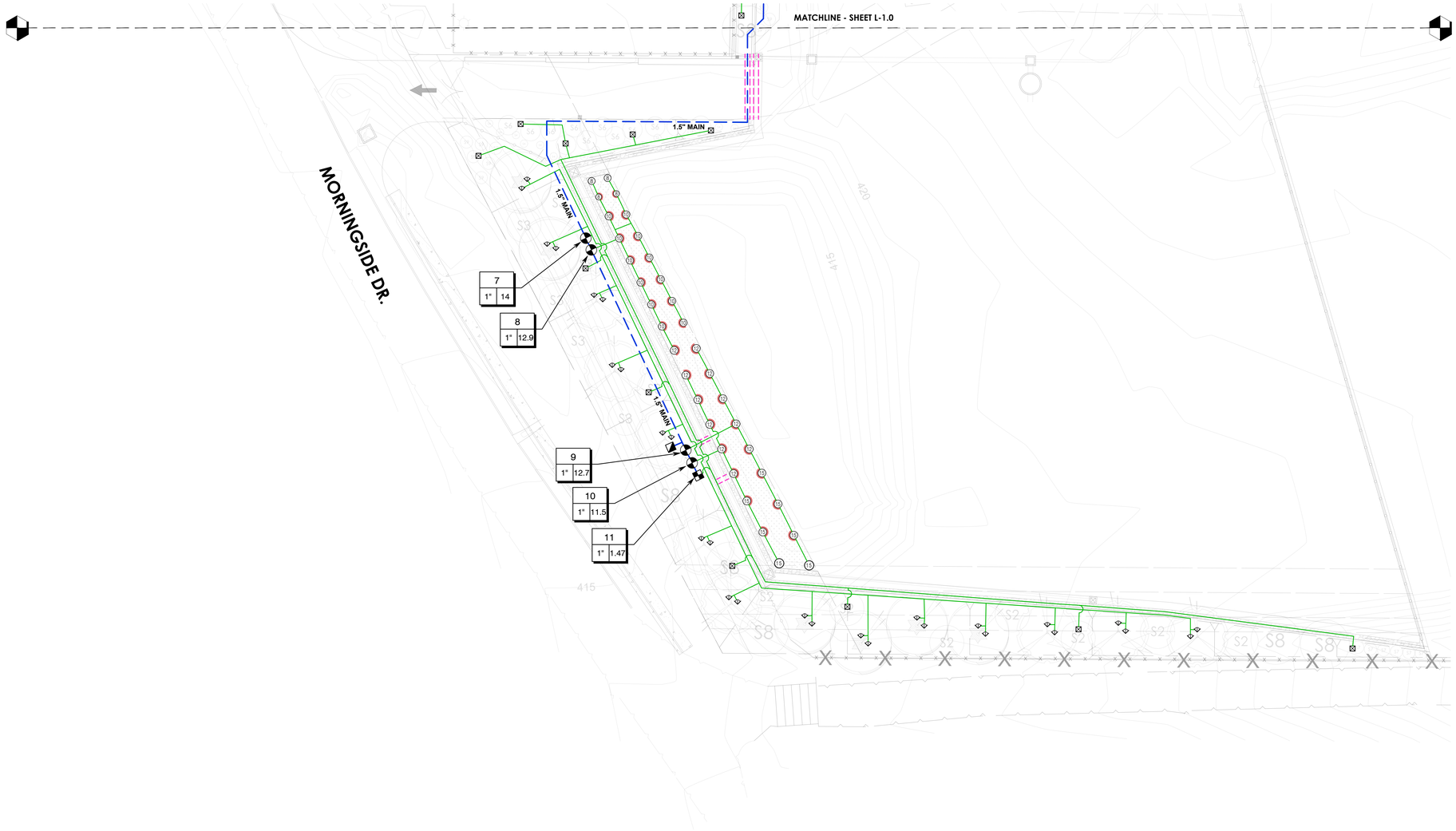

❑ IRRIGATION ENLARGEMENT - B

0 10 20 40
SCALE : 1" = 20'-0"
NORTH

lateral legend	
	1"
	1.5"
	2"
	2.5"

LATERALS LINES ARE COLOR CODED PER SIZE. FOR THE MOST ACCURATE INTERPRETATION OF THE DESIGN, PLANS ARE TO BE VIEWED IN COLOR.

sleeve legend	
LATERAL/ MAINLINE SIZE	SLEEVE SIZE
1"	2"
1.5"	3"
2"	4"
2.5"	4"
3"	6"
4"	8"
CONTROL WIRE CONDUIT	1.5"

IRRIGATION PLANS ARE TO BE VIEWED IN COLOR FOR MOST ACCURATE INTERPRETATION OF THE DESIGN.

IRRIGATION EQUIPMENT MAY BE SHOWN OFFSET FOR GRAPHIC CLARITY. INSTALL ALL EQUIPMENT IN LANDSCAPED AREA.

INSTALL ALL THE IRRIGATION EQUIPMENT TO AVOID CONFLICTS WITH INSTALLED UTILITIES AND TREE INSTALLATION. THE IRRIGATION MAINLINE, LATERAL LINE, AND IRRIGATION SPRINKLER LOCATIONS ARE SHOWN SCHEMATICALLY AND SHALL BE ADJUSTED BASED ON FIELD CONDITIONS. ALL LANDSCAPED AREAS ARE TO RECEIVE 100% COVERAGE BY THE IRRIGATION SYSTEM (TYP.)

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Call 811 two business days before digging

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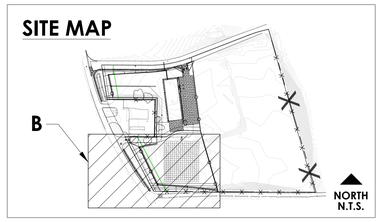
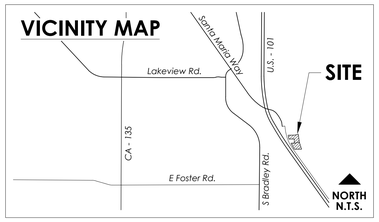
DESIGNER SIGNATURE *DATE*

IDS
IRRI DESIGN STUDIO
IRRIGATION DESIGN & CONSULTING
CONNOR@IRRIDESIGNSTUDIO.COM
407-744-3658

SITE MAP



VICINITY MAP



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KEVIN J. SMALL LANDSCAPE ARCHITECT 2929 12.7.20 STATE OF CALIFORNIA
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FAMCON

1350 FOUNDERS AVENUE // SANTA MARIA, CALIFORNIA 93455

REVISION DATE

SHEET TITLE

IRRIGATION ENLARGEMENT - B

OWNER *FAMCON Pipe & Supply, Inc.*
1631 Carlotti Drive
Santa Maria, California 93454

DATE	*2023.12.20*
PROJECT NO.	*22229*
DRAWN BY	*A.O.*
CHECKED BY	*K.J.S.*
SHEET NO.	

L-1.1

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IRRIGATION INSTALLATION NOTES

1. CODES: INSTALL ALL MATERIALS TO COMPLY WITH ALL APPLICABLE CODES AND ORDINANCES, AS SPECIFIED IN LEGEND AND AS SHOWN ON DETAILS.
2. DIMENSION.S: THE IRRIGATION SYSTEM IS DIAGRAMMATIC. ALL VALVES, PIPING, ETC. SHOWN WITHIN PAVED AREAS IS FOR DESIGN CLARIFICATION ONLY AND SHALL BE INSTALLED IN PLANTING AREAS WHENEVER POSSIBLE.
3. PRESSURE: NOTIFY OWNERS REPRESENTATIVE IMMEDIATELY IF STATIC PRESSURE IS LESS THAN SHOWN ON THE DRAWINGS, NOTIFY OWNER PRIOR TO START OF CONSTRUCTION.
4. PRESSURE TEST: TEST ALL MAIN LINES IN THE PRESENCE OF THE INSPECTOR UNDER A STATIC PRESSURE OF 150 PSI AND PROVE WATERTIGHT. THE CONTRACTOR SHALL PROVIDE THE NECESSARY FORCE PUMP AND PRESSURE GAUGES. MAINTAIN PRESSURE FOR A PERIOD OF 3 HOURS WITH NO DROP OF PRESSURE DURING THIS TIME. ANY LEAKS FOUND DURING THE TEST PERIOD SHALL BE REPAIRED BY REPLACING OR TIGHTENING OF THE DEFECTIVE CONNECTION.
5. SITE DISCREPANCIES: IF IT IS OBVIOUS IN THE FIELD THAT THERE WERE UNKNOWN OBSTRUCTIONS, GRADE DIFFERENCES, OR OTHER ITEMS WHICH WOULD HINDER THE INSTALLATION OR OPERATION OF THE SYSTEM DESIGNED, UNTIL SUCH CONDITIONS ARE BROUGHT TO THE ATTENTION OF THE OWNER. THE CONTRACTOR SHALL NOT INSTALL THE SYSTEM AS DESIGNED.
6. CONTROLLERS AND BACKFLOW DEVICES: VERIFY FINAL LOCATION WITH OWNERS' REPRESENTATIVE.
7. TRENCHING: INSTALL BURIED LATERALS 12" BELOW GRADE ON SLOPE AND FLAT AREAS. (18" BELOW FOR ROTOR HEADS). INSTALL MAIN LINES 24" BELOW GRADE.
8. MAIN LINES UNDER PAVING AND CONTROL WIRE SLEEVING: INSTALL ALL MAIN LINES UNDER PAVING IN SLEEVES WITH SAND BACKFILL. INSTALL WIRE SLEEVES IN THE SAME TRENCH WITH 6" CLEARANCE FROM MAIN LINE.
9. ELECTRICAL: ALL CONNECTIONS SHALL BE PER LOCAL CODES AND ORDINANCES. UNLESS OTHERWISE INDICATED ON DRAWINGS, LINE VOLTAGE SHALL BE PROVIDED TO THE CONTROLLER LOCATION BY THE GENERAL CONTRACTOR. IRRIGATION CONTRACTOR TO MAKE FINAL HOOK UP AND INSTALLATION OF ALL REQUIRED EQUIPMENT.
10. CONTROL WIRING: INSTALL # 14 UF DIRECT-BURIAL IRRIGATION WIRE, INSTALL BLACK PILOT WIRES AND WHITE COMMON WIRE. USE EPOXY TYPE CONNECTORS. FORM EXPANSION COILS EVERY 100 FEET AND AT EACH CHANGE OF DIRECTION. MARK CONTROL WIRES WITH VINYL TAG IN VALVE BOX, INDICATING THE CONTROLLER STATION NUMBER.
11. VALVE BOXES: INSTALL VALVE BOXES PER DETAILS WITH STATION NUMBERS STENCILED ON LID WITH LETTERS 2 INCHES HIGH.
12. SPRINKLER PRESSURE: ADJUST PRESSURE AT THE CONTROL VALVES TO PROVIDE THE REQUIRED PRESSURE INDICTED IN THE LEGEND.
13. COVERAGE: ADJUST ALL SPRINKLERS TO PROVIDE COVERAGE WITH MINIMAL OVERSPRAY ONTO PAVED AREAS. PERFORM COVERAGE TEST UPON COMPLETION IN PRESENCE OF THE INSPECTOR.
14. EXTRA: CONTRACTOR SHALL DELIVER TO THE OWNER UPON COMPLETION THE EXTRA EQUIPMENT AS FOLLOWS:
    - 14.1. ONE LOCK WITH TWO KEYS FOR EACH CONTROLLER ENCLOSURE.
    - 14.2. TWO OF EACH TYPE OF SPRINKLER HEADS AND NOZZLES USED ON THE SITE.
    - 14.3. THREE OF EACH QUICK COUPLERS, WITH ATTACHED HOSE SWIVELS.
15. AS-BUILT DRAWINGS: CONTRACTOR SHALL PROVIDE "AS-BUILT" MYLARS TO THE OWNER UPON COMPLETION OF THE PROJECT, SHOWING LOCATIONS OF CONTROLLERS, REMOTE CONTROL VALVES, GATE AND QUICK COUPLER VALVES, MAINLINE AND CONTROL WIRE LOCATION. ALL DIMENSIONS GIVEN SHALL BE FROM TWO PERMANENT POINTS OF REFERENCE.
16. CONTROLLER CHARTS: PROVIDE ONE CHART FOR EACH CONTROLLER SHOWING THE AREA COVERED BY EACH CONTROLLER. SIZE THE CHART AS BIG AS THE CONTROLLER DOOR WILL ALLOW. EACH CHART SHALL BE A REDUCED DRAWING OF THE "AS-BUILT" SYSTEM, CLEARLY LEGIBLE AT THE REDUCTION CHOSEN. CHART SHALL BE A BLACK LINE PRINT WITH DIFFERENT COLOR USED TO SHOW THE COVERAGE OF EACH STATION. AFTER APPROVAL BY THE OWNER, CHARTS SHALL BE HERMETICALLY SEALED BETWEEN TWO SHEETS OF PLASTIC 10 MILS THICK.
17. GUARANTEE: THE CONTRACTOR SHALL GUARANTEE THE ENTIRE SPRINKLER SYSTEM FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE AGAINST DEFECTIVE MATERIAL AND WORKMANSHIP. REPAIR ANY DEFECTS AT NO COST TO THE OWNER.

WATERING SCHEDULE

NUMBER	MODEL	TYPE	PRECIP	IN./WEEK	MIN./WEEK	GAL./WEEK	GAL./DAY
1	RAIN BIRD XCZ-100-LC	DRIP EMITTER	4.08 in/h	0.6	9	31.2	15.6
2	RAIN BIRD PEB	BUBBLER	1.9 in/h	1	32	192	96
3	RAIN BIRD PEB	TURF SPRAY	1.21 in/h	1.25	63	715	358
4	RAIN BIRD PEB	TURF SPRAY	1.33 in/h	1.25	57	649	325
5	RAIN BIRD PEB	BUBBLER	1.89 in/h	1	32	352	176
6	RAIN BIRD XCZ-100-LC	DRIP EMITTER	4.08 in/h	0.6	9	9.6	4.8
7	RAIN BIRD PEB	BUBBLER	1.88 in/h	1	32	448	224
8	RAIN BIRD PEB	TURF SPRAY	1.31 in/h	1.25	58	747	374
9	RAIN BIRD PEB	TURF SPRAY	0.9 in/h	1.25	84	1,069	535
10	RAIN BIRD PEB	TURF SPRAY	0.87 in/h	1.25	87	1,003	501
11	RAIN BIRD XCZ-100-LC	DRIP EMITTER	4.08 in/h	0.6	9	13.2	6.6
		TOTALS:			472	5,230	2,615

VALVE SCHEDULE

NUMBER	MODEL	SIZE	TYPE	GPM	PRECIP
1	RAIN BIRD XCZ-100-LC	1"	DRIP EMITTER	3.47	4.08 in/h
2	RAIN BIRD PEB	1"	BUBBLER	6	1.9 in/h
3	RAIN BIRD PEB	1"	TURF SPRAY	11.36	1.21 in/h
4	RAIN BIRD PEB	1"	TURF SPRAY	11.39	1.33 in/h
5	RAIN BIRD PEB	1"	BUBBLER	11	1.89 in/h
6	RAIN BIRD XCZ-100-LC	1"	DRIP EMITTER	1.07	4.08 in/h
7	RAIN BIRD PEB	1"	BUBBLER	14	1.88 in/h
8	RAIN BIRD PEB	1"	TURF SPRAY	12.88	1.31 in/h
9	RAIN BIRD PEB	1"	TURF SPRAY	12.73	0.9 in/h
10	RAIN BIRD PEB	1"	TURF SPRAY	11.53	0.87 in/h
11	RAIN BIRD XCZ-100-LC	1"	DRIP EMITTER	1.47	4.08 in/h

THE IRRIGATION CONTRACTOR IS TO SET THE RUN TIMES FOR EACH ZONE TO MATCH THE PLANT WATER REQUIREMENTS, SITE CONDITIONS AND MICRO-CLIMATE FACTORS. SEE THE LANDSCAPE PLANS FOR PLANT SPECIFICATIONS.

CRITICAL ANALYSIS

P.O.C. NUMBER: 01
Water Source Information: DEDICATED 3/4" RECORDALL BADGER DISC METER OR EQUAL PROVIDED BY OTHERS.

FLOW AVAILABLE
Custom Max Flow: 20 GPM
Flow Available 20 GPM

PRESSURE AVAILABLE
Static Pressure at POC: 60 PSI
Pressure Available: 60 PSI

DESIGN ANALYSIS
Maximum Station Flow: 14 GPM
Flow Available at POC: 20 GPM
Residual Flow Available: 6 GPM

Critical Station: 7
Design Pressure: 30 PSI
Friction Loss: 2.8 PSI
Fittings Loss: 0.28 PSI
Elevation Loss: 0 PSI
Loss through Valve: 2.24 PSI
Pressure Req. at Critical Station: 35.3 PSI
Loss for Fittings: 0 PSI
Loss for Main Line: 3.83 PSI
Loss for POC to Valve Elevation: 0 PSI
Loss for Backflow: 11.8 PSI
Loss for Master Valve: 2.24 PSI
Critical Station Pressure at POC: 53.2 PSI
Pressure Available: 60 PSI
Residual Pressure Available: 6.81 PSI

IRRIGATION PLANS ARE TO BE VIEWED IN COLOR FOR MOST ACCURATE INTERPRETATION OF THE DESIGN.

IRRIGATION EQUIPMENT MAY BE SHOWN OFFSET FOR GRAPHIC CLARITY. INSTALL ALL EQUIPMENT IN LANDSCAPED AREA.

lateral legend	
	1"
	1.5"
	2"
	2.5"
LATERALS LINES ARE COLOR CODED PER SIZE. FOR THE MOST ACCURATE INTERPRETATION OF THE DESIGN, PLANS ARE TO BE VIEWED IN COLOR.	

sleeve legend	
LATERAL/ MAINLINE SIZE	SLEEVE SIZE
1"	2"
1.5"	3"
2"	4"
2.5"	4"
3"	6"
4"	8"
CONTROL WIRE CONDUIT	1.5"

IDS
IRRI DESIGN STUDIO
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CONNOR@IRRIDESIGNSTUDIO.COM
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MWELO IRRIGATION NOTES

DESIGN & INSTALLATION REQUIREMENTS FOR THE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO) EFFECTIVE DECEMBER 1, 2015

A. DESIGN AND INSTALLATION SHALL INCLUDE THE FOLLOWING:

1. AUTOMATIC IRRIGATION CONTROLLER USING ET OR SOIL MOISTURE SENSOR DATA AREA REQUIRED.
   a. LANDSCAPE WATER METERS (DEDICATED OR PRIVATE) SHALL BE INSTALLED FOR ALL NON-RESIDENTIAL LANDSCAPE OF 1,000 SQUARE FEET BUT NOT MORE THAN 5,000 SQUARE FEET OR GREATER.
   b. RESIDENTIAL OVER 5,000 SQUARE FEET.
2. RAIN, FREEZE AND WIND SENSORS ARE REQUIRED, AS NEEDED FOR LOCAL CLIMATE.
3. FLOW SENSORS THAT DETECT HIGH FLOW ARE REQUIRED FOR ALL NON-RESIDENTIAL LANDSCAPES AND RESIDENTIAL 5,000 SQUARE FEET.
4. PRESSURE REGULATING DEVICES ARE REQUIRED. LOW FLOW WILL NEED BOOSTER.
5. CHECK VALVE AND ANTI-DRAIN VALVES ARE REQUIRED WHERE LOW HEAD DRAINAGE COULD OCCUR.
6. NO OVERHEAD IRRIGATION WITHIN 24 INCHES OF ANY NON-PERMEABLE SURFACE.
7. LOW VOLUME (DRIP) IRRIGATION IS REQUIRED ON MULCHED PLANTING AREAS.
8. AREAS LESS THAN 10 FEET IN WIDTH IN ANY DIRECTION MUST BE IRRIGATED WITH SUBSURFACE IRRIGATION OR ANOTHER MEANS THAT PRODUCES NO RUNOFF.
9. ALL SPRINKLER HEADS MUST DOCUMENT A LOWER QUARTER DISTRIBUTION UNIFORMITY (DULQ) OF 65% OR HIGHER.
10. EMISSION DEVICES MUST HAVE MATCHED PRECIPITATION RATES.
11. SOIL MANAGEMENT REPORT THAT INCLUDES SOIL ANALYSIS: TEXTURE, INFILTRATION RATE, PH, SOLUBLE SALTS, SODIUM, % ORGANIC, RECOMMENDATIONS.

B. SOIL PREPARATION:

1. PRIOR TO PLANTING COMPACTED SOIL SHALL BE TRANSFORMED TO A FRIABLE CONDITION.
2. INSTALLATION: COMPOST AT A MINIMUM RATE OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF 6 INCHES INTO SOIL.

C. IRRIGATION AUDITS:

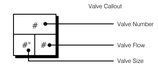
1. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGN OR INSTALLED THE LANDSCAPE AND CONDUCTED IN A MANNER CONSISTENT WITH THE IA LANDSCAPE IRRIGATION AUDIT OR "WATERSENSE" LABELING AUDIT BY USEPA.
2. CERTIFICATE OF COMPLETION SUBMITTED TO LOCAL AGENCY FOR APPROVAL.

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI
Q T H F	RAIN BIRD 1806-U-PRS U8 SERIES TURF SPRAY 6IN. POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2IN. NPT FEMALE THREADED INLET. PRESSURE REGULATING.	2	30
Q T H F	RAIN BIRD 1806-U-PRS U10 SERIES TURF SPRAY 6IN. POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2IN. NPT FEMALE THREADED INLET. PRESSURE REGULATING.	12	30
Q T H TT TQ F	RAIN BIRD 1806-U-PRS U12 SERIES TURF SPRAY 6IN. POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2IN. NPT FEMALE THREADED INLET. PRESSURE REGULATING.	11	30
Q T H TT TQ F	RAIN BIRD 1806-U-PRS U15 SERIES TURF SPRAY 6IN. POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2IN. NPT FEMALE THREADED INLET. PRESSURE REGULATING.	12	30
08HE-VAN 12HE-VAN 10HE-VAN 15HE-VAN	RAIN BIRD 1806-U-PRS HE-VAN SERIES TURF SPRAY 6IN. POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. SIDE AND BOTTOM INLET. 1/2IN. NPT FEMALE THREADED INLET. PRESSURE REGULATING.	13	30
1401 1402 1404 1408	RAIN BIRD 1800-1400 FLOOD FIXED FLOW RATE 0.25 GPM - 2.0 GPM, FULL CIRCLE BUBBLER, 1/2IN. FIPT.	62	30

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	RAIN BIRD XCZ-100-LC WIDE FLOW DRIP CONTROL KIT, FOR LIGHT COMMERCIAL USES. 1IN. PEB VALVE, WITH 1IN. PRESSURE REGULATING 40PSI BASKET FILTER. 0.3-20 GPM.	3
360	RAIN BIRD XBD81 W/ XB-10 XERI-BIRD 8 MULTI OUTLET EMISSION DEVICE WITH XERI-BUG EMITTERS AT 1 GPH EACH, WITH BUILT-IN 200 MESH FILTER.	45

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	RAIN BIRD PEB 1IN., 1-1/2IN., 2IN. PLASTIC INDUSTRIAL VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	8
	RAIN BIRD 44-LRC 1IN. BRASS QUICK-COUPLING VALVE, WITH CORROSION-RESISTANT STAINLESS STEEL SPRING, LOCKING THERMOPLASTIC RUBBER COVER, AND 2-PIECE BODY.	4
	LANDSCAPE PRODUCTS INC. BBV 1/2IN., 3/4IN., 1IN., 1-1/4IN., 1-1/2IN., 2IN., 2-1/2IN., 3IN. FULL PORT BRASS BALL VALVE. SUITABLE FOR A FULL RANGE OF LIQUIDS AND GASES IN RESIDENTIAL AND COMMERCIAL APPLICATIONS.	1
MV	RAIN BIRD PEB-MASTER VALVE 1" 1IN., 1-1/2IN., 2IN. PLASTIC INDUSTRIAL MASTER VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	1
BF	ZURN 975XL 3/4" REDUCED PRESSURE BACKFLOW DEVICE	1
C	RAIN BIRD ESPLXME2P W/ (1) ESPLXMSM12 24 STATION, TRADITIONALLY-WIRED . PRO SMART, COMMERCIAL CONTROLLER. (1) ESPLXME2P 12-STATION, PRO SMART, (MODULE INCLUDED) INDOOR/OUTDOOR, PLASTIC WALL-MOUNT ENCLOSURE W/ (1) ESPLXMSM12 - 12-STATION EXPANSION MODULES.	1
LI	RAIN BIRD LNK2WIFI UPGRADES CONTROLLERS (ESP-M, ESP-RZXE, ST8) TO HAVE WEATHER DATA FOR ET-BASED ADJUSTMENTS (WATERSENSE APPROVED) & WIFI CAPABILITIES -	1
RS	RAIN BIRD RSD-BEX RAIN SENSOR, WITH METAL LATCHING BRACKET, EXTENSION WIRE.	1
FS	RAIN BIRD UFS-100 1IN. ULTRASONIC FLOW SENSORS, WITH GLASS FILLED NYLON BODY. OPERATING RANGE .3 GPM-50 GPM. SIZE FOR FLOW NOT ACCORDING TO PIPE SIZE.	1
M	POINT OF CONNECTION DEDICATED 3/4" RECORDALL BADGER DISC METER OR EQUAL PROVIDED BY OTHERS.	1
	IRRIGATION LATERAL LINE: PVC CLASS 200 SDR 21 SEE PIPE LEGEND FOR COLOR CODING AND SIZING.	3,880 L.F.
	IRRIGATION MAINLINE: PVC CLASS 200 SDR 21	1,022 L.F.
	CONTROL WIRE & CONDUIT	62 L.F.
	PIPE SLEEVE: PVC SCHEDULE 40	173.8 L.F.



THE QUANTITIES SHOWN IN THE LEGEND SHEETS SHALL NOT BE USED FOR BIDDING PURPOSES. THE CONTRACTOR WILL BE RESPONSIBLE FOR CONDUCTING A COMPREHENSIVE MATERIALS TAKEOFF TO DETERMINE THE ACTUAL QUANTITIES OF MATERIAL NECESSARY TO EXECUTE THE WORK DESCRIBED IN THE DOCUMENTS.

ASSIGNMENT OF RESPONSIBILITY

GENERAL: THE IRRIGATION SYSTEM IS DESIGNED TO PROVIDE FULL COVERAGE OF ALL PLANTING AREAS WITH MINIMUM OVERSPRAY ONTO PAVING, WALKS, WALLS AND EXISTING UTILITIES. THE IRRIGATION CONSULTANT DOES NOT ASSUME ANY MAINTENANCE OBLIGATIONS.
CONTRACTORS RESPONSIBILITIES: THE CONTRACTORS SHALL ASSUME THE SOLE RESPONSIBILITY FOR THE CORRECT ALIGNMENT OF THE SPRINKLER HEADS, PROPER SETTINGS OF CONTROLLER ENCLOSURES AND ALL OTHER IRRIGATION SYSTEM COMPONENTS. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ADJUSTING THE WATERING CYCLES TO SUIT THE SEASONAL REQUIREMENTS. ADJUST THE WATERING CYCLES TO THE SOILS INFILTRATION RATE. NO RUN OFF SHALL OCCUR AT ANY TIME. THE INSTALLATION CONTRACTOR SHALL INSTRUCT THE MAINTENANCE CONTRACTOR IN THE USE AND ADJUSTMENT OF THE IRRIGATION SYSTEM. PERFORM ALL REVIEWS AND AUDITS AS CALLED OUT IN THE IRRIGATION MAINTENANCE NOTES AND SUBMIT WRITTEN REPORTS TO THE OWNER.
OWNERS RESPONSIBILITIES: THE OWNER SHALL BE SOLELY RESPONSIBLE FOR OBTAINING "AS BUILT" DRAWINGS AND CONTROLLER CHARTS FROM THE INSTALLATION CONTRACTOR. ANY DANGEROUS CONDITIONS THAT MAY OCCUR DURING THE CONSTRUCTION OR LATER MAINTENANCE PERIOD SHALL BE CORRECTED IMMEDIATELY.
SUBSTITUTIONS: NO SUBSTITUTIONS OF MATERIALS SHALL BE ALLOWED DURING THE CONSTRUCTION OR LATER MAINTENANCE WITHOUT THE WRITTEN CONSENT OF THE IRRIGATION CONSULTANT. ALL REPLACEMENT COMPONENTS SHALL BE AS CALLED OUT ON THE DRAWINGS AND IN THE SPECIFICATIONS. THE CONSULTANT CAN NOT BE HELD RESPONSIBLE FOR ALTERATIONS OF THE IRRIGATION SYSTEM THAT WERE DONE WITHOUT HIS WRITTEN PERMISSION.

OBSTRUCTIONS

WHEN VERTICAL OBSTRUCTIONS (PROPS, STREET LIGHTS, TREES, ETC.) INTERFERE WITH THE SPRAY PATTERN OF THE SPRINKLER HEADS SO AS TO PREVENT PROPER COVERAGE, THE IRRIGATION CONTRACTOR SHALL FIELD ADJUST THE SPRINKLER SYSTEM BY INSTALLING A QUARTER CIRCLE OR HALF CIRCLE SPRINKLER HEAD ON EACH SIDE OF THE OBSTRUCTION SO AS TO PROVIDE PROPER COVERAGE. ALL ADJUSTMENTS SHALL BE MADE AT NO ADDITIONAL COST TO THE OWNER. (TYPICAL)

Appendix B - Water Efficient Landscape Work sheet

Reference Evapotranspiration (ETO): 47.4
Project: FAMCON 1200 Founders Ave, Santa Maria, CA 93455

Hydrozone # /Planting Description a	Plant Factor (PF)	Irrigation Method b	Irrigation Efficiency (IE)c	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU) e
Regular Landscape Areas							
Very Low	0.1	drip	0.81	0.12	-	-	-
Low	0.3	drip	0.81	0.37	23,979.69	8,881.37	261,005.65
Medium	0.5	drip	0.81	0.62	-	-	-
High	0.8	drip	0.81	0.99	5,310.67	5,245.11	154,143.24
Non-irrigated	0.0	n/a	100	0.00	1,966.32	-	-
				Totals	31,256.68	14,126.48	415,148.89
Special Landscape Areas							
Turf				1		-	-
						-	-
						-	-
						-	-
						-	-
				Totals	-	-	-
						ETWU Total	415,148.89
Maximum Allowed Water Allowance (MAWA)d							413,357.14

a **Hydrozone #/Planting Description**
E.g
1.) front lawn
2.) medium water use planting

b **Irrigation Method**
overhead spray
or drip

c **Irrigation Efficiency**
0.75 for spray head
0.81 for drip

d **ETWU (Annual Gallons Required)**
= Eto x 0.62 x ETAF x Area
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year.

e **MAWA (Annual Gallons Allowed)**
= (Eto) (0.62) ((ETAF x LA) + ((1-ETAF) x SLA))
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year, LA is the total landscape area in square feet, SLA is the total special landscape area in square feet, and ETAF is .55 for residential areas and 0.45 for non-residential areas.

ETAF Calculations:
Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

All Landscape Areas

Total ETAF x Area (B+D)	14,126.48
Total Area (A+C)	31,256.68
Sitewide ETAF (B+D) ÷ (A+C)	0.45

Regular

Total ETAF x Area (B)	14,126.48
Total Area (A)	31,256.68
Average ETAF (B ÷ A)	0.45

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12.17.20

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1350 FOUNDERS AVENUE // SANTA MARIA, CALIFORNIA 93455

REVISION DATE

SHEET TITLE
IRRIGATION NOTES & CALCULATIONS

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1631 Carlotti Drive
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DATE *2023.12.20*
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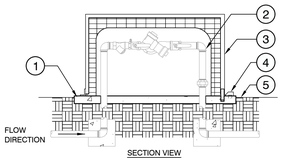


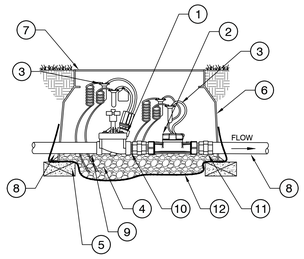
1. 4" THICK CONCRETE FOOTING 1" ABOVE FINISHED GRADE
2. BACKFLOW PREVENTION DEVICE (SEE IRRIGATION PLAN FOR MAKE AND MODEL)
3. BACKFLOW CAGE-STRONG BOX LOW PROFILE SMOOTH TOUCH ENCLOSURE
4. LOCK BOX
5. FINISHED GRADE

NOTES:

1. INSTALL BACKFLOW CAGE PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
2. SEE BACKFLOW PREVENTION DEVICE DETAIL FOR REFERENCE.
3. LOCK BOX SHALL BE LOCATED ABOVE CONCRETE FOOTING
4. CONTRACTOR SHALL PROVIDE A LOCK AS APPROVED BY THE OWNER'S REPRESENTATIVE.

A BACKFLOW CAGE

N.T.S. I-RBD-02



1. RAIN BIRD MASTER VALVE (PER SCHEDULE)
2. RAIN BIRD UFS SERIES FLOW SENSOR
3. CONTROL WIRE WITH WATERPROOF SPLICE CONNECTION
4. 3" MINIMUM DEPTH OF ¾" WASHED GRAVEL
5. BRICK (1 OF 4)
6. JUMBO VALVE BOX WITH COVER
7. FINISH GRADE
8. PVC MAINLINE
9. PVC MALE ADAPTER
10. PVC CLOSE NIPPLE (1 OF 3)
11. PVC UNION (1 OF 2)
12. ½" WELDED WIRE MESH

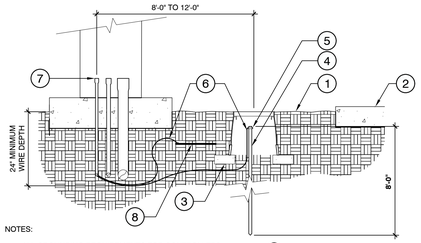
NOTES:

1. THE UFS CAN BE INSTALLED IN A VERTICAL POSITION WITH THE FLOW ARROW POINTING UPWARDS.
2. THE UFS SIZE MUST BE EQUAL TO OR SMALLER THAN THE INCOMING PIPE SIZE.
3. THE UFS DOES NOT REQUIRE STRAIGHT PIPE BEFORE OR AFTER SENSOR PLACEMENT.
4. NO BRICKS REQUIRED FOR RAIN BIRD VB-SERIES VALVE BOXES ONLY.

MODEL	SIZE	K	OFFSET	FLOW RANGE
UFS100	1"	0.25	0	0.3 - 50 GPM
UFS150	1.5"	1.70	-0.316	0.5 - 110 GPM
UFS200	2"	2.849	0.1439	1.0 - 200 GPM

B RAINBIRD MASTER VALVE & UFS (FLOW SENSOR)

N.T.S. I-RBD-19



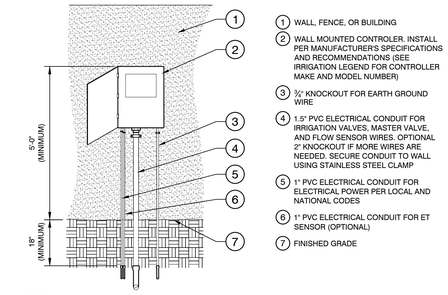
NOTES:

1. ALL GROUNDING REQUIREMENTS FOR CONTROLLERS SHALL CONFORM TO LOCAL ELECTRIC CODES.
2. GROUNDING ROD SHALL NOT BE LOCATED IN THE SAME TRENCH AS IRRIGATION MAINLINES OR LATERAL LINES.
3. VALVE BOX SHALL BE WRAPPED WITH A MINIMUM 3 MIL THICK PLASTIC AND SECURED TO THE VALVE BOX USING DUCT TAPE OR ELECTRICAL TAPE.
4. INSTALL GROUNDING ROD PER THE CONTROLLER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.

1. FINISH GRADE
2. PAVEMENT
3. THREE (3) 4" x 8" BRICKS
4. 5/8" x 8'-0" COPPER GROUNDING ROD
5. GROUNDING ROD CLAMP
6. #6 AWG BARE COPPER WIRE
7. 1/2" PVC ELECTRICAL CONDUIT AND SWEEP FOR EARTH GROUND
8. COPPER GROUNDING PLATE

C GROUNDING ROD

N.T.S. I-RBD-03



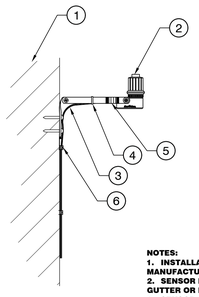
1. WALL, FENCE, OR BUILDING
2. WALL MOUNTED CONTROLER. INSTALL PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS (SEE IRRIGATION LEGEND FOR CONTROLLER MAKE AND MODEL NUMBER)
3. ¾" KNOCKOUT FOR EARTH GROUND WIRE
4. 1.5" PVC ELECTRICAL CONDUIT FOR IRRIGATION VALVES, MASTER VALVE, AND FLOW SENSOR WIRES. OPTIONAL 2" KNOCKOUT IF MORE WIRES ARE NEEDED. SECURE CONDUIT TO WALL USING STAINLESS STEEL CLAMP
5. 1" PVC ELECTRICAL CONDUIT FOR ELECTRICAL POWER PER LOCAL AND NATIONAL CODES
6. 1" PVC ELECTRICAL CONDUIT FOR ET SENSOR (OPTIONAL)
7. FINISHED GRADE

NOTES:

1. COMMON AND CONTROLLER WIRE TO BE BUNDLED USING ELECTRICAL TAPE 10'-0" ON CENTER.
2. GROUNDING RODS SHALL BE LOCATED BETWEEN 8'-0" TO 12'-0" AWAY FROM THE CONTROLLER. GROUNDING RODS SHALL BE ½" IN DIAMETER x 8' IN LENGTH. CONNECT THE GROUNDING ROD TO THE CONTROLLER USING 6 GAUGE BARE COPPER WIRE OR PER THE MANUFACTURER'S SPECIFICATIONS. SEE GROUNDING ROD DETAIL.
3. ET STATION SHALL BE INSTALLED NO FURTHER THAN 90' AWAY FROM THE CONTROLLER AND A MINIMUM OF 15' OFF THE GROUND, OUT FROM UNDER ANY OVERHEAD OBSTRUCTIONS SUCH AS, BUT NOT LIMITED TO, BUILDING OVERHANGS, TREES, OR UTILITIES.

D WALL MOUNTED CONTROLLER

N.T.S. I-RBD-04

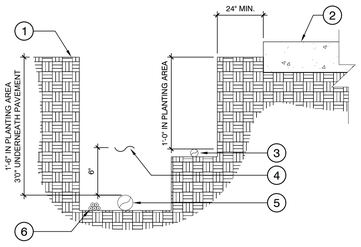


1. STATIONARY STRUCTURE
2. RAIN BIRD RSD-BEx (RAINSENSOR)
3. WIRE TO IRRIGATION CONTROLLER
4. PLASTIC TIE DOWN STRAP
5. MOUNTING BRACKET
6. SECURE WITH CABLE TIE BRACKET (1 OF 2)

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. SENSOR MAY BE MOUNTED ON A FENCE, FENCE POST, GUTTER OR BUILDING.
3. SENSOR SHOULD NOT BE MOUNTED UNDER TREES, IN AREAS AFFECTED BY SPRINKLER SYSTEM OR UNDER EAVE OF BUILDING.

E RAIN BIRD - RSD-BEX RAIN SENSOR

N.T.S. I-RBD-09



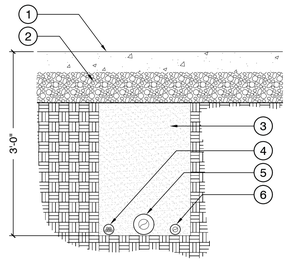
NOTES:

1. SEE IRRIGATION LEGEND FOR MAINLINE AND LATERAL LINE PIPE SIZE AND TYPE.
2. DIRECT BURIAL CONTROL WIRES SHALL BE INSTALLED IN SCH. 40 PVC ELECTRICAL CONDUIT IF REQUIRED.
3. 2-WIRE IRRIGATION WIRE SHALL BE INSTALLED IN SCH. 40 PVC ELECTRICAL CONDUIT.
4. DETECTABLE LOCATOR TAPE SHALL BE LOCATED SIX INCHES (6") ABOVE THE ENTIRE MAINLINE RUN.

1. FINISHED GRADE
2. PAVEMENT
3. NON-PRESSURIZED LINE (LATERAL LINE)
4. DETECTABLE LOCATOR TAPE
5. PRESSURIZED LINE (MAINLINE)
6. DIRECT BURIAL LOW VOLTAGE CONTROL WIRES

F IRRIGATION TRENCHING

N.T.S. I-RBD-12



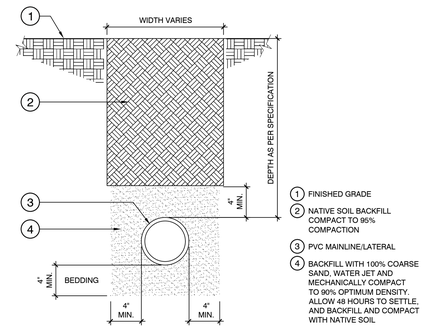
NOTES:

1. SEE IRRIGATION LEGEND FOR MAINLINE SIZE AND TYPE.
2. ALL SLEEVES SHALL BE SCH. 40 PVC PIPE.
3. ALL SLEEVES SHALL EXTEND 12" BEYOND THE EDGE OF PAVEMENT.
4. END OF SLEEVES SHALL BE LOCATED WITH A WOODEN STAKE OR PVC PIPE. LOCATORS SHALL RUN CONTINUOUSLY FROM THE END OF THE SLEEVE TO FINISHED GRADE.

1. PAVEMENT
2. BASE ROCK
3. CLEAN BACKFILL, 95% RELATIVE COMPACTION UNDER PAVING OR PER CIVIL ENGINEER'S PLANS
4. CONTROL WIRES, SLEEVE UNDER PAVING. INSTALL ADJACENT TO PRESSURIZED MAINLINE. BUNDLE SHALL BE NO MORE THAN 50% OF PIPE DIAMETER
5. MAINLINE, SLEEVE UNDER PAVING TO BE TWO TIMES THE DIAMETER OF THE PRESSURIZED MAINLINE PIPE
6. NON-PRESSURIZED LINE, SLEEVE UNDER PAVING TO BE BE TWO TIMES THE DIAMETER OF THE LATERAL LINE

G PIPE BENEATH PAVEMENT

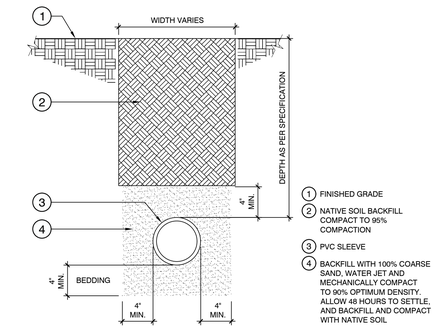
N.T.S. I-RBD-14



1. FINISHED GRADE
2. NATIVE SOIL BACKFILL COMPACT TO 95% COMPACTION
3. PVC MAINLINE/LATERAL
4. BACKFILL WITH 100% COARSE SAND, WATER JET AND MECHANICALLY COMPACT TO 90% OPTIMUM DENSITY. ALLOW 48 HOURS TO SETTLE, AND BACKFILL AND COMPACT WITH NATIVE SOIL

H MAINLINE WITH SAND BEDDING

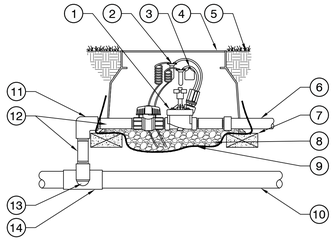
N.T.S. I-RBD-16



1. FINISHED GRADE
2. NATIVE SOIL BACKFILL COMPACT TO 95% COMPACTION
3. PVC SLEEVE
4. BACKFILL WITH 100% COARSE SAND, WATER JET AND MECHANICALLY COMPACT TO 90% OPTIMUM DENSITY. ALLOW 48 HOURS TO SETTLE, AND BACKFILL AND COMPACT WITH NATIVE SOIL

I SLEEVE AT ROAD

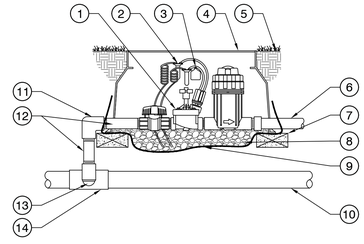
N.T.S. I-RBD-17



1. RAIN BIRD REMOTE CONTROL VALVE (PER SCHEDULE)
2. WATERPROOF SPLICE CONNECTION
3. VALVE ID TAG
4. VALVE BOX WITH COVER: RAIN BIRD
5. FINISH GRADE
6. PVC LATERAL PIPE
7. BRICK (1 OF 4)
8. 3/4" MINUS WASHED GRAVEL
9. WIRE FABRIC CLOTH
10. PVC MAINLINE
11. PVC SCH 80 ELBOW
12. PVC SCH 80 NIPPLE 1-1/2"
13. PVC SCH 80 NIPPLE AND PVC SCH 80 ELBOW
14. PVC SCH 80 TEE OR ELBOW

J RAIN BIRD REMOTE CONTROL VALVE

N.T.S. I-RBD-29

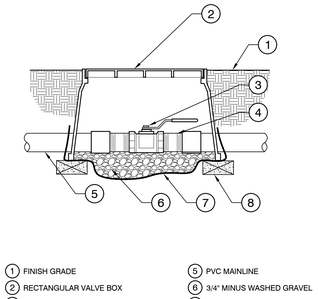


1. RAIN BIRD DRIP KIT (PER SCHEDULE)
2. WATERPROOF SPLICE CONNECTION
3. VALVE ID TAG
4. VALVE BOX WITH COVER: RAIN BIRD VB-JUMBO
5. FINISH GRADE
6. PVC LATERAL PIPE
7. BRICK (1 OF 4)
8. 3/4" MINUS WASHED GRAVEL
9. WIRE FABRIC CLOTH
10. PVC MAINLINE
11. PVC SCH 80 ELBOW
12. PVC SCH 80 NIPPLE 1-1/2"
13. PVC SCH 80 NIPPLE AND PVC SCH 80 ELBOW
14. PVC SCH 80 TEE OR ELBOW

NOTE:
1. THE KIT INCLUDES A VALVE AND SCREEN FILTER.

K 1" RAIN BIRD DRIP CONTROL ZONE KIT

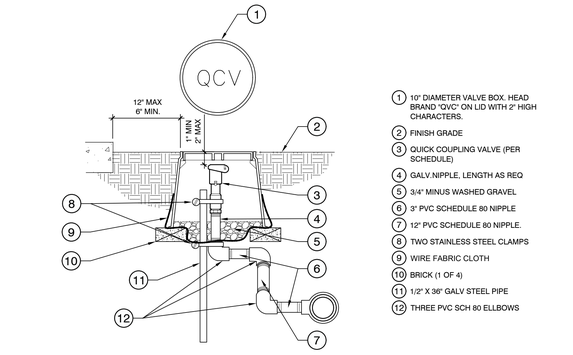
N.T.S. I-RBD-25



1. FINISH GRADE
2. RECTANGULAR VALVE BOX
3. BRASS BALL VALVE AS SPECIFIED, SAME SIZE AS MAIN LINE
4. SCHEDULE 80 THREADED NIPPLE AS REQUIRED
5. PVC MAINLINE
6. 3/4" MINUS WASHED GRAVEL
7. WIRE FABRIC CLOTH
8. BRICK (1 OF 4)

L BRASS BALL ISOLATION VALVE

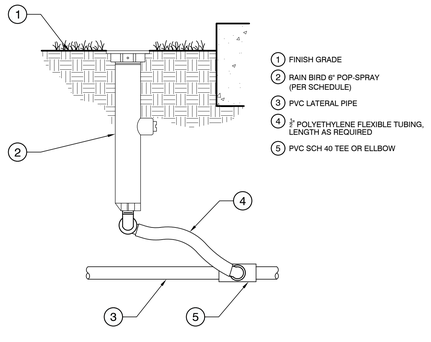
N.T.S. I-RBD-23



1. 10" DIAMETER VALVE BOX. HEAD BRAND "QVC" ON LID WITH 2" HIGH CHARACTERS.
2. FINISH GRADE
3. QUICK COUPLING VALVE (PER SCHEDULE)
4. GALV.NIPPLE, LENGTH AS REQ
5. 3/4" MINUS WASHED GRAVEL
6. 3" PVC SCHEDULE 80 NIPPLE
7. 12" PVC SCHEDULE 80 NIPPLE.
8. TWO STAINLESS STEEL CLAMPS
9. WIRE FABRIC CLOTH
10. BRICK (1 OF 4)
11. 1/2" X 36" GALV STEEL PIPE
12. THREE PVC SCH 80 ELLBOWS

M QUICK COUPLING VALVE IN BOX

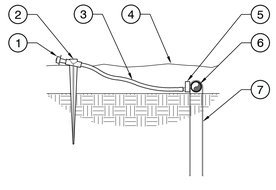
N.T.S. I-RBD-24



1. FINISH GRADE
2. PAVEMENT
3. 3" POLYETHYLENE FLEXIBLE TUBING, LENGTH AS REQUIRED
4. PVC SCH 40 TEE OR ELLBOW

N 6" POP-UP SPRAY W/FLEX ASSEMBLY

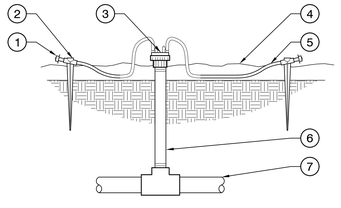
N.T.S. I-RBD-31



1. DIFFUSER BUG CAP
2. 1/4" TUBING STAKE
3. 1/4" DISTRIBUTION TUBING
4. TOP OF MULCH ELEVATION
5. SINGLE-OUTLET EMITTER
6. 1/2" POLY DRIP TUBING
7. TIE-DOWN STAKE AT EMITTER

O DRIP EMITTER AT 1/4" TUBING

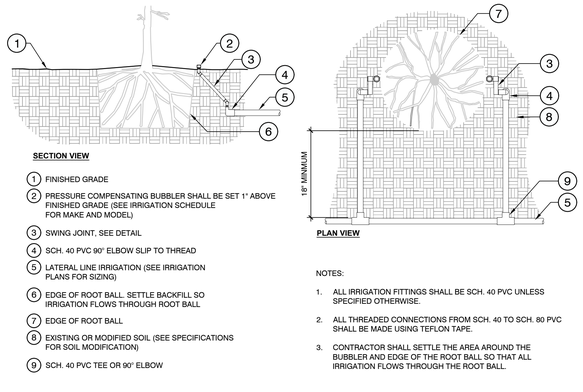
N.T.S. I-RBD-42



1. DIFFUSER BUG CAP
2. 1/4" TUBING STAKE
3. MULTI-OUTLET EMITTER WITH 1/2" FPT ADAPTER
4. TOP OF MULCH ELEVATION
5. 1/4" DISTRIBUTION TUBING
6. SCHEDULE 80 NIPPLE AS REQUIRED
7. LATERAL LINE

P DRIP MULTI-OUTLET EMITTER ON PVC RISER

N.T.S. I-RBD-43



SECTION VIEW

1. FINISHED GRADE
2. PRESSURE COMPENSATING BUBBLER SHALL BE SET 1" ABOVE FINISHED GRADE (SEE IRRIGATION SCHEDULE FOR MAKE AND MODEL)
3. SWING JOINT, SEE DETAIL
4. SCH. 40 PVC 90° ELBOW SLIP TO THREAD
5. LATERAL LINE IRRIGATION (SEE IRRIGATION PLANS FOR SIZING)
6. EDGE OF ROOT BALL. SETTLE BACKFILL SO IRRIGATION FLOWS THROUGH ROOT BALL
7. EDGE OF ROOT BALL
8. EXISTING OR MODIFIED SOIL (SEE SPECIFICATIONS FOR SOIL MODIFICATION)
9. SCH. 40 PVC TEE OR 90° ELBOW

PLAN VIEW

NOTES:

1. ALL IRRIGATION FITTINGS SHALL BE SCH. 40 PVC UNLESS SPECIFIED OTHERWISE.
2. ALL THREADED CONNECTIONS FROM SCH. 40 TO SCH. 80 PVC SHALL BE MADE USING TEFLON TAPE.
3. CONTRACTOR SHALL SETTLE THE AREA AROUND THE BUBBLER AND EDGE OF THE ROOT BALL SO THAT ALL IRRIGATION FLOWS THROUGH THE ROOT BALL.

Q IRRIGATION BUBBLER (2) W/ LAYOUT

N.T.S. I-RBD-36

IDS
IRRI DESIGN STUDIO
IRRIGATION DESIGN & CONSULTING
CONNOR@IRRIDESIGNSTUDIO.COM
407-744-3658

PLEINAIRE
DESIGN GROUP
3203 Lightning St., Ste. 201 // Santa Maria, CA 93455
805.349.9695 // www.pleinairedg.com

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FAMCON
1350 FOUNDERS AVENUE // SANTA MARIA, CALIFORNIA 93455

REVISION DATE

SHEET TITLE

IRRIGATION DETAILS

OWNER *FAMCON Pipe & Supply, Inc.*
1631 Carlotti Drive
Santa Maria, California 93454

DATE	*2023.12.20*
PROJECT NO.	*22229*
DRAWN BY	*A.O.*
CHECKED BY	*K.J.S.*
SHEET NO.	

L-1.3

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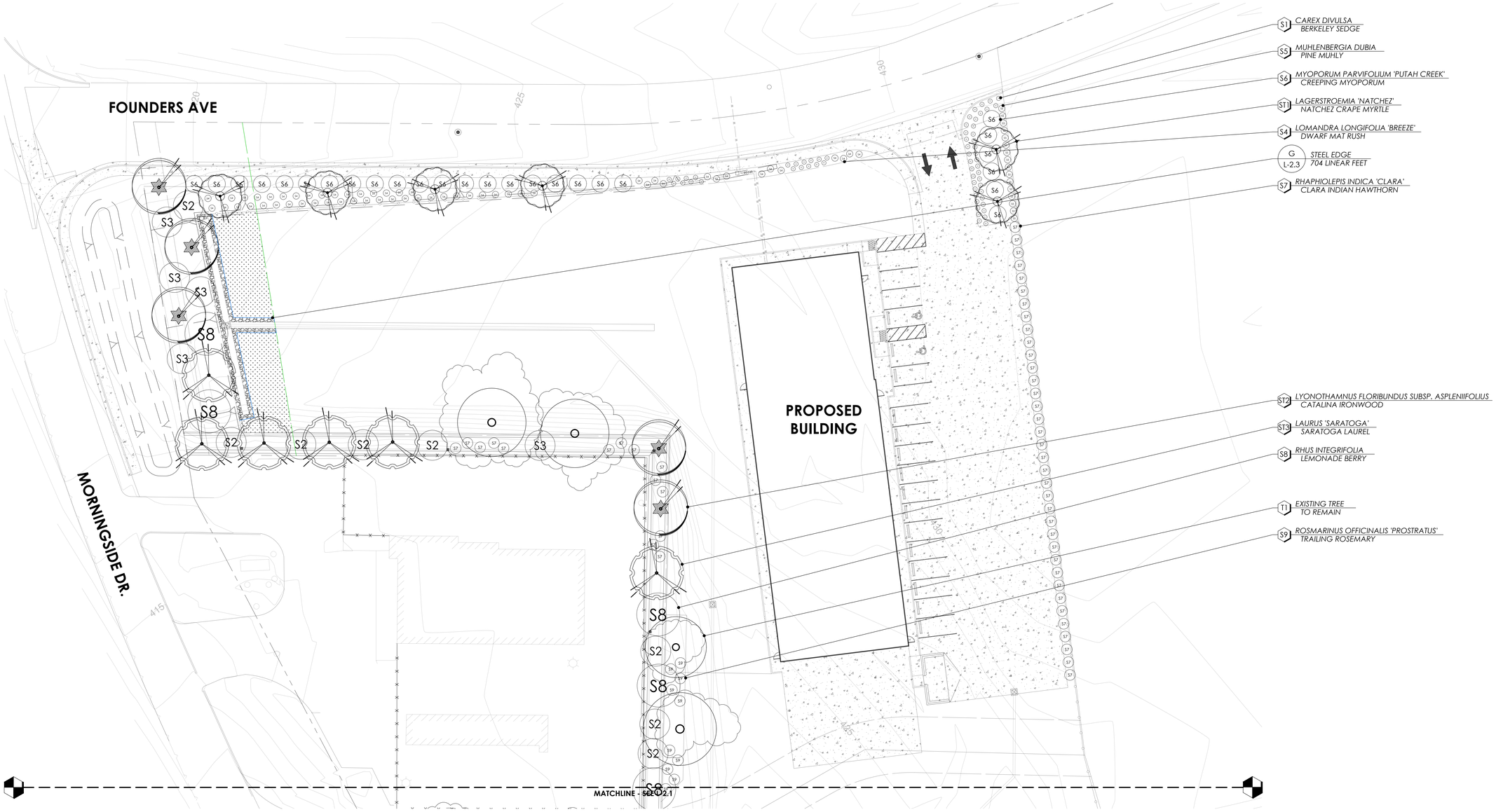


❑ PLANTING ENLARGEMENT - A

SCALE : 1" = 20'-0" (0, 10, 20, 40) NORTH

PLANT LEGEND

TREES

SYMBOL	NAME
T1	EXISTING TREE TO REMAIN
T2	EXISTING TREE TO BE REMOVED

STREET TREES

SYMBOL	NAME
ST1	LAGERSTROEMIA 'NATCHEZ' NATCHEZ CRAPE MYRTLE
ST2	LYONOTHAMNUS FLORIBUNDUS SUBSP. ASPLENIIFOLIUS CATALINA IRONWOOD
ST3	LAURUS 'SARATOGA' SARATOGA LAUREL

SHRUBS

SYMBOL	NAME
S1	CAREX DIVULSA BERKELEY SEDGE
S2	CEANOTHUS 'RAY HARTMAN' RAY HARTMAN CEANOTHUS

SHRUBS

SYMBOL	NAME
S3	LIGUSTRUM JAPONICUM JAPANESE PRIVET
S4	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH
S5	MUHLENBERGIA DUBIA PINE MUHLY
S6	MYOPORUM PARVIFOLIUM 'PUTAH CREEK' CREEPING MYOPORUM
S7	RHAPHIOLEPIS INDICA 'CLARA' CLARA INDIAN HAWTHORN
S8	RHUS INTEGRIFOLIA LEMONADE BERRY
S9	ROSMARINUS OFFICINALIS 'PROSTRATUS' TRAILING ROSEMARY

GROUNDCOVERS

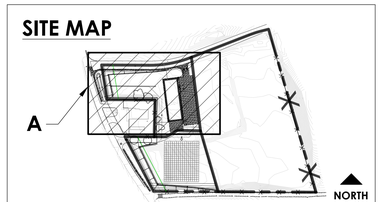
SYMBOL	NAME
G1	COBBLES
G2	BUCHLOE DACTYLOIDES BUFFALO GRASS

811 TWO DAYS BEFORE YOU DIG CALL: TOLL FREE 1.800.422.4133 UNDERGROUND SERVICE ALERT

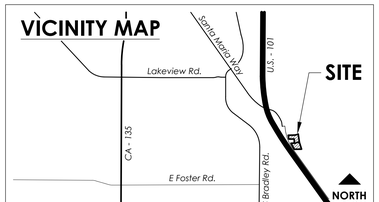
I HAVE COMPLIED WITH THE CRITERIA OF THE 2015 UPDATE TO THE STATE DEPARTMENT OF WATER RESOURCES MODEL WATER EFFICIENT. &
I HAVE COMPLIED WITH THE CRITERIA IN THE MWELO AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

DESIGNER SIGNATURE DATE

SITE MAP



VICINITY MAP



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KEVIN J. SMALL LANDSCAPE ARCHITECT 2929 12.31.20 OF CALIFORNIA

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FAMCON

1350 FOUNDERS AVENUE // SANTA MARIA, CALIFORNIA 93455

REVISION DATE

SHEET TITLE

PLANTING ENLARGEMENT - A

OWNER	FAMCON Pipe & Supply, Inc.
	1631 Carlotti Drive
	Santa Maria, California 93454
DATE	2023.12.20
PROJECT NO.	22229
DRAWN BY	A.O.
CHECKED BY	K.J.S.
SHEET NO.	L-2.0

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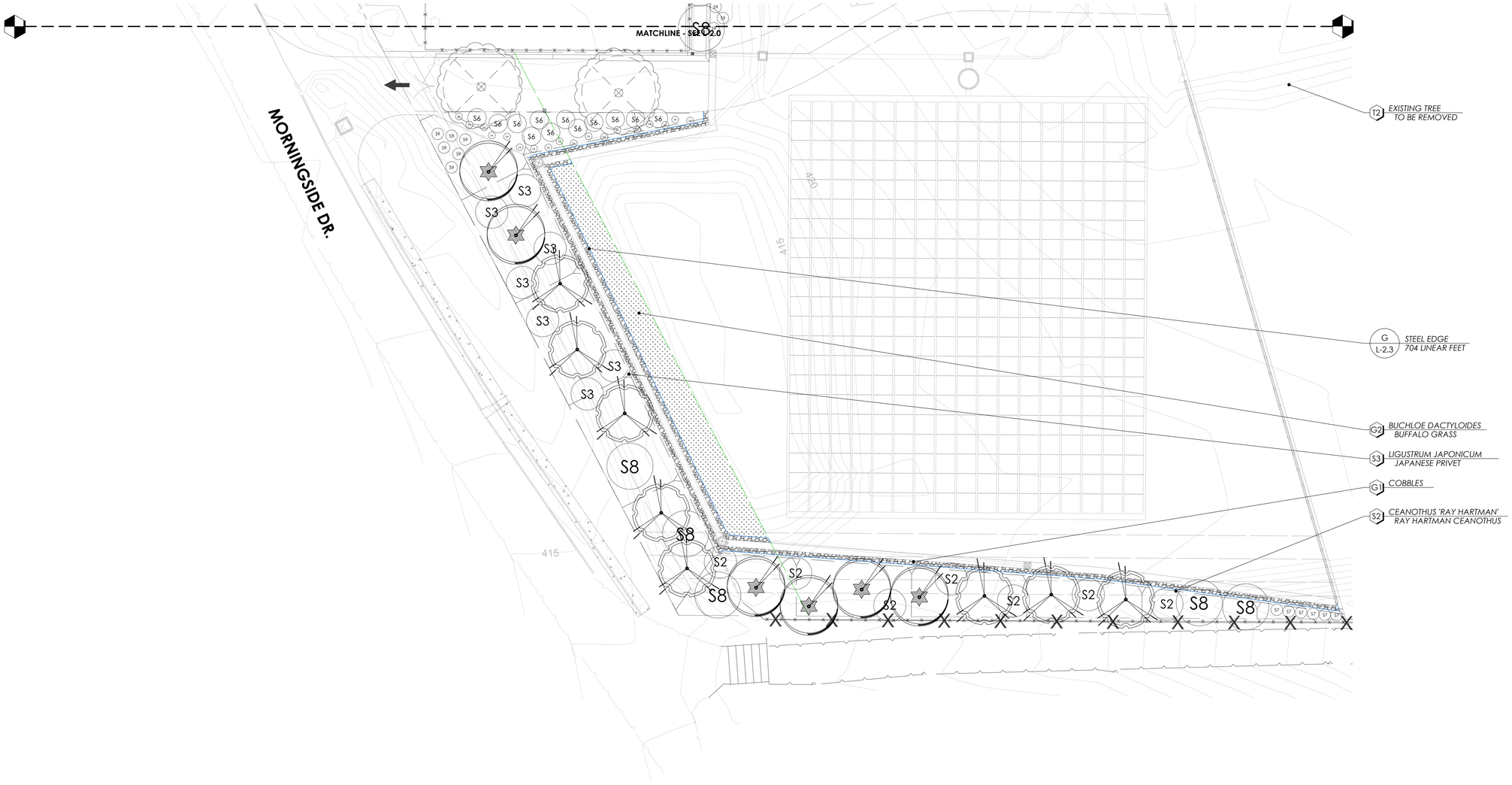

❑ PLANTING ENLARGEMENT - B

0 10 20 40
SCALE : 1" = 20'-0"
NORTH

PLANT LEGEND

TREES

SYMBOL	NAME
•	T1 EXISTING TREE TO REMAIN
⊗	T2 EXISTING TREE TO BE REMOVED

STREET TREES

SYMBOL	NAME
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SYMBOL	NAME
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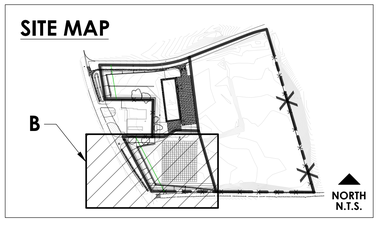
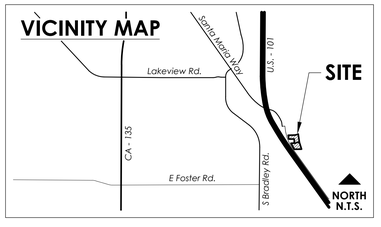
DESIGNER SIGNATURE *DATE*

SITE MAP



VICINITY MAP



PLEINAIRE DESIGN GROUP
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KEVIN J. SMALL LANDSCAPE ARCHITECT 2929 STATE OF CALIFORNIA
FOR REVIEW ONLY NOT FOR CONSTRUCTION 12.20.23

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FAMCON
1350 FOUNDERS AVENUE // SANTA MARIA, CAUFORNIA 93455

REVISION DATE

SHEET TITLE
PLANTING ENLARGEMENT - B

OWNER FAMCON Pipe & Supply, Inc.
1631 Carlotti Drive
Santa Maria, California 93454

DATE	2023.12.20
PROJECT NO.	22229
DRAWN BY	A.O.
CHECKED BY	K.J.S.
SHEET NO.	L-2.1

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CERTIFICATE OF COMPLETION

APPENDIX "C" – MWELO
(Landscaping over 2,500 square feet)

FORM SUMBITTAL REQUIREMENTS:

- *Submit completed form with attachments (Parts 3 – 6 below) to the Building Inspector after landscape and irrigation installation (or prior to final Occupancy Clearance/ Building Clearance - if applicable).*

This certificate is filled out by the project applicant upon completion of the landscape project.

PART 1. PROJECT INFORMATION SHEET

Date		
Project Name		
Name of Project Applicant	Telephone No.	
	Fax No.	
Title	Email Address	
Company	Street Address	
City	State	Zip Code

Project Address and Location:

Street Address		Parcel, tract or lot number, if available
City		Latitude/Longitude (optional)
State	Zip Code	

Project Proposed Landscaping Square Footage:

Proposed Non-Irrigated Landscaping (square footage) _____	Installed Non-irrigated Landscaping (square footage) _____
Proposed Irrigated Landscaping (square footage) _____	Installed Irrigated Landscaping (square footage) _____
Proposed Turf Area (% of total landscaping) _____	Installed Turf Area (% of total landscaping) _____

Property Owner or his/her designee:

Name	Telephone No.	
	Fax No.	
Title	Email Address	
Company	Street Address	
City	State	Zip Code

Property Owner:

"I/we certify that I/we have received copies of all the documents within the Landscape Documentation Package and the Certificate of Completion and that it is our responsibility to see that the project is maintained in accordance with the Landscape and Irrigation Maintenance Schedule."

_____ _____
Property Owner Signature Date

Please answer the questions below:

1. Date the Landscape Documentation Package was submitted to the local agency_____.
2. Date the Landscape Documentation Package was approved by the local agency_____.
3. Date that a copy of the Water Efficient Landscape Worksheet (including the Water Budget Calculation) was submitted to the local water purveyor_____.

PART 2. CERTIFICATION OF INSTALLATION ACCORDING TO THE LANDSCAPE

DOCUMENTATION PACKAGE

Installed Non-Irrigated Landscaping (square footage) _____	
Installed Irrigated Landscaping (square footage) _____	% Installed Turf Area _____

"I/we certify that based upon periodic site observations, the work has been substantially completed in accordance with the ordinance and that the landscape planting and irrigation installation conform with the criteria and specifications of the approved Landscape Documentation Package."

Signature (*see below)	Date	
Name (print)	Telephone No.	
Title	Fax No.	
	Email Address	
License No. or Certification No.		
Company	Street Address	
City	State	Zip Code

*Signature must be by the signer of the landscape design plan, signer of the irrigation plan, or a licensed landscape contractor.

PART 3. ATTACH THE IRRIGATION SCHEDULING

Attach the parameters for setting the Irrigation Schedule on the controller (see Page 3 for Irrigation Scheduling requirements).
MWELO Ordinance Section 492.10

PART 4. ATTACH THE SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE

Attach the Schedule of Landscape and Irrigation Maintenance (see Page 3 for the Schedule of Landscape and Irrigation Maintenance requirements). Also see MWELO Ordinance Section 492.11.

PART 5. LANDSCAPE IRRIGATION AUDIT REPORT

Attach Landscape Irrigation Audit Report (see Page 4 for the Irrigation Audit Report requirements).
Also see MWELO Ordinance Section 492.12.

PART 6. SOIL MANAGEMENT REPORT (see Page 4 for the Soil Management requirements)

Attach soil analysis report, if not previously submitted with the Landscape Documentation Package.
Also see MWELO Ordinance Section 492.5.

Attach documentation verifying implementation of recommendations from soil analysis report.
Also see MWELO Ordinance Section 492.5.

GENERAL PLANTING NOTES

1. REMOVE ALL DEBRIS, WEEDS, EXCESS MATERIAL AND ROCKS LARGER THAN 3" IN DIAMETER FROM PLANTING AREAS.
2. CROSS RIP ALL TURF AND PLANTING AREAS TO A DEPTH OF 12" AND BLEND THE FOLLOWING AMENDMENT INTO THE TILLED SOIL TO A DEPTH OF 6".
   2.1. PER 1000 SQUARE FEET:
      2.1.1. 6 CUBIC YARDS NITROGEN AND IRON FORTIFIED ORGANIC SOIL AMENDMENT
      2.1.2. 14 POUNDS 12-12-12 FERTILIZER
      2.1.3. 15 POUNDS SOIL SULFUR
3. EXCAVATE THE PLANTING PITS FOR TREES AND SHRUBS TWICE THE DIAMETER AND TWICE THE DEPTH OF THE ROOT BALL SCARIFY THE SIDES AND BOTTOM OF THE PIT. THE BACKFILL MIX FOR USE AROUND THE ROOT BALL SHALL CONSIST OF THE FOLLOWING:
   3.1. PER CUBIC YARD OF SOIL:
      3.1.1. 1/3 CUBIC YARD NITROGEN STABILIZED FIR BARK
      3.1.2. 1 POUND 12-12-12 FERTILIZER
      3.1.3. 1 1/2 POUNDS IRON SULFATE (20% IRON)
      3.1.4. 2/3 CUBIC YARD TOPSOIL
   PLANT TABS SHALL BE AGRIFORM OR APPROVED EQUAL USED AT MANUFACTURER'S RECOMMENDED RATE FOR EACH PLANT SIZE.
4. SOIL AMENDMENT AND BACKFILL MIX ARE PROVIDED FOR BIDDING PURPOSES ONLY. THE CONTRACTOR SHALL PROVIDE FOR IN HIS BID FOR A SOIL AGRONOMY REPORT BY AN APPROVED SOIL AGRONOMIST UPON COMPLETION OF THE ROUGH GRADING. ACTUAL SOIL AMENDMENTS AND BACKFILL MIX SHALL BE AS PER SOIL AGRONOMISTS REPORT AND RECOMMENDATIONS.
5. FINE PRUNE ALL SPECIMEN TREES AFTER PLANTING UNDER THE DIRECTION OF THE LANDSCAPE ARCHITECT.
6. ALL SPECIMEN TREES SHALL BE SELECTED AT THE SOURCE BY THE LANDSCAPE ARCHITECT.
7. UPON COMPLETION, REMOVE ALL EXTRANEOUS MATERIAL AND DEBRIS, BROOM AND WASH CLEAN AREA.
8. ACTUAL SYMBOLS SHALL HAVE PRIORITY OVER WRITTEN QUANTITIES. CONTRACTOR SHALL VERIFY QUANTITIES AND NOTIFY LANDSCAPE ARCHITECT OF DISCREPANCIES.
9. ALL PLANT MATERIAL, COLOR, SIZE AND QUANTITIES ARE TO BE VERIFIED WITH OWNER.
10. ALL SUBSTITUTIONS SHALL BE APPROVED BY LANDSCAPE ARCHITECT AND OWNER, PRIOR TO INSTALLATION.
11. ALL FLOW LINES ESTABLISHED BY GRADING PLAN SHALL BE MAINTAINED BY FINISH GRADING. MAINTAIN 1.5% MINIMUM FLOW IN ALL PLANTER AREAS.

SOIL AGRONOMY TEST REQUIRED. SAMPLE TO BE TAKEN AFTER SITE GRADING IS COMPLETE. REFER TO SPECIAL INSPECTIONS ON COVERSHEET

PLANT LEGEND

TREES

SYMBOL	NAME	COMMENTS	SIZE	WUCOLS	QTY.
⊙	T1 *EXISTING TREE TO REMAIN*			N/A	4
⊗	T2 *EXISTING TREE TO BE REMOVED*			N/A	2

STREET TREES

SYMBOL	NAME	COMMENTS	SIZE	WUCOLS	QTY.
	ST1 *LAGERSTROEMIA 'NATCHEZ' NATCHEZ CRAPE MYRTLE*	*PLANT PER DETAIL A,B,C/L-2.3*	*24" BOX*	*LOW*	6
	ST2 *LYONOTHAMNUS FLORIBUNDUS SUBSP. ASPLENIIFOLIUS CATALINA IRONWOOD*	*PLANT PER DETAIL A,B,C/L-2.3*	*24" BOX*	*LOW*	11
	ST3 *LAURUS 'SARATOGA' SARATOGA LAUREL*	*PLANT PER DETAIL A,B,C/L-2.3*	*24" BOX*	*LOW*	14

SHRUBS

SYMBOL	NAME	COMMENTS	SIZE	WUCOLS	QTY.
S1	S1 *CAREX DIVULSA BERKELEY SEDGE*	*PLANT PER DETAIL C,D,E/L-2.3*	*5 GAL.*	*LOW*	59
S2	S2 *CEANOTHUS 'RAY HARTMAN' RAY HARTMAN CEANOTHUS*	*PLANT PER DETAIL C,D,E/L-2.3*	*15 GAL.*	*LOW*	15
S3	S3 *LIGUSTRUM JAPONICUM JAPANESE PRIVET*	*PLANT PER DETAIL C,D,E/L-2.3*	*15 GAL.*	*LOW*	12
S4	S4 *LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH*	*PLANT PER DETAIL C,D,E/L-2.3*	*5 GAL.*	*LOW*	74
S5	S5 *MUHLENBERGIA DUBIA PINE MUHLY*	*PLANT PER DETAIL C,D,E/L-2.3*	*5 GAL.*	*LOW*	16
S6	S6 *MYOPORUM PARVIFOLIUM 'PUTAH CREEK' CREEPING MYOPORUM*	*PLANT PER DETAIL C,D,E/L-2.3*	*5 GAL.*	*LOW*	38
S7	S7 *RHAPHIOLEPIS INDICA 'CLARA' CLARA INDIAN HAWTHORN*	*PLANT PER DETAIL C,D,E/L-2.3*	*5 GAL.*	*LOW*	56
S8	S8 *RHUS INTEGRIFOLIA LEMONADE BERRY*	*PLANT PER DETAIL C,D,E/L-2.3*	*15 GAL.*	*LOW*	10
S9	S9 *ROSMARINUS OFFICINALIS 'PROSTRATUS' TRAILING ROSEMARY*	*PLANT PER DETAIL C,D,E/L-2.3*	*5 GAL.*	*LOW*	16

GROUNDCOVERS

SYMBOL	NAME	COMMENTS	SIZE	WUCOLS	QTY.
	G1 *COBBLES*	*2"-4" COBBLES*	*2"-4"*	N/A	*1,966 S.F.*
	G2 *BUCHLOE DACTYLOIDES BUFFALO GRASS*		*SOD*	*HIGH*	*5,311 S.F.*

PLANTING LEGEND NOTES

1. ALL TREES ARE TO BE STAKED PER DETAIL A,B,C/L-2.3
2. ALL STREET TREES ARE TO BE PLANTED PER DETAIL A,B,C/L-2.3.
3. ANY TREE PLANTED CLOSER THAN 4' TO ANY HARDSCAPE SHALL HAVE A LINEAR ROOT BARRIER INSTALLED PER DETAIL C/L-2.3.
4. ALL SHRUBS AND GROUNDCOVERS ARE TO BE PLANTED PER D,E,F/L-2.3.
5. CONTRACTOR IS TO PROVIDE AN AUTOMATIC IRRIGATION SYSTEM WITH 100% COVERAGE AND SEPARATE SUN/SHADE AND TURF/GROUNDCOVER SYSTEMS. REFER TO IRRIGATION PLANS FOR SPECIFICS OF INSTALLATIONS.
6. CONTRACTOR SHALL NOT DETOUR FROM ANY OF THE PLANT MATERIAL ON THE LIST UNLESS CONSULTING WITH THE LANDSCAPE ARCHITECT FIRST.
7. CONTRACTOR SHALL INSTALL HEADER AT THE EDGE OF ALL TURF TO SHRUB AREAS. SEE DETAILS FOR MATERIAL.
8. ALL SHRUB AREAS SHALL RECEIVE A 3" LAYER OF MEDIUM SIZED FIR MULCH 1/2" TO 1" IN DIAMETER. TOP SURFACE OF MULCH SHALL BE A MINIMUM OF 1" BELOW ANY ADJACENT HARDSCAPE. "GORILLA HAIR" OR POST CONSTRUCTION WASTE WILL NOT BE ACCEPTED.
9. ALL SLOPE AREAS 3:1 OR GREATER SHALL HAVE JUTE NETTING OR EQUIVALENT SLOPE STABILIZATION MATERIAL APPLIED ON TOP OF ANY APPLIED MULCH.
10. ALL PLANT MATERIAL, COLOR, SIZE AND QUANTITIES ARE TO BE VERIFIED WITH OWNER.

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KEVIN J. SMALL LANDSCAPE ARCHITECT 5543 12.20.23 STATE OF CALIFORNIA
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FAMCON
1350 FOUNDERS AVENUE // SANTA MARIA, CALIFORNIA 93455

REVISION DATE

SHEET TITLE

PLANTING NOTES

OWNER *FAMCON Pipe & Supply, Inc.*
1631 Carlotti Drive
Santa Maria, California 93454

DATE *2023.12.20*
PROJECT NO. *22229*
DRAWN BY *A.O.*
CHECKED BY *K.J.S.*
SHEET NO.

L-2.2

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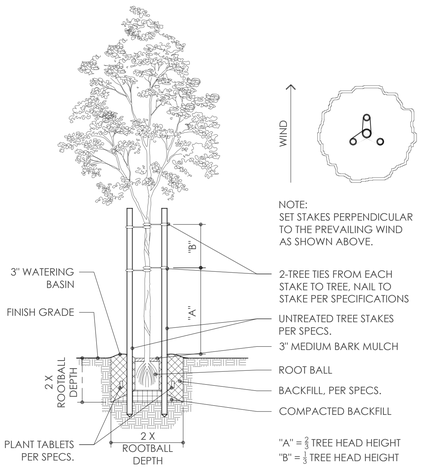
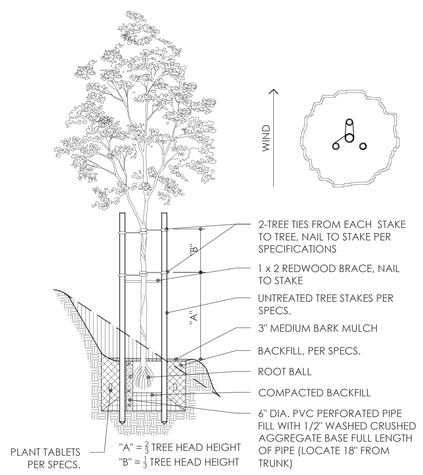
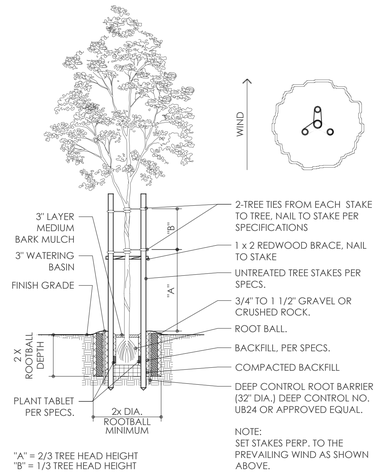


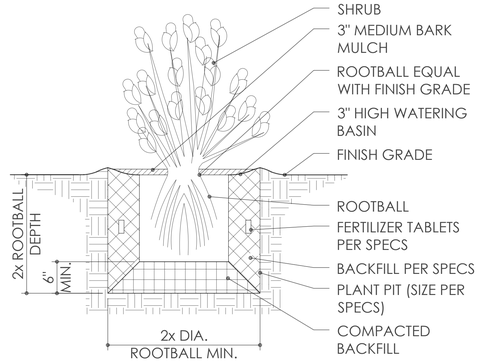
A | TREE PLANTING



B | TREE PLANTING ON SLOPE

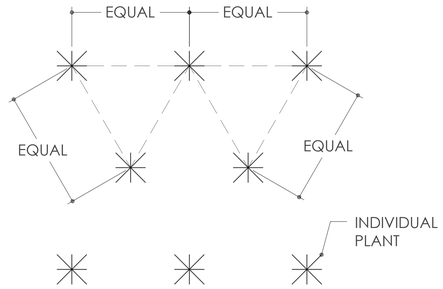


C | TREE PLANTING WITH ROOT BARRIER



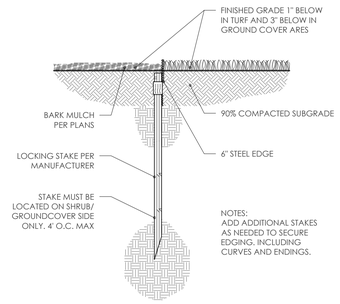
D | SHRUB PLANTING

E | GROUNDCOVER SPACING



NOTE: ALL SHRUBS / GROUNDCOVER TO BE PLANTED AT EQUAL SPACING UNLESS OTHERWISE INDICATED ON PLANS. SEE LEGEND FOR SPECIFIC SPACING. GROUNDCOVER SHALL NOT BE PLANTED WITHIN 4 INCHES OF SHRUBS AND TREES.

F | GROUNDCOVER SPACING



G | STEEL EDGE

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KEVIN J. SMALL LANDSCAPE ARCHITECT No. 2929 REGISTERED PROFESSIONAL OF CALIFORNIA

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FAMCON

1350 FOUNDERS AVENUE // SANTA MARIA, CALIFORNIA 93455

REVISION DATE

SHEET TITLE

PLANTING DETAILS

OWNER *FAMCON Pipe & Supply, Inc.*
1631 Carlotti Drive
Santa Maria, California 93454

DATE	*2023.12.20*
PROJECT NO.	*22229*
DRAWN BY	*A.O.*
CHECKED BY	*K.J.S.*
SHEET NO.	

L-2.3

\\pleinaire4420\Pleinaire Shared\Drawing File\FAMCON\Landscape\Construction\PP.dwg

02800.01 SPECIAL PROVISIONS - IRRIGATION

02800.01 SCOPE

A. The work included in these specifications shall consist of the furnishing of all labor, tools, materials, appliances, tests, permits, etc., necessary for the installation of a landscape sprinkler system, as herein shown on the accompanying drawings. The work shall be performed in accordance with the best standards of practice relating to the various trades and under the continuous supervision of a competent foreman, capable interpreting the drawings and these specifications. The work included in this section is as follows:

1. Scope
2. Submittals
3. Materials
4. Installation
5. Quality Control
6. Responsibility & Guarantee
7. Inspection
8. Cleanup
9. Payment

B. The intent of the drawings and specifications is to indicate and specify a complete irrigation system, installed and ready for use without further cost in labor or materials to the owner.

C. The system shall efficiently and evenly irrigate all areas, be complete in every respect and shall be left ready for operation to the satisfaction of the Owner's authorized representative.

D. Ordinances and Regulations:
All local, municipal state laws, and rules and regulations governing or relating to any portion of irrigation work are hereby incorporated into and made a part of these specifications, and their provisions shall be carried out by the Contractor. Anything contained in these specifications, shall not be constructed to conflict with any of the above rules and regulations or requirements of the same. However, when these specifications call for or describe materials, workmanship, or construction of better quality, higher standards, or larger size than is required by the above rules and regulations, the provisions of these specifications and drawings shall take precedence.

E. If required, the Contractor shall submit irrigation drawings for approval to local or municipal agencies.

F. Any item shown in the specifications and not shown on the drawings, or on the drawings and not on the specifications, shall be considered to appear in both, except any item or material shown on specifications which is obviously not intended to complete the installations.

G. In the event of "conflict" between the drawings and the specifications, the landscape architect or his authorized representative shall be consulted.

H. Explanation of drawings:

1. Due to the scale of drawings, it is not possible to indicate all offsets, fittings, sleeves, etc., which may be required. The Contractor shall carefully investigate the structural and finished conditions affecting all of this work and plan this work accordingly, furnishing such fittings, etc., as may be required to meet such conditions. This design is diagrammatic. All piping, valves, etc. shown within paved areas is for the design clarification only and shall be installed in planting areas where possible. Avoid any conflicts between the sprinkler system, plantings and architectural features.

2. All work called for on the drawings by notes or details shall be furnished and installed whether or not specifically mentioned in the specifications.

3. The Contractor shall not willfully install the irrigation system as shown on the drawings when it is obvious in the field that unknown obstructions, grade differences, or discrepancies in area dimensions exist that might not have been considered in Engineering. Such obstructions or differences should be brought to the attention of the Owner's authorized representative. In the event this notification is not performed, the Irrigation Contractor shall assume full responsibility for any revision necessary.

4. It is the responsibility of the Irrigation Contractor to familiarize himself with all grade differences, location of walks, retaining walls, etc. He shall coordinate his work with the general contractor and other subcontractors for the location and installation of pipe sleeves through walls, under roadways, paving, structures, etc.

02800.02 SUBMITTALS

A. Material List:

1. The Contractor shall furnish the articles, equipment, materials, or processes specified by name in the Drawings and Specifications.

2. A complete materials list shall be submitted prior to performing any work. Materials list shall include the manufacturer, model number, and description of all materials and equipment to be used.

3. Equipment or materials installed or furnished without prior written approval of the Landscape Architect may be rejected and the Contractor may be required to remove such materials from the site at his own expense.

4. Approval of any item, alternate, or substitute indicates only that the product or products apparently meet the requirements of the drawings and specifications on the basis of the information or samples submitted.

5. Manufacturer's warranties shall not relieve the Contractor of his liability under the guarantee. Such warranties shall only supplement the guarantee.

6. Substitutions: If the Irrigation contractor wishes to substitute any equipment or materials for equipment or materials listed on the irrigation drawings and specifications, he may do so by providing the following information to the Owner's authorized representative for approval:

   a. Provide a statement indicating the reason for making the substitution. Use a separate sheet of paper for each item to be substituted.
   b. Provide descriptive catalog literature, performance charts and flow charts for each item to be substituted.
   c. Provide the amount of cost savings or increase if the substituted item is approved.
   d. The Owner's authorized representative shall have the sole responsibility in accepting or rejecting any substituted item as an approved equal to equipment and materials listed on the irrigation drawings and specifications.

B. Operation and Maintenance Manuals:

1. Prepare and deliver to the Owner's authorized representative within ten (10) calendar days prior to acceptance of construction all required and necessary descriptive material in complete detail and sufficient quantity, properly prepared in two (2) individually bound copies of the operation and maintenance manual. The manual shall describe the material installed and shall be in sufficient detail to permit operating personnel to understand, operate and maintain all equipment. Spare parts list and related manufacturer information shall be included. Each complete, bound manual shall include the following information.

   a. Index sheets stating Contractor's address and telephone number, list of equipment with name and address of local manufacturer's representative.
   b. Catalog and parts sheets on all materials and equipment installed under this contract.
   c. Guarantee statement.
   d. Complete operating and maintenance instructions on all major equipment.
   e. Controller Charts.

2. In addition to the above mentioned maintenance manuals, provide the Owner's maintenance personnel with the instructions for major equipment and show evidence in writing to the Landscape Architect at the conclusion of the project that this service has been rendered.

C. Record Drawings:

1. Record accurately on one set of black and white prints of the drawings all changes in the work constituting departures from the original contract drawings including changes in both pressure and non-pressure lines.

2. These drawings shall also serve as work progress sheets, and the Contractors shall make neat and legible annotations thereon daily as the work proceeds, showing the work as actually installed. These drawings shall be available at all times for inspection and shall be kept in a location designated by the Owner's authorized representative.

3. Before the date of the final inspection, the contractor shall transfer all information from the "As-Built" prints to an opalid sepia, procured from the Owner's authorized representative. All work shall be neat, in ink and subject to the approval of the Owner's authorized representative.

4. Dimension from two permanent points of reference (building, monuments, sidewalks, curbs, pavement, etc.). Locations shown on as-built drawings shall be kept day to day as the project is being installed. All dimensions noted on drawings shall be minimum 1/8 inch in size.

5. Show locations and depth of the following items:

   a. Connection to existing water lines.
   b. Connection to existing electrical power.
   c. Gate valves.
   d. Routing of sprinkler pressure lines (dimension max. 100' along routing).
   e. Sprinkler control valves.
   f. Routing of control wiring.
   g. Quick coupling valves.
   h. Other related equipment as directed by the Owner's authorized representative.

6. Maintain record drawings on site at all times.

7. On or before the date of the final inspection, the Contractor shall deliver the corrected and completed sepias to the Owner's authorized representative. Delivery of the sepias will not relieve the Contractor of responsibility of furnishing required information that may be omitted from the prints.

D. Record Drawings:

1. Record drawings must be approved by the Owner's authorized representative before charts are prepared.

2. Provide one controller chart for each automatic controller supplied, showing the area covered by the controller, and the maximum size the controller door will allow.

3. The chart is to be a reduced drawing of the actual "record" system. However, in the event the controller sequence is not legible when the drawing is reduced, it shall be enlarged to a size that will be readable when reduced.

4. Chart shall be a blackline print and a different color shall be used to show each area of coverage for each station.

5. These chart must be completed and approved prior to final inspection with duplicates placed in the owner's manual.

E. Certification:

1. Written certification of tests and inspections outlined in section 2800.07 (inspections) shall be submitted to the owner prior to approval.

F. Equipment to be Furnished:

1. Supply as a part of this contract the following tools:

   a. Two (2) sets of special tools required for removing, disassembling, and adjusting each type of sprinkler and valve supplied on this project.
   b. Two (2) valve keys for operation of gate valves.
   c. Two (2) keys for each automatic controller.
   d. Two (2) quick coupler keys and matching hose swivels for each type of quick coupling valve installed.

2. The above mentioned equipment shall be turned over to the Owner at the conclusion of the project. Before final inspection can occur, evidence that the Owner has received the material must be shown to the Engineer.

G. Guarantee:

1. The guarantee for the sprinkler irrigation system shall be made in accordance with the attached form.

2. A copy of the guarantee form shall be included in the operations and maintenance manual.

3. The guarantee form shall be pre-typed onto the Contractor's letterhead and contain the following information:

GUARANTEE FOR SPRINKLER IRRIGATION SYSTEM

We hereby guarantee that the sprinkler irrigation system we have furnished and installed is free from defects in materials and workmanship, and the work has been completed in accordance with the drawings and specifications, ordinary wear and tear and unusual abuse or neglect expected. We agree to repair or replace any defects in material or workmanship; including settling of backfield areas below grade, which may develop during the period of one year from date of acceptance and also repair or replace any damage resulting from the repairing or replacing of such defects at no additional cost to the Owner. We shall make such repairs or replacements within 72 hours of notification that repair work is necessary. In the event of our failure to make such repairs or replacements within a reasonable time after receipt of written notice from the Owner, we authorize the Owner to proceed to have said repairs or replacements made at our expense and we will pay the costs and charges therefore upon demand.

PROJECT: _____

LOCATION: _____

SIGNED: _____

ADDRESS: _____

_____

PHONE: _____

DATE OF ACCEPTANCE: _____

02800.03 MATERIALS

A. General:

Use only new materials of brands and types noted on drawings, specified herein, or approved equals.

B. Handling of PVC Pipe and Fittings:

The Contractor is cautioned to exercise care in handling, loading, unloading and storing PVC pipe and fittings. All PVC shall be transported in a vehicle which allows the length of pipe to lie flat so as not to subject it undue bending or concentrated external load at any point. Any section of pipe that has been dented or damaged will be discarded and if installed, shall be replaced with new piping.

C. Pressure Rated PVC Pipe:

1. The following sizes are acceptable minimums for pressure rated pipe.

   a. One-half inch (1/2") to one and one-half inch (1-1/2") diameter; approved Schedule 40; two inch (2") and larger Class 315.
   b. Fitting one-half inch (1/2") to one and one-half inch (1-1/2"); Schedule 80.

2. All PVC pipe must bear the following markings:

   a. Manufacturer's name.
   b. Nominal pipe size.
   c. Schedule or class.
   d. Pressure rating in P.S.I.
   e. NSF (National Sanitation Foundation) approval.
   f. Date of extrusion.

3. PVC Solvent Weld pipe shall be made from NSF approved Type I, Grade PVC compound conforming to ASTM resin specification D1785. All pipe must meet requirements as set forth in Federal Specification PS-21-70.

D. Non-Pressure PVC Lateral Pipe:

1. Non-pressure buried lateral line piping shall be PVC minimum Schedule 40 with solvent-weld joints.

2. Pipe shall be made from NSF approved, Type I, Grade II PVC compound conforming to ASTM resin specification D1785. All pipe must meet requirements set forth in Federal Specification PS-21-70 with an appropriate standard dimension ratio.

E. PVC Pipe Fittings and Connections:

All fittings shall bear the manufacturer's name or trademark, material designation, size, applicable I.P.S. schedule and NSF seal of approval.

1. Ring-Tite PVC fittings shall be fabricated from Schedule 40, -1,2, II-1 NSF solvent-weld PVC fittings conforming to ASTM testing procedure D2466 and PVC ring-tite bell adapter using solvent and solvent procedures recommended by the manufacturer.

2. Fabrication shall be performed at the manufacturer's plant location or at an authorized distributor shop location. Field fabrication of ring-tite fittings will not be allowed.

3. PVC solvent-weld fittings shall be Schedule 40, 1-2, 11-1 NSF approved conforming to ASTM test procedure D2466.

4. Solvent cement and primer for PVC solvent-weld pipe and fittings shall be of type and installation methods prescribed by the manufacturer.

5. 45-degree fittings shall be used at all changes in depth of pipe.

6. When connection is plastic to metal, male adapters shall be used. The male adapter shall be hand tightened, plus one turn with a strap wrench. Joint compound shall be Permatex Type II or equal.

7. Risers shall be Schedule 80 PVC pipe with fittings to permit lowering of the heads.

F. Galvanized Pipe Fittings:

1. Where indicated on the drawings, use galvanized steel pipe ASA Schedule 40 mild steel screwed pipe.

2. Fittings and couplings shall be medium galvanized screwed beaded malleable iron.

3. All galvanized pipe and fittings installed below grade shall be painted with (2) coats of Koppers #50 Bitumastic.

G. Backflow Prevention Units:

1. As required by local or state ordinances, provide and install vacuum breakers to protect the domestic water supply against back siphonage from sprinkler system. Each backflow prevention device shall be as approved by local Health Department and shall be of the size and type as indicated. All backflow devices shall be installed in accordance with the requirements as set forth by the local plumbing code having jurisdiction over the work in this area. Pressure type of backflow preventers shall be placed twelve inches (12") above the highest downstream piping as required by code.

2. Backflow preventer to be constructed of brass. The backflow preventer shall operate on a pressure principle. It shall be capable of being installed under continuous pressure. The pressure type vacuum breaker shall consist of an approved body, check valve, vacuum relief, inlet and discharge shut-offs and field test cocks. The vacuum relief shall have an atmospheric opening of greater diameter than the iron pipe size of the unit. The vacuum relief shall be separated and independently from the check valve member. All nipples and other fittings shall be of red brass construction. The pressure type of vacuum breaker shall be for cold water service to 160 degrees. A protective screen shall eliminate insects or debris from entering the unit. The unit shall be approved by local authorities.

H. Valves:

1. Remote Control Valves, Electric Solenoid Type.

   The remote control valve shall be normally closed, 24 volt, 60 cycle, 2.0 watt and shall operate with 18-30 volts of power to the solenoid. Solenoid operator shall have "grit filter" protection and valves shall have removable inlet port strainer to screen debris from all water entering bonnet and solenoid assembly. Valve body and bonnet shall be cast brass, diaphragm of nylon reinforced neoprene and inlet screen, solenoid tube, plunger, spring, etc., of stainless steel. Valves shall have no external bleed tubes and must be complete with manual bleed plug and flow control adjustment. The valve shall have a slow uniform closure to eliminate water hammer or chatter. Valve shall be pressure rated at 150 PSI.

2. Gate Valves:

   a. Gate valves 3" and smaller shall be 125 lb. SWP bronze gate valve with screw in bonnet, non-rising stem and solid wedge disc.
   b. Gate valves 3" and smaller shall have threaded ends and shall be equipped with bronze handwheel.
   c. Gate valves 3" and smaller shall be similar to those manufactured by Nibco or approved equal.
   d. All gate valves shall be installed per installation detail.

3. Quick Coupling Valves:

   a. Quick coupling valves shall have a brass two-piece body designed for working pressure of 150 PSI, operable with quick coupler. Key size and type shall be as shown on plans.

I. Valve Boxes:

All remote control valves and gate valves shall be installed in suitable valve boxes as shown in details, complete with cover. Locking and/or hinges covers will not be necessary. Box lid shall be marked "R.C.V." or "IRRIG VALVE".

1. Use a 9" x 24" round box for all gate valves, Brooks #9 or approved equal.

2. Use a 9 1/2" x 16" x 11" rectangular box for all electrical control valves, Carson Industries, Ametek, or approved equal.

J. Automatic or Smart Controller:

1. The automatic controller shall have minimum number of stations as indicated on the plans and shall be completely automatic in operation and shall electronically start the sprinkler cycle and electronically time the individual stations.

2. The controller shall have a standard 117 volt, 60 cycle power input and 26.5 volt, 2.2 amp. output.

3. The controller shall have a 14 day programming and be capable of automatically starting a watering cycle at any time on the hour for 24 hours per day.

4. Each station shall have an off switch for zero time and individual timing control for 2 to 60 minutes each station.

5. Each station shall have an on/off and repeat switch for eliminating one or more stations from the automatic timing sequence or for initiating a repeat cycle on any or all stations after the normal watering cycle has been completed.

6. It shall be possible to operate the controller manually and to select and operate manually any station.

7. Controller shall be equipped with a reset circuit breaker, and shall be housed in a locking, weatherproof cabinet.

8. Controller to have a battery back up with fresh batteries supplied by Contractor.

K. Control Wiring (Low Voltage)

1. Connections between the automatic controllers and the electric control valves shall be made with U.F. approved direct burial copper wire. Pilot wires shall be a different color for each automatic controller. Common wires shall be white with a different color stripe for each automatic controller. Install in accordance with valve Manufacturer's specifications and wire chart. In no case shall wire size be less than #14.

2. Wiring shall occupy the same trench and be installed along the same route as pressure supply or lateral lines wherever possible.

3. Where more than one (1) wire is placed in a trench, the wiring shall be taped together at intervals of ten (10) feet.

4. Where called for on plans, control wires shall be installed within the schedule 40 PVC sleeves, 12" below grade (existing system's manual-to-automatic conversion) install 18" from adjacent paving.

5. An expansion curl should be provided within three (3) feet of each wire connection and at least every one hundred (100) feet of wire length. Expansion curls shall be formed by wrapping at least five (5) turns of wire around one inch diameter pipe, then withdrawing the pipe.

6. All splices shall be made with Scotch-Lok Connector Sealing Packs, Pen-Tite Wire Connector, or approved equal. Use one splice per connector sealing pack.

7. Field splices between the automatic controller and electrical control valves will not be allowed, unless spliced in a pull-box with prior approval of the Landscape Architect.

L. Sprinkler Heads:

1. General:

   a. All sprinkler heads shall be of the same size, type and deliver the same rate of precipitation with the diameter (or radius) of throw, pressure, and discharge as shown on the plans and/or specified in these special provisions.
   b. Spray heads shall have a side adjustment.
   c. Riser units shall be fabricated in accordance with details shown on plans.
   d. Risers: Nipples for all sprinkler heads shall be the same size as the riser opening in the sprinkler body.
   e. All sprinkler heads of the same type shall be of the same manufacturer.
   f. Contractor shall not detour from products or materials listed within irrigation legend without written approval from the Landscape Architect or the Owner's authorized representative.

2. Type "A" Pop-Up Lawn Spray:

   a. Pop-up lawn spray heads shall have a minimum 4" pop-up nozzle piston with a stainless steel retraction spring. The sprinkler body shall be manufactured of corrosion resistant material such as high strength ultraviolet and impact resistant plastic.
   b. Nozzles for 4" pop-up lawn spray sprinklers shall be of impact resistant plastic construction and shall be adjustable.
   c. 4" pop-up lawn spray sprinklers shall be the Rainbird 1800 series, Toro 570Z series or approved equal.
   d. Type "A" pop-up lawn spray shall be equipped with pressure regulation and an internal check valve.

3. Type "B" Pop-Up Shrub Spray:

   a. Pop-up shrub spray heads shall have a minimum 6" pop-up nozzle piston with a stain- less steel retraction spring. The sprinkler body shall be manufactured of corrosion resistant material such as high strength ultraviolet and impact resistant plastic.
   b. Nozzles for 6" pop-up shr impact resistant plastic construction and shall be adjustable.
   c. 6" pop-up shrub spray sprinklers shall be the Rainbird 1800 series, Toro 570Z series or approved equal.
   d. Type "B" pop-up shrub spray heads should be used within low growing ground cover areas only.
   e. Type "B" pop-up shrub spray shall be equipped with pressure regulation and an internal check valve.

4. Type "C" Pop-Up Shrub Spray:

   a. Pop-up shrub spray heads shall have a minimum of 12" pop-up nozzle piston with a stain- less steel retraction spring. The sprinkler body shall be manufactured of corrosion resistant material such as high strength ultraviolet and impact resistant plastic.
   b. Nozzles for 12" pop-up shrub spray sprinklers shall be of impact resistant plastic construction and shall be adjustable.
   c. 12" pop-up shrub spray sprinklers shall be the Rainbird 1800 series, Toro 570Z series or approved equal.
   d. Type "C" pop-up shrub spray shall be equipped with pressure regulation and an internal check valve.

5. Type "D" Gear-Driven Rotary Shrub Sprinkler:

   a. Type "D" sprinklers shall be constructed with tough corrosion resistant, durable bodies molded out of Cycolac.
   b. Type "D" sprinklers shall be gear driven and have an easily accessible screen to prevent plugging of nozzle orifices from debris in water supply source.
   c. Turf rotors shall have a pop-up height of 4" or 6" depending on turf type and mow height. Turf rotors shall be Rainbird or Toro.
   d. Shrub rotors shall have a pop-up height of 12", unless specified on a fixed riser. Shrub rotors shall be Rainbird or Toro.

02800.04 INSTALLATION

A. Site Conditions:

1. Drawing Scale - All scaled dimensions are approximate. The contractor shall check and verify all size and dimensions and receive Landscape Architect's approval prior to proceeding with the work under this section. Coordinate installation of sprinkler irrigation materials, including pipe, so there shall be no interference with utilities or other construction or difficulty in planting trees, shrubs, and ground covers.

2. Grades - The contractor shall carefully check all grades to satisfy himself that he may safely proceed before starting work on the sprinkler system.

3. Existing Utilities and Irrigation System - Exercise extreme care in excavation and working near existing utilities and irrigation system components. Contractor shall be responsible for damages to utilities or irrigation components which are caused by his operations or neglect. Check existing plans for existing utility and irrigation system component locations.

4. Existing Trees - Where it is necessary to excavate adjacent to existing trees, the Contractor shall use all possible care to avoid injury to trees and trees roots. Excavation in these areas where two (2) inch and larger roots occur shall be done by hand. All roots two (2) inches and larger in diameter, except directly in the path of pipe of conduit, shall be tunneled under and shall be heavily wrapped with burlap to prevent scarring or excessive drying. Where a ditching machine is run close to trees having roots smaller than two (2) inches in diameter, the wall of the trench adjacent to tree shall be hand trimmed, making clean cuts through. Roots one (1) inch and larger in diameter shall be painted with two coats of tree seal, or equal. Trenches adjacent to trees should be closed within twenty-four (24) hours; and where not possible, the side of the trench adjacent to the tree shall be kept shaded with burlap or canvas.

B. Irrigation Layout:

1. Prior to installation, the contractor shall stake out all pressure supply lines, routing, and location of sprinkler heads.

2. All layout shall be approved by the Landscape Architect, Owner and General Contractor prior to installation.

C. Water Supply:

1. Sprinkler irrigation system shall be connected to water supply points of connection as indicated on the plans.

2. Connections shall be made at approximate locations as shown on plans. Contractor is responsible for minor changes caused by actual site conditions.

3. Contractor to verify existing pressure, and meter size, at P.O.C. If it varies from the drawings the Contractor shall contact the Landscape Architect immediately.

D. Electrical Supply:

1. Electrical connections for automatic controller shall be provided by the General Contractor.

2. Connections shall be made at approximate locations as shown on plans. Contractor is responsible for minor changes caused by actual site conditions.

E. Trenching:

1. Dig trenches straight and support pipe continuously on bottom of trench. Lay pipe to an even grade. Trenching excavation shall follow layout indicated on plans and as noted.

2. Pressure main line - provide for a minimum cover of eighteen (18) inches.

3. Non-pressure lateral line - provide for minimum cover of twelve (12) inches.

4. Control wire - provide for a minimum cover of eighteen (18) inches when installed in trench with new main line and twelve (12) inches when installed in PVC sleeve.

5. When two (2) pipes are to be placed in the same trench, a six (6) inch space shall be maintained between pipes.

F. Backfilling:

1. Trenches shall not be backfilled until all required tests are performed. Trenches shall be backfilled carefully with the excavated materials approved for backfilling, consisting of earth, loam, sandy clay, sand, or other approved materials, free from large clods of earth or stones. Backfill shall be mechanically compacted in landscape areas to a dry density equal to adjacent undisturbed soil in planting areas. Backfill will conform to adjacent grades without dips, sunken areas, humps or other surface irregularities.

2. A fine granular sand backfill will be initially placed on all lines. No foreign matter will be permitted in the initial backfill.

3. Flooding of trenches will be permitted only with approval of the Soils Engineer or Landscape Architect.

4. If settlement occurs and subsequent adjustments in pipe, valves, sprinkler heads, lawn or planting, or other construction are necessary, the Contractor shall make required adjustments without cost to the owner.

G. Trenching and Backfill Under Paving:

1. Trenches located under areas where paving, asphalt concrete or concrete will be installed, shall be backfilled with sand (a layer 6" below the pipe and 3" above the pipe) and compacted in layers to 95% compaction, using manual or mechanical tamping devices. Trenches for piping shall be compacted to equal the compaction of the existing adjacent undisturbed soil and shall be left in a firm unyielding condition. All trenches shall be left flush with adjoining grade. The sprinkler irrigation Contractor shall set in place, cap, and pressure test all piping under paving prior to paving work.

2. Generally, piping under existing walks is done by jacking, boring or hydraulic driving but, where any cutting or breaking of sidewalks and/or concrete is necessary, it shall be done and replaced by the Contractor as part of the contract cost. Permission to cut or break sidewalks and/or concrete shall be obtained from the City. No hydraulic driving will be permitted under asphalt paving.

3. Provide for a minimum cover of 24" between the top of the pipe and the bottom of the aggregate base for all pressure and non-pressure piping installed under asphaltic concrete paving.

H. Assemblies:

1. Routing of sprinkler irrigation lines as indicated on the drawings is diagrammatic. Install lines (and various assemblies) in such a manner as to conform with the details per plans.

2. Install no multiple assemblies on plastic lines. Provide each assembly with its own outlet.

3. Install all assemblies specified herein in accordance with respective details. In absence of detail Drawings or Specifications pertaining to specific items required to complete work, perform such work in accordance with best standard practice. Whenever possible obtain prior approval of the Landscape Architect.

4. PVC pipe and fittings shall be thoroughly cleared of dirt, dust and moisture before installation. Installation and solvent welding methods shall be recommended by the pipe and fitting manufacturer.

5. On PVC to metal connections, the Contractor shall work the metal connections first. Teflon tape or approved equal shall be used on all threaded PVC to metal joints. Light wrench pressure is all that is required. Where threaded PVC connections are required, use threaded PVC adapters into which the pipe may be welded.

6. PVC pipe shall be installed in a manner which will provide for expansion and contraction as recommended by the pipe manufacturer.

7. All plastic to metal joints shall be made with plastic male adapters.

8. The joints shall be allowed to set at least 24 hours before water pressure is applied to the system on PVC pipe.

I. Line Clearance:

1. All lines shall have minimum clearance of 6" from each other and from lines of other trades. Parallel lines shall not be installed directly over one another.

J. Automatic Controller:

1. Install as per manufacturer's instructions. Remote control valves shall be connected to controller in numerical sequence as shown on the drawings.

2. The automatic controller shall be installed at the location shown on the plan.

3. Controller location is essentially diagrammatic and shall be specifically located by the Owner's authorized representative.

4. All local and other applicable codes shall take precedence in connecting the 110-volt electrical service to the controller.

5. Install all wires from controller to landscape areas in PVC sleeves.

6. There shall be adequate coverage of earth (18" minimum) over the 24-volt control wire or 24" when in sleeves.

K. High Voltage Wiring for Automatic Controller:

1. 120-volt power connection to the automatic controller shall be provided by the Owner or General Contractor and installed by a Licensed Electrician.

2. All electrical work shall conform to local codes, ordinances and union authorities having jurisdictions.

L. Valves:

1. Piping systems shall be supplied with valves at all points shown on the drawings or specified herein, arranged to give complete regulating control throughout.

2. Valves shall be the full size of the line in which they are installed unless otherwise indicated.

3. Remote control valves shall be adjusted so that the most remote sprinkler heads operate at the pressure recommended by the head manufacturer. Remote control valves shall be adjusted so a uniform distribution of water is applied by the sprinkler heads to the planting areas for each individual valve system.

4. Remote control valves shall be installed where shown on drawings and details. When grouped together, allow at least 12" between valves. Install each remote control valve in a separate valve box.

5. Quick coupling valves shall be set within 3" of curbs. Vertical positioning of quick coupling valves shall be such that sleeve top will be flush with the top of the curb.

6. All valves shall be installed as shown on details and in accordance with manufacturer's recommendations.

M. Valve Boxes:

1. Valve boxes shall be set in 2" above the designated finish grade in ground cover areas and 1" above grade in turf areas.

2. Valve boxes near curb or paving shall abut those items. The top surfaces shall be flush with the items listed above.

N. Flushing of System:

1. After all new sprinkler pipe lines and risers are in place and connected, all necessary diversion work has been completed and prior to installation of sprinkler heads, the control valves shall be opened and a full head of water used to flush out the system.

O. Sprinkler Heads:

1. Install the sprinkler heads after sprinkler heads to be installed in this work shall be equivalent in all
2. Spacing of the sprinkler re Triangular spacings. In no case shall spacing exceed the maximum recommended by the manufacturer.

P. Temporary Repairs:

1. The Owner reserves the right to make temporary repairs as necessary to keep the sprinkler system equipment in operating condition. The exercise of this right by The Owner shall not relieve the Contractor of his responsibilities under the terms of the guarantee as herein specified.

02800.05 QUALITY CONTROL

A. Adjustment of the System:

1. The Contractor shall flush and adjust all sprinkler heads for optimum performance and to prevent overspray onto walks, roadways, and buildings as much as possible.

2. If it is determined that adjustments in the irrigation equipment will provide proper and more adequate coverage, the Contractor shall make such adjustments prior to planting. Adjustments may also include changes in nozzle sizes and degrees of arc as required.

3. All sprinkler heads shall be set perpendicular to finished grades unless otherwise designated on the plans.

B. Testing of Irrigation System:

1. The Contractor shall request the presence of the Landscape Architect in writing at least 48 hours in advance to testing.

2. Test all pressure lines under hydrostatic pressure of 125 lbs. per square inch, and prove watertight.

   Note: Test of pressure main lines shall occur prior to installation of electrical control valves.

3. All piping under paving areas shall be tested under hydrostatic pressure of 125 lbs. per square inch, and proved watertight, prior to paving.

4. Sustain pressure in lines for not less than 2 hours. If leaks develop, replace joints and repeat test until entire system is proven watertight.

5. Sustain pressure in lines for not less than 2 hours. If leaks develop, replace joints and repeat test until entire system is proven watertight. duly authorized representative of the Owner. No main line pipe shall be backfilled until it has been inspected, tested and approved in writing.

6. Contractor shall furnish necessary force pump and all other test equipment.

7. When the sprinkler irrigation system is completed, perform a coverage test in the presence of the Landscape Architect, to determine if the water coverage for planting areas is complete & adequate. Finish all materials and perform all work required to correct any inadequacies of coverage due to deviation from plans, or where the system has been willfully installed as indicated on the drawings when it is obviously inadequate, without bringing this to the attention of the Landscape Architect. This test shall be accomplished before any ground cover is planted.

8. Upon completion of each phase of the work, entire system shall be tested and adjusted to meet site requirements.

9. The entire sprinkler irrigation system shall be under full automatic operation for a period of 7 days prior to any planting.

10. The Landscape Architect reserves the right to waive or shorten the operation period.

02800.06 RESPONSIBILITY AND GUARANTEE

A. Responsibility:

1. The Contractor shall be responsible for all work to be performed under this contract. No subcontractor shall relieve the Contractor of his liability to complete the work shown on the drawings and indicated in the specifications.

2. The Contractor shall at all times protect his work from damage and theft and replace all damaged or stolen parts at his expense until the work is accepted in writing by the Owner. The Contractor shall furnish, place and remove all of his own barricades.

3. The Contractor shall protect the Owner's property from injury or loss. All damage to existing or new construction (buildings, utilities, etc.) or planting (trees, shrubs, lawns or ground covers) caused by the Contractor during his operation or as a result of malfunction of installed work during the guarantee period shall be repaired at his expense.

4. The Contractor shall carefully note all finish grades before commencing work. Any finished grade changed during the course of his work shall be restored to the original contours.

5. The Owner shall not be responsible for damage caused by labor or materials furnished by the Contractor under this contract, which might have been prevented by the Contractor's prudence.

6. The Contractor shall cause a minimum interference with workman, materials, or other equipment of other Contractors and shall coordinate all work with other contractors.

B. Guarantee:

1. The entire sprinkler system shall be unconditionally guaranteed by the Contractor as to material and workmanship including settling in backfill areas below grade for a period of one (1) year following the date of final acceptance of the work.

2. If, within one (1) year from the date of completion settlement occurs and adjustments in pipes, valves and sprinkler heads for paving is necessary to bring the system or paving to the proper level of the permanent grades, the Contractor, as part of the work under his contract, shall make all adjustments without extra cost to the city, or owner including the complete restoration of all damaged planting, paving, or other improvements of any kind.

3. Should any operational difficulties in connection with the sprinkler system develop within the specified guarantee period which, in the opinion of the Owner, may be due to inferior materials and/or workmanship, said difficulties shall be immediately corrected by the Contractor to the satisfaction of the Owner at no additional cost to the Owner, including any and all other damage caused by such defects.

02800.07 INSPECTION

A. Field Observation Schedule:

1. Contractor shall be responsible for notifying the Landscape Architect and the Owner in advance for the following:

   a. Pre-job conference - 2 days
   b. Pressure supply line installation and testing - 2 days
   c. Coverage tests - 2 days
   d. Start of Maintenance - 2 days
   e. Final Field Observation - 2 days

2. No work shall be backfilled until all field observations and testing has been completed and approved by the City.

B. Final Field Observation Prior To Acceptance:

1. The Contractor shall operate each system in its entirety for the Owner at time of final field inspection. Any items deemed not acceptable shall be reworked to the complete satisfaction of the Owner.

2. The Contractor shall show evidence that the Owner has received all accessories, charts, record drawings, and equipment as required before a final field observation can occur.

3. End of maintenance shall occur only on the written acceptance by the Landscape Architect.

C. Contractor shall request the presence of the City Inspector and Landscape Architect or his representative at least 48 hours in advance of hydrostatic pressure test on irrigation main lines. No main line shall be backfilled until it has been inspected, tested and approved in writing.

D. When the irrigation system is completed, the Contractor shall perform a coverage test in the presence of the City Inspector and Landscape Architect, to determine if the water coverage for planting areas is complete and adequate. This test shall be accomplished before any ground cover is planted.

E. As-Built plans shall be submitted to the City Inspector and Landscape Architect for coverage test. The Landscape Architect will spot check the accuracy of the as-built plans, during the coverage testing, by requiring the Contractor to locate and uncover certain items with the use of said plans.

F. After landscape planting or during final inspection, the Contractor shall operate each irrigation system in its entirety for the Landscape Architect. Any items deemed not acceptable by the Landscape Architect shall be reworked to his complete satisfaction.

G. During final inspection, the Contractor shall show evidence to the Landscape Architect that the owner has received all accessories, manuals, and equipment as required in the submittals.

H. Certification Letter shall be provided for all inspections and presented to the Owner prior to approval.

I. No inspection will commence without as-built drawings. In the event the Contractor calls for an inspection without as-built drawings, without completing previously noted corrections, or without preparing the system for inspection, he shall be responsible for reimbursing the Owner's authorized representative at the Architect's hourly rates (plus any transportation costs) for the inconvenience. No further inspection will be scheduled until this charge has been paid.

02800.08 CLEAN-UP

A. Upon completion of the work in this section, the Contractor shall remove all rubbish, trash, and debris resulting from his operation, remove disused equipment and implements of service; leave entire area involved in a neat and acceptable condition such as to meet the approval of the Landscape Architect.

02800.09 PAYMENT

A. Payment will be made at the lump sum bid price which shall include all material, labor, and equipment required to complete irrigation construction and modification as shown on the plan and described herein.

02800.10 DRIPLINE

A. Dripline placement from edges - Consideration of dripline location is necessary when laying out zone edges. Hardscape materials act as heat collectors and cause landscape edges to dry out before the center of the landscape, making it essential to compensate by placing the first driplines no more than two to four inches from the landscape edge. In uncontained landscape areas, start the first dripline two to four inches outside of the planted area. In subsurface applications specially watering turf, add dripline over the supply and flush manifolds to ensure that these edges have adequate moisture coverage.

B. Wind - As with all total-coverage irrigation systems, attention must be given to windward turf edges in high-wind areas to prevent browning. Place the first dripline no more than two to four inches from the edge of hardscaped areas or two to four inches outside the turf edge in uncontained landscape areas. Add an extra dripline six inches from the first line between the first and second lateral lines on the windward lateral edge.

C. Slopes - Driplines should be located parallel to the contour of slopes whenever possible. Since dripline runoff occurs on areas with a slope of greater than 3%, consideration must be given to dripline density from the top to the bottom of the slope. The dripline on the top two-thirds of the slope should be placed at the recommended spacings for the soil type and plant material in use. On the lower one-third, the driplines should be spaced 25% wider. The last dripline can be eliminated on slopes exceeding 5%. For areas exceeding ten feet in elevation change, zone the lower one-third of the slope separately from the upper two-thirds to help control drainage.

D. Elevation differences - When utilizing non-pressure-compensating dripline, elevation differences of five feet or more require separate zones or individual pressure regulators for each six-foot difference on uniform slopes.

E. When working with rolling landscapes with elevation difference of of feet or more within a zone, it is best to use pressure-compensating dripline to equalize pressure difference created by the elevation differences.

F. Though vacuum relief valves aren't necessary when installing dripline at-grade - even when mulching over - all subsurface irrigation zones must have a vacuum relief valve at the highest point in order to eliminate the vacuum created by low-line drainage, which causes soil ingestion. This is especially crucial when the dripline laterals are placed perpendicular to the contour of the slope as in street medians. All subsurface dripline laterals within the elevated area must be connected with an air relief lateral.

G. In-line spring-check or swing-check valves should be used on slopes where low-line drainage could cause wet areas in the lowest areas of an irrigation zone.

H. Air Relief Valves

- Place air vacuum relief valve(s) at the highest point(s) of each zone. Using an air vacuum relief lateral, connect the air vacuum relief valve to all dripline laterals within the elevated area. If the supply and flush manifolds are at the same depth as the dripline, and are at the highest point in the zone, they can be used as the air relief lateral.

I. Flush Caps

- Automatic flush caps operate by automatically flushing a small amount of water each time the system is activated. Observe the flush operation annually to ensure that flushing is occurring properly.
- The system must be flushed thoroughly after repairs or alterations are made to the irrigation components. Automatic flush caps do not allow enough water to pass through excessive debris and, therefore, must be removed in order to effect a manual flush.
- Manual flush caps should be flushed three times each irrigation season for a period of 30 to 60 seconds or until the flush water is visibly clean. More frequent flushing may be required under extremely dirty water conditions. Flushing is also necessary any time the system is repaired.

J. Special Considerations for Subsurface Installations

- The typical recommended pipe depth for dripline is 4" below finished grade.
- For turf areas where aerification is part of normal maintenance operations, tubing must be buried below the reach of aerification equipment.
- Use 710 Series compression fittings for all dripline connections to ensure the integrity of the connection. Use ¼-inch barbed fittings for microline connections.
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02740.00 SPECIAL PROVISIONS - LANDSCAPE

02740.01 SCOPE

A. The work of this section includes all labor, materials and equipment required to complete work indicated on the Drawings. The work shall be performed in accordance with the best standards of practice relating to the various trades and under then continuous supervision of a competent foreman, capable of interpreting the Drawings and these specifications. The work included in this section is as follows:

1. SCOPE
2. SUBMITTALS
3. MATERIALS
   a. Soil conditioners and fertilizers
   b. Plant materials
   c. Plant staking and guying
   d. Other materials
4. GRADING AND SOIL PREPARATION
5. PLANTING METHOD AND WORK PROCEDURE
6. WEED CONTROL
7. MAINTENANCE PERIOD
8. INSPECTIONS
9. CLEAN-UP
10. PAYMENT

B. The intent of the Drawings and Specifications is to indicate the location and procedure for the installation of landscape materials to enhance the property and implement the ideas of the Landscape Architect.

C. All dimensions are approximate. Before proceeding with any work, the Contractor shall carefully check and verify all dimensions and quantities and shall immediately inform the Landscape Architect of any discrepancy between the Drawings and/or Specifications and actual conditions. No work shall be done in any area where there is any discrepancy until approval for same has been given by the Owner.

D. In the event of "conflict" between the Drawings and Specifications, the Landscape Architect or his representative shall be consulted.

E. All sprinkler work shall be inspected and approved prior to start of any work in this section.

F. Prior to excavation for planting or placing of stakes, locate all utilities, electric cables, conduits, sprinkler heads, valves, and valve control wires, and all utility lines so that proper precautions may be taken not to damage such improvements. In the event of a conflict between such lines and plant locations, promptly notify the Landscape Architect who shall arrange for relocation for one or the other. Failure to follow this procedure places upon the Contractor the responsibility for, at his own expense, making any and all repairs for damages resulting from his work hereunder.

02740.02 SUBMITTALS

A. Materials List: Submit complete lists of materials and equipment proposed to provide under this portion of the work.

B. Manufacturers' Recommendations: Accompanying the Materials List, submit copies of the Manufacturers' current method of installation of the materials and equipment provided under this portion of the work.

C. Samples: Accompanying the Materials List, submit samples if requested for the Landscape Architect or Owner's authorized representative's acceptance.

D. Certification: Prior to job acceptance the following written certifications shall be submitted or the Owner's authorized representative:

1. Certification of placement of required amendments specified in soils report recommendations. Written certification and tests to be done by a soils laboratory approved by the Landscape Architect.
2. Certification of quality and quantity of commercial and organic fertilizer.
3. Certification of quality and quantity of plant materials.
4. Certification for start & end maintenance period.

E. Other Submittals:

1. Manuals
2. Test Reports
3. Wood bark mulch: one-half (½) cubic foot of each type.

02740.03 MATERIALS

All materials shall be of standard, approved and first grade quality and shall be in prime condition when installed and accepted. Any commercially processed or packaged material shall be delivered to the site in the original unopened container bearing the manufacturer's guaranteed analysis

A. Soil Conditioners and Fertilizers:

1. Organic amendment shall be nitrogen stabilized wood residual. This may be a nitrolized redwood sawdust (.08% actual nitrogen) or nitrolized fir bark (1.0% actual nitrogen). It shall be fine textured having a minimum of 95% passing No. 4 mesh screen, and a minimum higher than to obtain a 3.5 millionth per centimeter reading at 25 degrees Centigrade as measured by saturation extract conductivity. Apply at a minimum rate of 4 cubic yards per 1000 square feet or soils report, whichever is greater. (Verify with soils analysis recommendations)
2. Iron Sulfate shall be a standard brand applied at the rate of 20 lbs. per 1000 square feet (if required).
3. Commercial fertilizer shall be a commercial grade pelleted or chip type, as "Agriform Blue Chip" or equal, uniform in composition, dry and free flowing, per the rate as shown on the plans. Particle size not less than 2% through a No. 48 mesh. Fertilizer shall be delivered to the site in the original unopened container, bearing the manufacturer's guaranteed analysis. Any fertilizer that becomes caked or damaged, making it unsuitable for use, will not be accepted. Apply at a rate of 6 lbs. per 1000 square feet (NOTE: Quantity for bid purposes only. Precise quantity to be per soils analysis recommendations.).
4. Plant Tablets - Fertilizer planting tablets shall be tightly compressed commercial grade planting tablets having a 20-10-5 formula, weighing 21 grams each, as "Blue Chip" planter tablets or equal. The Planting Tablets shall be delivered to the site in the original, unopened containers, bearing the manufacturer's guaranteed analysis. Any damaged tablets will not be accepted.

B. Plant Materials:

1. Trees, shrubs and ground cover - Plant materials shall be furnished in the quantities and/or spacing as shown or noted for each location, and shall be of the species, kinds, sizes, etc., as symbolized and/or described in the drawings. The Landscape Contractor is to verify all sizes and quantities.
   a. Nomenclature: The scientific and common names of plants herein specified conform with the approved names given in "A Checklist of Woody Ornamental Plants in California" Manual 32, published by the University of California School of Agriculture, 1963 (See plant material on drawings).
   b. Labeling: Each group of plant materials delivered to the site shall be clearly labeled as to the species and variety and nursery source; however, determination of plant species or variety will be made by the Landscape Architect and decision will be final.
   c. Condition: Plants shall be symmetrical, typical for variety and species, sound healthy, vigorous, and free from plant disease, insect pests, or their eggs, sun scalds, fresh abrasions of the bark, excessive abrasions or other objectionable disfigurements. Tree trunks shall be sturdy and well hardened" off. All plants shall have normally well developed branch systems and vigorous and fibrous root systems which are not root or pot bound. In the event of disagreement as to the condition of root system, the root condition of the plants furnished by the Contractor in containers will be determined by the removal of earth from the roots of not less than two plants or more than two percent of the total number of plants of each species or variety. Where container grown plants are from several sources, the roots of not less than two plants of each species of the sample plants inspected are found to be defective, the Landscape Architect reserves the right to reject the entire lot or lots of plants represented by the defective samples. The Landscape Architect is the sole judge as to the acceptability. Any plants rendered unsuitable for planting because of this inspection will be considered as samples and will be provided at the expense of the Contractor.

      The size of the plants will correspond with that normally expected for the species and variety of commercial available nursery stock, or as specified in the special conditions in the drawings. The minimum acceptable size of all plants, measured before pruning with the branches in normal position shall conform with the measurements, if any, specified on the drawings in the list of plants to be furnished. Plants larger in size than specified may be used with approval of the Landscape Architect, but the use of larger plants will make no change in contract price. If the use of larger plants is approved, the ball of earth or spread of roots for each plant shall be increased accordingly.
   d. Substitutions of the indicated plant materials will be permitted providing the substitute materials are approved in advance by the Landscape Architect or Owner's authorized representative, and substitutions are made at no additional cost to the Landscape Architect or Owner's authorized representative. Except for the variations so authorized, all substitute plant materials shall conform to the requirements of these specifications. If the accepted substitute materials are of less value than those indicated or specified, the Contract price will be adjusted in accordance with the provisions of the contract.
   e. Plants not approved are to be removed from the site immediately and replaced with suitable plants. The Landscape Architect or Owner's authorized representative reserves the right to reject the entire list of plants represented by defective samples.

C. Plant Staking and Guying:

1. Tree Stakes - Tree stakes shall be 2" diameter, treated wood lodge pole, driven a minimum of one foot (1') into firm soil, and long enough to firmly support tree head (Refer to typical tree installation detail).
2. Tree Ties - Tree ties shall be 1/2" diameter. Green rubber garden hose with #10 galvanized wire ties wrapped and twisted around piles. Field sample or manufactured product to be approved by the Landscape Architect.
3. Tree Guying - Trees indicated shall be guy wired from three directions with #10 galvanized wire. The wire shall be covered with 1/2" diameter rubber garden hose when in contact with tree. The guy wires shall be securely anchored with 2" x 2" x 2" redwood stakes driven flush to the ground. All wires shall be secured with turnbuckle and covered with three foot (3') long one-half inch (1/2") diameter white PVC pipe. Field sample to be approved by the Landscape Architect.

D. Other Materials:

1. General - All materials supplied shall be free of harmful substances.
2. Wood bark mulch - Material to be clean and free from contaminants. No post construction waste, dump grindings or other materials that may contain paint, metal, glass or wood preservatives will be accepted. Contractor to submit sample for approval

02740.04 GRADING AND SOIL PREPARATION

A. Rough Grading - Grades in all planting areas shall be established within plus or minus 0.1 foot from indicated finish grade.

1. At least 15 days before schedule use, the proposed source of topsoil shall be submitted to the Landscape Architect for approval. The Contractor shall submit a written request for approval which shall be accompanied by written report of a testing agency registered by the State for agricultural soil evaluation which states that proposed source complies with these specifications. Imported topsoil shall have the same relative composition and structure, a friable sandy loam character, and be free of roots, clods and stones larger than 1" in greatest dimension, pockets of coarse sand, noxious weeds, sticks, brush and other litter. It shall not be infested with nematodes or other undesirable insects and plant disease organisms. The top soil shall be suitable to sustain growth of the plants specified.

B. Soil Preparation:

1. No soil preparation work shall be done until rough grades have been approved by the Landscape Architect.
2. Soils Test - Contractor shall supply an Agronomic soil analysis from a laboratory as approved by the Landscape Architect. Contractor shall test a mix of one (1) sample from a location as directed by the Landscape Architect. All soils amendments and backfill to be per soils report recommendations.
3. Weed and Debris Removal - All landscape areas to be planted shall be cleaned of all noxious weeds and debris prior to any soil preparation or finish grading work. Noxious weed and grasses including Bermuda grass shall be removed by the roots wherever they are found at any stage of the work. Weeds and debris shall be disposed of off the site. Corresponding area to be sprayed with Roundup per manufacturers recommendations.
4. Moisture Content - Soil shall not be worked when moisture content is so great that excessive compaction will occur, nor when it is so dry that dust will form in air or that clods will not break readily. Water shall be applied, if necessary, to provide ideal moisture content for tilling and for planting herein specified.
5. Soil Loosening - Soil in all areas to be planted shall be ripped or cultivated to a minimum depth of 12" below finished grade. Water shall be added and ripping or cultivating shall be continued until the entire 12" depth is loose and friable. All debris, pavement, concrete, and rocks over 1" in diameter shall be removed to the 12" depth and shall be disposed of off the site.
6. Uniformly till into the top 6" of top soil 4 C.Y. per 1000 square feet of nitrolized sawdust (Verify with soils test).

C. Finish Grading:

When rough grading, weeding, soil preparation, soil conditioning completed, and soil has been thoroughly water settled, all planting areas shall be smoothly graded, ready for placement of plant materials and for seeding.

1. Grading shall be done when soil is at optimum moisture content for working.
2. Finished grades shall be those indicated on the drawings and herein specified, and allowance shall be made for soil displaced by plant materials that are to be installed.
3. Grades otherwise indicated, shall be uniform levels or slopes between points where elevations are given, or between points established by walks, paving, curbs, or walls. Finish grades shall be smooth, even and on a uniform plane with no abrupt change of surface. Minor adjustments of finish grades shall be made at direction of the Landscape Architect if required.
4. All grades shall provide for natural runoff of water, without low spots or pockets. Flow line grades shall be accurately set by instrument and shall not be less than 2% gradient wherever possible.
5. All foreign materials clods, and rocks over 1" in diameter shall be removed within 6" of the finish surface and disposed of off site.
6. Finished grade of all shrub and ground cover areas shall be 3" below top of adjacent pavement, headers, curbs, or walls unless otherwise noted.

02740.05 PLANTING METHOD AND WORK PROCEDURE

Actual planting shall be performed during the periods when weather and soil conditions are suitable and in accordance with locally accepted practice, as approved by the Landscape Architect. No planting shall be done until operations in conjunction with the installation of the sprinkler system have been completed, final grades have been established, the planting areas have been properly graded and prepared as herein specified, and the work approved by the Landscape Architect.

A. Layout of Major Planting:

1. No planting shall be done until all operations in conjunction with the installation of the sprinkler system have been completed, final grades have been established, the planting areas have been properly graded and prepared as herein specified, and the work approved by the Landscape Architect or Owner's authorized representative.
2. The relative position of all trees and plants is subject to approval by the Landscape Architect or Owner's authorized representative, and they shall, if necessary, be relocated as directed as part of the Contract.
3. Position all plants in plant locations indicated on drawings and secure approval before excavating pits, making necessary adjustments as indicated. All such locations shall be approved by the Landscape Architect. If any underground construction or utility line is encountered in the excavation of the planting areas, other locations for planting may be selected by the Landscape Architect with no additional cost to the owner.

B. Planting of Trees, Shrubs, and Vines:

1. Excavation for Planting:
   a. All excavated holes shall have vertical sides with roughened surfaces and shall be of a size that is at least two times the width and two times the depth of the original plant container. The holes shall be, in all cases large enough to permit handling and planting without injury or breakage to the roots or rootball.
   b. Excess soil generated from the planting holes shall be removed from the site.
   c. Protect all areas from excessive compaction when trucking plants or other material to the planting site.
2. Planting:
   a. No planting shall be done in any area until the area concerned has been satisfactorily prepared in accordance with these specifications and special provisions.
   b. No more plants shall be distributed in the planting area on any day than can be planted and watered that day.
   c. Containers shall be cut and plants shall be removed in such a manner that the ball of earth surrounding the roots is not broken, and they shall be planted and watered as herein specified immediately after the removal from the containers. Containers shall not be cut prior to placing the plants in the planting area. Plants shall not be allowed to dry out before or while being planted. Keep exposed roots moist by means of wet sawdust, peat moss, or burlap at all times during planting operations. Do not expose roots to the air except while being placed into the ground. Wilted plants, whether in place or not, will not be accepted and shall be replaced at the Contractor's expense.
   d. The Prepared Soil shall be uniformly blended in an area adjacent to the planting work and shall be accurately proportioned using a suitable measuring container. Unused excavated soil shall be cleaned up and disposed of off site. Protect the mix from water until it has been placed in backfill around plants.
   e. Amended Native Soil shall be placed at the bottom of each hole, and thoroughly compacted, to a height that when the plant is placed in the hole, its root crown is level with the final established grade. Three inches (3") of amended backfill shall be thoroughly mixed with three inches (3") of native soil at the bottom of each plant container to provide transitional soil mix of at least six inches (6") between the native soil and the backfill. Any plants which settle deeper than specified above shall be raised back to the correct level. After the plant has been placed, additional backfill shall be added to the hole to over approximately 1/2 the height of root ball, no more than eight inches (8") below the soil surface. At this stage, water shall be added to the top of the partly filled hole to thoroughly saturate the root ball and adjacent soil.
   f. After the water has completely drained, fertilizer tablets shall be placed no deeper than eight inches (8") from finish grade and two inches (2") from the root ball:
      - One tablet per gallon container
      - Two tablets per five gallon container
      - Three tablets per fifteen gallon container
      - Four tablets per 20" box
      - Five tablets per 30" box
      - Six tablets per 36" box
      - Seven tablets per 42" box
      - Eight tablets per 48" and those boxes which are larger
   g. The remainder of the hole shall then be backfilled.
   h. Set the tablets to be used with each plant on the top of the root ball while the plants are still in their containers so the required number of tablets to be used in each hole can be easily verified.
   i. Water Basin: Construct a firmly compacted mound of soil around each tree and plant to form a watering basin of the edge of and following the shape of the planting pit area. The mound for trees from five gallon or larger containers shall be at least 4" high. Mounds for all other trees or plants not otherwise specified shall be at least 2" high. Excavated earth, if capable of retaining water, may be used. Any settlement within the basins after watering shall be refilled to the required grade with "prepared soil" and additional nitrogen stabilized sawdust worked into the surface as required to restore the mulched condition.
3. Pruning: Pruning shall be limited to the minimum necessary to remove injured twigs and branches, and to compensate for loss of roots during transplanting, but never to exceed 1/3 of the branching structure.

C. Ground Cover: Ground covers will be planted in the areas indicated on the plans.

After preparation of the soil in accordance with the section on "Grading and Soil Preparation", the areas to be planted with ground covers will be given an additional pre-fertilization at the rate and type as noted on the plans.

Ground cover plants shall be grown in flats or peat pots as indicated in the plant list. Flat grown plants (rooted cuttings) shall contain sufficient moisture so that it will not fall apart when lifting the plants. If plants from peat pots are used, the pots shall be protected at all times prior to planting to prevent unnecessary drying of the root ball.

1. Ground covers shall be planted in straight rows and evenly spaced, unless otherwise noted, and at intervals called out in the drawings. Triangular spacing shall be used unless otherwise noted.
2. Each plant shall be planted with its proportionate amount of flat soil or in the peat pot, in a manner that will insure minimum disturbance of the root system but, in no case, shall this depth be less than 2 nodes. Hand smooth planting area after planting to provide an even smooth final finished grade. To avoid drying out, planting shall be immediately sprinkled after planting until the entire area is soaked to the full depth of each hole.
3. Evenly spread organic amendment or other approved mulching material in the area planted with ground cover per soils report.

D. Mulch:

1. Wood Bark Mulch - All finish grading and planting shall be complete and approved by Landscape Architect prior to the application of any bark mulch. Finish grades shall be a minimum of four inches (4") below hardscape.
2. All areas of planting to have a minimum of two inches (3") of bark mulch applied, except for areas of flatted ground cover where one inch (1") minimum is to be applied. Do not pile mulch around crowns of plants.
3. Slopes less than 3 to 1 - Shredded fir, cedar or redwood bark mulch. "Gorilla hair" mulch or post construction waste is not acceptable.
4. Slopes 3 to 1 or steeper - Jute netting is to be applied over the bark mulch to eliminate shifting of bark.
5. Areas of mulch only to have minimum of four inches (4") of bark mulch applied.

E. Erosion Control Fabric:

1. Completely cover all areas with a slope of 3 to 1 or greater, including hydroseed areas.
2. Avoid unnecessary foot traffic across mesh.
3. Install two inch (3") layer bark mulch under jute mesh.
4. Installation:
   a. According to manufacturer's recommendations.
   b. Install fabric rolls without stretching, perpendicular to direction of flow.
   c. Overlap side edges minimum of four inches (4"), ends minimum of eight inches (8").
   d. Lap upper edges over lower edges, shingle style.
   e. Check slots: Place ends at top and bottom of slope in six inch (6") deep check slot, firmly backfilled.
   f. Staple ends six inches (6") on center, side edges and center of each roll two feet (2') on center.
   g. Plant groundcover through fabric and mulch.

F. Hydroseeding (Ground Cover & Turf):

1. Material Application & Equipment:
   a. Mixing shall be performed in a tank with a built-in continuous agitation and recirculation system of sufficient operating capacity to produce a homogeneous slurry of fiber, seed, fertilizer and water in designated proportions and a discharge system which will apply the slurry to the area to be treated at a continuous and uniform rate.
   b. Loading and mixing: With agitation system operating at part speed, water shall be added to the tank and a good circulation shall be established. Materials shall be added to the tank in such a manner that they are uniformly blended into the mixture in the following sequence:
      - 4,100 gal. water/acre (1,500 gal. tank/acre)
      - 1,500 lbs./acre con-wed fiber
      - 100 lbs./acre Ecology Control M Binder
      - 500 lbs./acre 12-12-12 commercial fertilizer
      - 300 lbs./acre Urea Formaldehyde
      - 100 lbs./acre soil sulfur
2. Weed Control - Upon the completion of the irrigation system and after all existing weeds and growth have been removed from the planting area, apply a mixture of spray per acre as follows:
   - 400 lbs. - Commercial fertilizer 12-12-12
   - 500 lbs. - Agricultural Gypsum

   Water all areas four (4) times daily for twenty one (21) consecutive days until weed seeds have germinated. Cease watering for three (3) days. Spray a non-selective herbicide to eradicate the germinated weeds.

   Allow herbicide to kill all dead weeds to a depth 1/4 inch below the surface of the soil.

   If perennial weeds or grasses [illegible] daily for fourteen (14) consecutive days, until new growth appears. Re-apply a non-selective herbicide. Remove weeds after herbicide has had sufficient time to kill.
3. Equipment - Hydraulic equipm[illegible] the fertilizer, seed, and slurry of prepared wood pulp shall be of the "Super Hydroseed" type.
4. Application - The operator shall spray the planting areas with a uniform, visible coat by using the green color of the wood pulp as a guide. The slurry shall be applied in a sweeping motion, in an arched stream so as to fall like rain, allowing the wood fibers to build on each other until a good coat is achieved and the material is spread at the required rate.
5. Time limit - All slurry mixtures which has not been applied to the slopes within four (4) hours after mixing will be rejected and removed from the project at the Contractors expense.
6. Protection - Special care should be exercised by the Contractor in preventing any slurry to be sprayed inside any reservoir basin or onto drainage ditches and channels which may impede the free flow of rain or irrigation water. Any slurry spilled into restricted areas shall be cleaned up at the Contractor's expense to the satisfaction of the Landscape Architect or the Owner.

   All areas designated for hydroseeding shall be thoroughly watered prior to the hydroseeding. The Contractor shall note any discrepancy for complete water coverage and make correct adjustments. The Contractor shall at this time note wind and weather conditions and submit a watering program to the Landscape Architect for approval prior to hydroseeding.
7. Reseeding - All bare spots shall be reseeded by the Contractor within ten (10) days. The Contractor will be responsible for all reseeded areas for as long after seeding as necessary until an acceptable stand of hydroseeding material is realized and approved by the Landscape Architect.
8. Watering:
   a. A balanced full-coverage watering program shall be maintained to ensure proper germination and until the acceptance of work.
   b. Plants which cannot be watered efficiently with existing water system shall be watered by means of a hose.

G. Watering:

1. To commence after completion of job and to continue at a rate necessary to keep mulch duration and continuing this procedure each day and every daylight hour, seven days a week will be sufficient. This continuous and moist condition is to prevail each and every day until all stolens or seeds are well rooted. After the rooting stage is complete, irrigation should still continue on the basis of at least once or twice a day until turf is well established.
2. Immediately after planting, water shall be applied to each shrub and vine by means of a hose. The water shall be applied in a moderate stream in planting holes until the material about roots is completely saturated from the bottom of the hole to the top of the ground.
3. Plants which cannot be watered efficiently with the existing water system shall be watered by means of a hose.
4. Apply water in sufficient quantities and as often as seasonal conditions require to keep the ground wet at all times, well below the root system of grass and planting. Do not cause erosion damage in watering slopes.

02740.06 WEED CONTROL

F. If live perennial weeds exist on-site at the beginning of work, spray with a non-selective systemic contact herbicide, as recommended and apply by an approved landscape pest control advisor and applicator. Leave sprayed plants intact for at least 15 days to allow complete systemic kill. Repeat application as recommended by pest control advisor. Herbicide recommendation shall be approved by the Landscape Architect.

G. Clear and remove these existing weeds by mowing and grubbing off all plant parts at least 1/4"

H. Weed Control - Upon the completion of the irrigation system and after all existing weeds and growth have been removed from the planting area, apply a mixture of spray per acre as follows:

   - 400 lbs. - Commercial Fertilizer 12-12-12
   - 500 lbs. - Agricultural Gypsum

   A pre emergent herbicide of a type and quality approved by the Landscape Architect.

   Water all areas four (4) times daily for twenty one (21) consecutive days until weed seeds have germinated. Cease watering for three (3) days. Spray a non-selective herbicide to eradicate the germinated weeds. Allow herbicide to kill all dead weeds to a depth of 1/4 inch below the surface of the soil.

   If perennial weeds or grasses still exist, re-water four (4) times daily for fourteen (14) consecutive days, until new growth appears. Re-apply a non-selective herbicide. Remove weeds after herbicide has had sufficient time to kill.

02740.07 MAINTENANCE

A. The Contractor shall continuously maintain all planting areas included in the contract, from the beginning of contract work, during the process of work, and through the required maintenance period until final acceptance of all contract work by the Landscape Architect.

B. The final inspection and acceptance of all contract work and landscape installation by the Landscape Architect will establish the beginning of the required maintenance period. Provide certification letter from Landscape Architect.

The maintenance period shall be for 90 calendar days and shall include the following:

1. At the beginning of the maintenance period, the Contractor shall apply in accordance with the manufacturer's printed instructions, pre-emergent herbicide to all areas planted with shrubs and ground cover to kill all grass and weed seeds. Selected pre-emergent must be approved by the Landscape Architect.
2. Continuous operations of watering, weeding, mulching, mowing, edging, rolling, cultivating, fertilizing, spraying, insect, pest, and rodent control, lawn moth control, seeding replacements, and any other operations to assure good normal growth.
3. Fertilizing: During the maintenance period, fertilizing program of 16-4-8 commercial fertilizer, applied at a rate to supply 1 lb. actual nitrogen per 1000 square feet per month shall be followed. The final application of fertilizer shall be within three (3) days of the scheduled inspection at completion of the maintenance period.
4. Planting areas shall be kept neat and free from debris at all times and shall be cultivated and weeded at not more than ten (10) day intervals.
5. During the maintenance period, the project area will be open and available for public use. With the exception of turf areas. Turf areas shall be fenced off during the maintenance period, and shall remain so until the turf is sufficiently established to tolerate public use. The Contractor shall be responsible for maintaining adequate protection for all areas, and conduct his maintenance operation in such a manner as to minimize inconvenience to the public. Any damaged areas shall be repaired at the Contractor's expense.
6. Ground covers and turf grasses prior to completion of the establishment period shall consist of a uniform cover where a minimum of 80% of the seed germination percentage certified by the seed manufacturer has germinated and presents a healthy, vigorous color and shall exhibit growth to a minimum of 1" in height.
7. The Contractor will be relieved from maintenance work when the final 90 calendar day plant establishment work has been completed to the satisfaction of the Landscape Architect or the Owner's authorized representative. Provide certification letter from Landscape Architect.
8. Any lawn areas or ground cover or slope areas that do not show a prompt stand of grass or establishment of plant material, shall be reseeded, resodded or replanted at ten (10) day intervals until accepted by Landscape Architect or Owner's authorized representative.
   a. Depressions caused by vehicles or foot traffic shall be filled and leveled. Replant damaged areas.
   b. Exterminate gophers and moles and repair damage as above.
   c. During the maintenance period Contractor will apply fertilizer as indicated on the drawings and or soils report.
   d. Paved areas shall be washed and maintained in a neat clean condition at all times as directed by the Landscape Architect or Owner's authorized representative.
9. Disease and pest control: Throughout the maintenance period all plants shall be maintained in a disease and pest free condition. A licensed pest control operator shall be retained by the Contractor to recommend and apply pesticides, herbicides and fungicides.
10. Pruning: All shrubs and trees shall be pinch pruned as necessary to encourage new growth and eliminate rank sucker growth. Old flowers and dead foliage and limbs shall be removed. No major pruning shall be done without the approval of the Landscape Architect or Owner's authorized representative.
11. Mowing:
   a. Grass shall be mowed with sharp mower before it exceeds 2" in height. Grass should be cut to not less than 1 ½" [illegible] during mowing operations and removed from the site. Areas shall be trimmed to a neat and uniform line. Lawn edges s[illegible] condition until the acceptance of work by the Landscape Architect.
   b. The Contractor in his workmen shall not walk unnecessarily on lawn areas, [illegible] during or after planting. Damaged or compacted lawn areas shall be recultivated and replanted.
12. Replacements: The Contractor shall immediately replace any plant materials that die or are damaged. Replacements shall be made to the same specifications as required for original planting.
13. It is the intent of this section to provide a level of maintenance that will present a pleasing and desirable appearance at all times. The Landscape Architect shall be the sole judge as to the adequacy of maintenance.
14. All operations shall be conducted so as to provide maximum safety to the public. Leaves, paper, weeds, and any other debris shall be removed from landscape areas and disposed of off the site by the Contractor. Contractor shall clean sidewalks, roadways, and any other areas affected by his maintenance operations.
15. At the termination of the maintenance period, all plant materials shall be live, healthy, undamaged, and free from infestations. Plantings that do not conform to specifications shall be replaced and brought to a satisfactory condition before final acceptance of the work can be made, thus causing additional days of maintenance of the work can be made, thus causing additional days of maintenance by the Contractor at no additional cost to the Owner.
16. Guarantee and replacement:
   a. All shrubs and ground cover shall be guaranteed by the Contractor as to growth and health for a period of one year (365 days) after completion of the specified maintenance period and final acceptance by the Landscape Architect or Owner's authorized representative. All trees 20" box size and larger shall be guaranteed by the Contractor to live and grow in an acceptable upright position for a period of one year after completion of the specified maintenance period and final acceptance by the Landscape Architect or Owner's authorized representative.
   b. All plants showing signs of failing growth at any time during the life of the Contract, including the maintenance period of those plants so injured or damaged as to render them unsuitable for the purpose intended, shall be immediately replaced in kind and size at the expense of the Contractor.
   c. The Contractor, within 15 days of notification by the Landscape Architect or Owner's authorized representative, shall remove and replace all guaranteed plant materials which, for any reason, fail to meet the requirements of the guarantee. Replacement shall be made with plant materials as indicated or specified for the original planting and all such replacement materials shall be guaranteed as specified for the original guaranteed materials.

02740.08 INSPECTIONS

Normal progress inspections shall be requested from the Owner and/or Landscape Architect at least 48 hours in advance of an anticipated inspection. The Contractor will not be permitted to initiate the succeeding steps of work until he has received approval to proceed by the Inspector.

02740.08 CLEAN-UP

A. During the course of the work, the Contractor shall remove surplus materials from the site and shall leave premises in a neat and clean condition.

B. Upon completion of the work in this section, the Contractor shall remove all rubbish, trash, and debris resulting from his operation; remove disused equipment and implements of service; broom or wash down all walks and paving; leave entire area involved in a neat and acceptable condition such as to meet the approval of the Landscape Architect.

C. Protection: Adequately protect all work from damage by subsequent construction operations. Damaged work shall be refinished or replaced.

02740.10 PAYMENT

Payment will be made at the unit bid price which shall include all labor, materials and equipment required to complete landscape improvements as shown on the plan and described herein.

--END OF SECTION--

VOID
VOID
VOID

PLEINAIRE DESIGN GROUP
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STATE OF CALIFORNIA

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FAMCON
1350 FOUNDERS AVENUE // SANTA MARIA, CALIFORNIA 93455

REVISION DATE

SHEET TITLE
PLANTING SPECIFICATIONS

OWNER *FAMCON Pipe & Supply, Inc.*
1631 Carlotti Drive
Santa Maria, California 93454

DATE	*2023.12.20*
PROJECT NO.	*22229*
DRAWN BY	*A.O.*
CHECKED BY	*K.J.S.*
SHEET NO.	

L-3.1

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LANDSCAPE AND IRRIGATION MAINTENANCE

PART 1- GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and General Provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. The work described herein shall be performed as part of the Extended Maintenance requirements of separate Landscape Planting Section, the Irrigation Section, and as part of work contracted separately subsequent to completion of the Extended Maintenance requirements of the construction contract.

B. Work includes all labor, tools, materials, specialize equipment, insurance, transportation, hauling, dumping and qualified supervision to provide and perform complete grounds maintenance work including landscape, irrigation, and to maintain the landscape in a healthy and attractive condition as described herein. All work in this specification is required to be performed as a part of this contract whether described in an active tense or not.

C. Provide regular maintenance services as outlined in these Landscape Maintenance Specifications and submit attached Maintenance Task Matrix to the Owner's Representative for record.

D. Examine the landscape and irrigation during each required site visit, looking for problems or potential problems.

E. Make minor replacements and repairs to the landscape and irrigation items as part of the required maintenance work. Report major items needing replacement or repair to the Owner's Representative within one week of occurrence. Be available in a timely manner to perform or repair major items related to the landscape and irrigation maintenance as may be authorized in writing by the Owner's Representative.

1.3 PRE QUALIFICATION

A. To be eligible to perform the work described herein, the Contractor shall possess a current and valid General Landscape License (C-27) issued by the California Contractors State License Board and has a minimum of 5 (five) years industry experience in planting and irrigation installation and maintenance resulting in a high standard of performance and workmanship .

B. Under this section, a subcontractor, company or firm under the Contractor's direct supervision who is to provide a portion of the work shall be licensed in the State of California and have a minimum of 5 (five) years industry experience in performing that specific planting and/or irrigation repair or installation work as directed by the Contractor.

C. Proof of relevant experience shall be provided in the form of a record of minimum of five recent landscape maintenance projects including:
1. Project name and description
2. Contract type and scope of work
3. Client contact information
4. Contract sum
5. Dates of work performed on maintenance projects

D. Provide names of state licensed Herbicide/Pesticide/ Rodenticide applicators employed by the Landscape Contractor who are anticipated to perform the work specified herein.

1.4 PROTECTION

A. Take all reasonable precautions required to protect plants against harm from rodents, rabbits, insects or extreme temperatures. Confine work to areas designated.

B. Take measures to prevent damage to buildings, structures, walls, curbs, pavement and adjacent property.

C. Store landscape maintenance and/or repair materials, or equipment in a safe manner in conformance with all applicable codes and requirements within a designated area(s) as directed and approved by the Property Manager.

1.5 SUBMITTALS

A. Submit samples and/or product data sheets to the Property Manager and Owner's Representative for review and approval, for any proposed substitution(s) and for materials not specified by manufacturers, and as noted herein.

B. Required submittals include the following:
1. Maintenance Schedule and Maintenance Task Matrix
2. Horticultural Soils Report
3. Soil Amendments and Fertilizers (samples and product data)
4. Herbicides (product data)
5. Pesticides (product data)
6. Pesticide Application Records
7. Mulch (sample and product data)
8. Rodenticides and/or rabbit control devices (product data)

1.6 MAINTENANCE TASK MATRIX

A. The Maintenance Task Matrix shall be updated after each site visit.

B. Weeks in which visits do not occur or tasks that are not completed shall be noted on the Matrix.

C. The Matrix shall be available for review by the Property Manager and/or Owner's Representative at any time.

D. A completed Maintenance Task Matrix shall be submitted at the end of each quarter to the Property Manager and Owner's Representative for his/her review and record-keeping.

E. The Landscape Contractor shall retain a record copy of all completed Matrixes.

1.7 OWNER NOTIFICATION

A. Review site during each visit to determine presence of any conditions hazardous to health, safety, or welfare. Notify the Property Manager immediately of any such hazardous conditions.

1.8 REPAIR

A. Prune plant material to repair minor damage caused by vandalism, traffic, animal or mechanical damage, acts of nature, or other causes.

B. To the satisfaction of the Property Manager and/or Owner's Representative, repair any damage caused by contractor's work to irrigation system, walls, planting, curbs, utilities, lighting or paving, including any damage caused by the improper application of fertilizers, pesticides and herbicides (including burning, brownout and/or death).

C. Remove and dispose of any landscape or irrigation damaged or debris from broken plant material off-site in a timely and legal manner.

1.9 REPLACEMENT

A. Inventory each site during each visit and provide the Property Manager and Owner's Representative with list of plants that require replacement and related installation cost. Photograph dead, dying and disfigured plant material and forward photos to the both parties for review.
1. Do not remove plant material prior to the Owner Representative's approval.

B. Replace plant materials missing or damaged through; theft and vandalism, pedestrian and vehicle damage, acts of nature, or work performed by other construction trades which are the responsibility of Property Owner.

C. Contractor is responsible for replacement of landscape, irrigation and site elements damaged by the Contractor's work including:
1. Damage or neglect caused by the improper application of fertilizers, pesticides , herbicides, physical or mechanical damage during installation, or lack of timely rodent, insect and pest control, repair or replacement to plant material.
2. Damage or neglect to irrigation system, irrigation system breakage, malfunction, programming error of water delivery, or lack of timely repair to system.

1.10 TIMING OF WORK

A. All maintenance work provided under this contract shall be provided during hours when the property is not in use, unless otherwise approved by the Property Manager in the event which requires emergency repairs to be performed.
1. Confirm hours with the Property Manager.
2. No work shall be performed during business hours unless specifically approved in advance in rare instances where evening or weekend hours cannot be used to accomplish the purpose.

1.11 VISIT FREQUENCY

A. Perform general maintenance at each site a minimum of once per week during the growing season (early March through mid-September).

B. Mid-September to late November visits shall occur at a minimum of once every two weeks.

C. Visit frequency during November through early March shall be a minimum of once monthly, or may be eliminated with prior approval of the Owner's Representative.

D. Required minimum maintenance visits may be in addition to, or in conjunct ion with, other visits that are required to perform the tasks outlined in this Section.

E. Provide the Property Manager and Owner's Representative with a Maintenance Schedule indicating the average growing season for the Property location, proposed days of visits, names of supervisor, and contact person.

F. Submit this schedule on a yearly basis at the beginning of the contract year and revise as needed.

1.12 INSPECTION OF WORK

A. The Property Manager or Owner's Representative will regularly inspect all maintenance performed under this contract.

B. The Owner's Representative may at any time request correction or improvement of maintenance practices if they fall below contract standards.

C. Contractor is expected to make necessary corrections within 72 hours of receipt of such request.

D. Requests may be made in writing, text messaging, email, telephone, or in person.

1.13 CONTACT PERSON

A. Provide the Owner's Representative with a mobile (cell) phone number and an email address where a message can be left for the Contractor, 24 hours a day.

1.14 EXISTING CONDITIONS I EXAMINATION OF SITE

A. Within two weeks of the starting date for work under this contract, make a thorough examination of the current conditions at the site.
1. As part of the examination, confirm that the existing plantings in each planter meet or exceed those shown on the original construction documents or any more current plant inventories.
2. Make a list of all landscape items at the site believed to be broken, missing, disfigured, diseased, moderate to severely stressed, or otherwise not in compliance with these specifications.
3. Give a copy of this list, along with an additional itemized quote for correcting each item, to the Property Manager and Owner's Representative.
4. Upon confirmation of each item, the Property Manager or Owner's Representative will either give written authorization to make the correction, or a written release from responsibility for the item.

B. By submitting a bid on this work, you are considered to have examined the landscape, irrigation and these specifications, and to have thoroughly familiarized yourself with the scope of the required work.

1.15 DEFINITIONS

A. Contractor (landscape Contractor): The person, partnership, corporation, or agency that will perform the landscape maintenance work.

B. Owner's Representative: The person, persons, corporation, or agency either employed by or acting as consultants appointed by the Property Owner to represent their interest and who may assist in the reviewing of and approving of general or specific items stated herein, including observing in-progress and/or completed work by the Contractor for general compliance with the plans and specifications.

C. Property Manager: The Manager of the Property for which the work is being performed or his/her designated representative.

D. The landscape Contractor is responsible for obtaining updated confirmation of who the Owner's Representative is for the contracted work.

E. Excluded damage:
1. Damage caused by vandalism, pedestrians, vehicles or shopping carts, or acts of nature.
2. This term does not include damage caused by the contractor's actions, lack of reasonable care, insects, rodents and rabbit damage, diseases, or plant loss due to lack of water or over watering caused by an irrigation system programming error, irrigation system breakage, or irrigation malfunction or lack of a timely repair to irrigation system.

1.16 SERVICE AGREEMENT

B. The intent of this maintenance specification is to integrate with any contractual agreement the Contractor has with the Property Owner for landscape maintenance.

C. In bidding the landscape and irrigation and maintenance work, contractor agrees to sign and abide by the terms of the contractual agreement with the Property Owner which may include requirements for indemnification and insurance.

D. Landscape Contractor's agreement with the Property Owner shall be the prevailing agreement and no requirement of this specification shall be construed to override that agreement.

PART 2 - PRODUCTS

2.1 PLANT MATERIALS

A. Conform to American Association of Nurserymen's specifications true to name. Plants shall be first quality, with well-developed, firmly rooted (not root bound) systems in their containers with normal, well-developed trunk, limbs, stems evenly and radially distributed (plant canopy) around the trunk and root crowns. Plant material is required to be free of evidence of disease, insects, insect eggs, larvae and weeds. Prior to planting, plant materials deemed unsuitable shall be rejected either during or after site delivery by the Owner's Representative. Plant materials damaged during delivery, off-loading, or as a result of neglect or abuse while plant materials are in a pre-plant, on-site holding area shall be rejected. Plant material shall be rejected if their containers are cracked and/or broken. Plant materials shall be rejected if root balls are lopsided or collapsed, dried out and/or root balls determined by the Owner's Representative to have been recently removed from their containers. Plant material shall be rejected if a substantial loss of rooting soil within the containers is present or substantial loss of foliage is present as a result of recent (pre-delivery) pruning by the nursery is evident. Trees shall be rejected when root-collar/root flare is observed to appear buried, kinked, girdled or circled. Trees specified in 'standard' form shall be rejected if no central leader exists, trunk is noticeable bowed, abraded and/or old or new scarring is present. Container sizes larger than what is specified on the plans may be used with approval by the Owner's Representative, but at no extra cost to the Property Owner.

2.2 FERTILIZERS

A. Approved first quality, standard brand complete organic fertilizer conforming to applicable state fertilizer laws.
1. Uniform in composition, dry, free flowing, delivered to the site in original unopened containers, each bearing the manufacturer's guaranteed analysis.
2. Fertilizer composition shall be based upon the required yearly site soil test.
3. Apply at rates recommended in the soils report

2.3 PESTICIDES

A. Pesticides approved by the Environmental Protection Agency and local jurisdictions. Submit product literature for approval by the Owner's Representative.
1. Apply at rate recommended by manufacturer.

2.4 HERBICIDES

A. Post- and pre-emergent herbicides approved by the Environmental Protection Agency and local jurisdiction.
1. Apply at rate recommended by Manufacturer.

2.5 SOIL AMENDMENT

A. Composted Greenwaste amendment available from regional or local sources. Amendment shall contain minimum 270 pounds of organic amendment per cubic yard of amendment or as specified in soils report. Amendment shall be reviewed and approved by Owner's Representative.

2.6 BARK MULCH

A. Apply bark mulch matching originally specified product. If not available from the original product source, provide shredded wood product matching size and color.

2.7 TREE STAKING

A. Tree stakes shall be non-treated 2" diameter pine, chamfered at top of stake. Length shall be 8' min.

B. Tree ties shall be elastic ties as originally specified. Length of tie as required. Connect to stake with fasteners as originally specified as required to attach tie securely to wood stake.

2.8 RODENT AND RABBIT PEST MANAGEMENT (IF REQUIRED)

A. Contractor shall be prepared to implement a pest management program to control rodents and rabbits that could cause damage to plant materials.
1. Where feasible, utilize tamperproof trapping devices to control infestations. Submit product literature for review and approval by the Owner's Representative.
2. Utilize EPA-approved rodenticides applied at manufacturer's recommended rates. Submit product literature for review and approval by the Owner's Representative.

PART 3 - MAINTENANCE

3.1 GENERAL MAINTENANCE

A. Horticultural Soil Testing: Test soil every other year beginning two-year post construction.
1. Provide two (2) samples (6-8" depth and 18-24" depth) from planting areas to test for Nitrogen, Phosphorous and Potassium levels, including micronutrients, SAR values, pH, and percent organic matter. The number of samples may vary based upon new site soil issues and/or conditions.
2. Samples shall be collected from a minimum of two (2) different locations on the site.
3. Contact soil-testing lab for specific sampling guidelines and handling, unless Contractor defers sampling collection to the responsibility to a Soils Consultant.

B. Provide copy of analytical test results with fertilizers and soil amendment recommendations from the Soils Laboratory to the Property Manager and Owner's Representative for his/her record and for any immediate or timely actions to be performed by the Contractor.

C. Leaf Collection: Collect fallen leaves from planting and paved areas, including sidewalks. Remove and dispose of leaf litter from the site in a legal manner.

D. Clean Up and Litter Removal:
1. Sweep or blow-off all walks and curbs at each site visit. Parking lots will be swept by others.
a. Do not use leaf blowers in planter areas to collect and remove leaves.
b. Do not use blowers prior to 6:00 A.M. or after 10:00 P.M. or at any other hours restricted by local jurisdiction.
c. Do not use blowers around parked vehicles to avoid scratching vehicle paint with blowing sand and debris.
d. Where use of blowers is prohibited by City or County ordinances use alternate methods.

E. Remove all litter from sidewalks, gutters, and planted areas during each site visit. In no case shall trash, litter, or leaves be blown or swept onto the street or property of others.

F. Collect all trash, litter, leaves, etc. haul away, and dispose off-site in a timely and legal manner.

3.2 IRRIGATION

A. Water Application & Scheduling:
1. Hand water when required to supplement natural rainfall and irrigation system, and to maintain plantings in a healthy, stress-free condition. Make sure plants receive adequate water regardless of weather conditions.
2. Conserve water and ensure that all State, City and County ordinances and regulations are followed. Any penalties. Fines or citations for watering ordinance violations shall be paid by the contractor.
3. Utilize the permanent irrigation system, and supplement with hand watering as needed. Failure of the irrigation system to provide full and proper coverage does not relieve Contractor of the responsibility to provide adequate irrigation.
4. Contractor is responsible for the complete operation and maintenance of the irrigation systems, except as noted below. Examine the irrigation system for damage during required visits and report damage or malfunction to the Owner's representative in writing.
If contractor fails to report the broken or malfunctioning irrigation system components within one week of the breakage or malfunction, contractor will be responsible for all damages resulting from the broken irrigation system component.
5. Adjust watering times each month and respond to weather changes. Do not over-water plantings. Use multiple-start times and short run times to prevent run-off. Do not allow run-off from any irrigation.
6. When breakdowns or malfunctions exist, hand water, if necessary, to maintain all plant material in a healthy condition. If the irrigation repairs are major and not the fault of the contractor, they may be billed as additional work. Do not wait for approval to begin hand watering if required to save the plantings.
7. Contractor shall be responsible for excessive water bills due to breaks or damage to irrigation system that should have been repaired, and/ or could have been reasonably foreseen.

B. Irrigation System Scheduled Maintenance:
1. During each required site visit complete the following:
a. Check the entire irrigation system when the system is pressurized for items such as dry spots and missing or malfunctioning irrigation components. Check for leaking or damaged valves, water running across sidewalks, water standing in puddles, or any other condition which hampers the correct operation of the system or the public safety, immediately repair deficiencies.
b. Check for exposed piping paying particular attention to shallow drip tubing. Bury any exposed piping to originally specified depths.
c. Carefully observe plant materials for signs of wilting that may indicate an irrigation system problem. Plants which die due to irrigation failure will be considered to have died due to the contractor's negligence and shall be replaced at the contractor's expense.
d. Eliminate any puddling or excessive run-off of water from the irrigation system onto any paved areas. Immediately shut down the irrigation system and make adjustments, repairs, or replacements as soon as possible to correct the source of the run-off.
2. Maintain the irrigation system, including cleaning of filter screens yearly or more often as needed, and flushing pipes, as part of this contract.

C. Irrigation System Repair:
1. Replace or repair, at contractor's expense, minor irrigation damage, unless due to excluded damage. Make repairs within one week of the day the damage occurred.
2. If the damage was due to excluded damage or determined to be a major item, the irrigation repairs will be paid for as additional work.
a. Make notification of needed repairs within two weeks of the day the damage occurred as noted in the General Requirements section of these specifications.
b. Regardless of the cause of damage, take immediate action to prevent further damage by shutting off the damaged part of the irrigation system and commencing with hand watering as needed.
c. Make repairs as soon as possible after receiving written or verbal authorization to proceed.

D. Replace irrigation system components with materials of the same manufacturer and model as the original equipment.
1. Substitutions of materials other than original equipment will be approved only when the original equipment has been discontinued and is no longer available for purchase at any location.
2. The substituted equipment must be completely compatible with the original and must be approved in advance by the Owner's representative.
3. All repairs to the system shall be identical to the original installation, unless approved otherwise in advance by the Owner's representative.
4. If a change to the installation will result in lower future maintenance costs, less frequent breakage, or an increase in public safety, request authorization to make the change from the Owner's representative.
5. Do not attempt to clean plastic nozzles by sticking knife blades or wire into the openings.

3.3 TREES, SHRUBS, PERENNIALS, ORNAMENTAL GRASSES AND GROUND COVERS

A. Fertilization:
1. Notification: Notify the Property Manager at least five (5) days in advance of the application of fertilizer. Failure to notify will be considered non-performance of work and payment may be withheld or reduced proportionately. Provide the Owner's Representative with invoice to verify purchase of fertilizer.
2. Trees, Shrubs, Perennials, Ornamental Grasses and Ground Covers: Apply fertilizer twice during the growing season or at the rate specified in soils report. Fertilizer composition shall be as specified in the soil test results. Do not apply nitrogen fertilizers to Ornamental Grasses during the growing season. Apply fertilizers with spinner-type spreader such as the Ortho-Whirly bird or Cyclone spreaders. Do not use drop-type spreaders. . Apply when leaves are dry, and water-in thoroughly after application. Do not apply fertilizer during rainy conditions or when rain is likely to occur during application.
3. Fertilization of trees may be deleted from contract when they have reached maturity and are reviewed and approved by the Certified Arborist.
4. Prevent fertilizer particles from entering the adjacent storm drain system. Thoroughly sweep up and collect all fertilizer particles off of adjacent curb and pavement immediately following application. Apply Iron sulfate fertilizer (if required) cautiously avoiding contact with moist concrete since staining may result. Reuse product or dispose of from the site in a legal manner.

B. Pruning:
1. Trees: Accomplish minor pruning in accordance with highest standards of professional pruning practices in such a manner as not to alter the functionality or natural shape and the intended function of the tree. Major structural pruning shall be done or under the supervision of a Certified Arborist. Prune deciduous trees during their dormant period and evergreen trees during late summer. Remove all pruning debris from the site and recycle or dispose in a legal manner.
2. Shrubs and Groundcovers: Prune shrubs, perennials and groundcovers only to remove dead growth, or to remove growth encroaching over sidewalks or curbs. Allow shrubs, perennials and groundcovers to grow unpruned to their natural size unless otherwise specified. Shearing of shrubs is permitted only on shrubs uniformly planted in rows, where it is clear the intent was to create screen hedge type massing. Trimming of groundcovers is permitted when plant material encroaches over edge of walkways or curbing. Encourage shrubs in screen hedges through pruning to form a dense, continuous hedge, branching fully to the ground. Selectively prune all other shrubs, perennials and groundcovers only as required for safety, visibility, and plant health, and to allow development into the natural shapes expected of the plant variety.
3. Ornamental grasses: Shear the dead foliage from deciduous grasses from 4" to a maximum 6" height in late winter when plants have died out (browned) and have entered dormancy.
4. Any shrubs or trees improperly pruned to the point where it will not return to its natural form shall be replaced with material equivalent to its prior size. The owner's representative shall make the determination if replacement is required.
5. Contractor is to prune all tree limbs adjacent to walkways & sidewalks to maintain 8' minimum of overhead clearance.

C. Surface Roots:
1. As required to prevent damage to adjacent paved areas or liability issues, after consultation with an Arborist, surface roots may be removed in accordance with Arborist's direction.

D. Staking:
1. Maintain stakes (three per tree, two min.) on remaining trees and insure that they provide proper support as required. Ties shall be adjusted and/ or replaced as needed to prevent girdling. No stakes should remain over three years after planting, unless directed by the Certified Arborist. Remove stakes from site and dispose in a legal manner.

E. Application of Pesticides/Herbicides:
1. Notification: Notify the Property Manager at least five (5) days in advance of the application of pesticides or herbicides. Notification shall include name of material, rate of application, and locations of proposed application. Failure to notify will be considered non-performance of work and payment may be withheld or reduced proportionately. Provide the Property Manager or the Owner's Representative with invoice verifying purchase of pesticide.
2. All spraying shall be performed by or under the direction of an applicator possessing a valid State of California Public Pesticide or Herbicide Applicator's license. Provide notice on site as required by law.
3. Spot spray only as required to combat specific weeds, insect pests or infestations. No general broadcast spraying is permitted. Spray only during windless periods as to not contaminate surrounding area or properties. No spraying to occur in or near wetlands or other sensitive areas. No spraying shall be performed when vehicles or the public are present near any areas designated for spraying.
4. Re-spray within 2-weeks from original application any areas which still exhibit weeds, pests or infestations.
5. Prevent pesticide and herbicide material from entering the adjacent storm drain system. Thoroughly remove spillage off of adjacent curb and pavement immediately following application. Do not wash spillage down drain inlets. Dispose of from the site in a legal manner.

F. The Contractor shall supply the Property Manager and/or Owner's Representative with a written copy of the spray application record, which shall contain the following information:
1. The name of the company and person who applied the pesticide.
2. The name of the person requesting the pesticide application.
3. The reason the pesticide was applied.
4. The location where the pesticide was applied.
5. The year, month, day and time the pesticide was applied.
6. The person or firm who supplied the material that was applied.
7. The trade name of the pesticide that was applied.
8. The direction and estimated velocity of the wind at the time the pesticide was applied.
9. The name of the Pesticide or Herbicide Applicator's license holder.
10. Any other reasonable information required by the Owner's Representative.
11. Labor hour and rate (if subcontracted).

G. Weeding: All planter beds shall be kept clean and free of weeds, seedlings and any invasive or non-specified plant materials. Hand weeding is preferred; however, per-emergent and post-emergent herbicides may be used after one-year establishment period for new plantings has elapsed. Completely remove all weeds in curb or paving cracks throughout the site.

H. Mulching of Planter Bed Areas: Maintain bed areas on a monthly basis to keep a clean, fresh appearance and to remove litter and debris. Rake and sweep back any mulch or soil which has eroded onto parking lots and walkways in all planter bed areas. Maintain finish grade at planters per the original landscape plans and specifications. Do not deeply cultivate any areas with plantings to prevent feeder root damage. Rake areas to redistribute and evenly spread mulch to maintain a two (2") minimum depth or depth as specified in original landscape plans and specifications, whichever is greater. Replenish all mulched areas after any miscellaneous construction operations have been performed in the area and are completed. Replenish all mulch areas once per year in spring and as necessary throughout the year.

I. Aeration: Some tree root zones can become compacted due to heavy pedestrian or vehicular traffic. These trees should be aerated at least once a year. Water, nutrients, and air can be provided to trees by using a deep root irrigator/ feeder. This should be done at least every two years on mature trees. Apply at the drip-line at least every four feet entering the ground 12-18 inches.

3.4 BIO-RETENTION AREAS

A. Inspection: Inspect inlets, overflows, slopes and observation wells annually and after major storms, as needed, to insure facilities are clear of any obstructions to maintain flow and prevent erosion and instability. Remove any soils or debris creating blockages from the site and recycle or dispose in a legal manner. Review soil at bottom of the facility for uniform infiltration and confirm that check dams and flow spreaders are in place and level.

B. Irrigation: Maintain operability for plant establishment and as supplemental supply during periods of prolonged drought. Ensure that irrigation is not excessive.

C. Fertilization: No use of fertilizers in facilities.

D. Pruning: Annually prune or cut back plants for health and to ensure flows into inlets and across the surface of the facility. Remove and replant dead or dying material as needed. When replanting, maintain design surface elevation.

E. Pesticides: No use of synthetic pesticides on facilities.

F. Weed Control: Annually as needed and frequently enough to identify and eradicate weeds prior to seed set by cultural, mechanical or physical means. Least toxic herbicides may be considered for use as a last resort option.

G. Mulch: Annually replace as needed to maintain a two (2") minimum depth or as specified in original landscape plans and specifications, whichever is greater. Do not apply mulch in ponding zone just prior to or during rainy season. Maintain finished elevations as shown on civil plans.

3.5 RODENT AND RABBIT CONTROL (IF REQUIRED)

A. Notification: Notify the Property Manager or the Owner's Representative at least four (4) days in advance if application of rodenticides and/or rabbit trapping devices is required. Notification may be given by the Property Manager. Notification shall include name of material, type of rodenticide being used and rates of rodenticidal application. Contractor shall coordinate the locations of rodent bait boxes and/or rabbit trapping devices on the site with the Property Manager. Failure to notify the Property Manager or Owner's Representative will be considered non-performance of work and payment may be withheld or reduced proportionately. Provide the Property Manager or the Owner's Representative with the invoice verifying purchase of rodenticides and/or rabbit trapping devices.

B. Before commencing the work, Contractor shall contact either County or City Pest Control jurisdictions for recommendations for proper placement, removal and disposal of captured rodents and/or rabbits.

C. The Contractor shall be responsible for placement and disposal of all rodenticides and rabbit trapping devices including removal and disposal of all captured rodents and/or rabbits, either dead or alive, off site in a timely, appropriate and humane manner. The Contractor shall check bait boxes and/or trapping devices frequently, scheduling when placement and disposal pick-ups will occur, with the Property Manager or Owner's Representative.

D. Frequency of bait box servicing shall depend upon the level of rodent infestation. All bait boxes shall be maintained in accordance with EPA regulations, with an emphasis on the safety of non-target organisms. The Contractor shall adhere to the following rules:
1. All bait boxes shall be placed out of the general view of the public and in locations where they will not be disturbed by routine properly or landscape operations.
2. The lids of all bait boxes shall be securely locked or fastened shut.
3. All bait boxes shall be securely attached or anchored to the ground, wall or other surface, so that the box cannot be easily picked up or moved from its intended location.
4. Bait shall always be placed in the baffle-protected feeding chamber of the box and never in the runway of the box.
5. All bait boxes shall be labeled with the Contractor's business name and address and dated by the Contractor's technician at the time of installation and at each servicing.

END OF MAINTENANCE SECTION

PRUNING SUPPLEMENT

The purpose of these specifications are to protect and maintain the tree plantings for the project for which these plans have been prepared.

On an annual basis the Owner/ Lessor shall retain the services of a Certified Consulting Arborist to review the condition of all trees within the property/ lease area and provide a written report outlining findings and recommendations. The Arborist shall be selected from the governing agency's approved arborists list. The report shall conform to the International Society of Arboriculture recommendations and reference the prepared Landscape and Irrigation Plans as the basis for all recommendations.

TREES

No tree work shall be done except as directed by the arborist and without prior approval and direction from Property Manager. No work shall occur within habitat areas within nesting season (February-August) if active nests are found on site.

1. Pruning:

a. Trees shall be pruned as required to remove broken, diseased branches for general safety. It shall be the Contractor's prime responsibility related to pruning to conduct a pruning program as directed by the Arborist and approved by Property Manager. This program should minimize pruning and only be performed when necessary. Aesthetic pruning is not permitted.

b. Pruning shall be done to ANSI A300 standards by those experienced and skilled in pruning techniques. All cuts shall be done using proper horticultural practices.

c. Topping of trees is prohibited.

d. Pruning under this specification is limited to that which may be done from the ground.

e. Prune trees to allow for necessary clearances for pedestrians and vehicle circulation. Maximum canopy clearance of twelve (12) feet.

Tree pruning is both an art and a science. Proper pruning is paramount to long term tree health and vitality and their aesthetic and energy conservation value. Many trees are incorrectly topped or pollarded, forever destroying their natural shape and size while greatly shortening their lives. It is better to leave a tree alone than to prune it improperly. Topping a tree removes the terminal bud and results in irregular and oddly-shaped trees. Pruning should restore a tree to a healthier condition and a more attractive shape, making it stronger and better able to withstand storms and disease.

Any tree that is topped or pruned in a way that damages the tree's normal growth habit, such as pollarding, must be replaced at the Contractor's expense with a tree of equal size.

Correct tree pruning is at least a two-person job. As a minimum, a tree pruning crew should include a highly-trained and experienced person to guide the cutter from the ground.

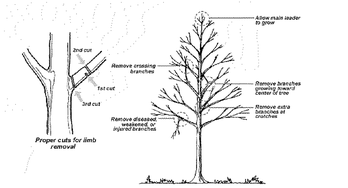

Figure 1-1: Tree Pruning Techniques

SHRUBS AND VINES

Over pruning of shrubs is common throughout the industry. Most of the shrubs receiving regular pruning probably don't need to be pruned at all. When they are pruned improperly or unnecessarily, the labor and associated costs are wasted, the plant suffers, and the aesthetic quality of the landscape declines.

The vast majority of shrubs at this project do not need pruning. The planting design is such that the plants should be allowed to take their natural shape and grow into their environment. Pruning should be done at a minimum to remove diseased or broken branches.

Areas adjacent to walkways, street or project entries may require pruning for aesthetic or functional reasons. In these areas, the following guidance should be implemented. Shrubs have distinct shapes; weeping, rounded, oval, upright, spreading, and irregular shaped. Allow shrubs to take on their natural shape, pruning only to reduce crowded foliage, crossed branches, an asymmetrical shape, or branches growing into the heart of the shrub.

Selective pruning restores a shrub to a healthy condition and an attractive shape. Allow plants intended for screening to grow naturally and do the job for which they were planted. Trimming or pruning screening plants increases the maintenance activity and expends valuable resources.

Very few shrubs should ever be sheared, and then only the fine textured or small leafed varieties. Artificial shaping of shrubs should be minimized. If a shrub continually needs pruning due to safety or pedestrian clearance near a walkway, then removal should be considered. Generally, shrub pruning should result in soft, natural shapes and be performed a maximum of once or twice a year.

Pruning tools cover a large choice of available products. It is important to choose the correct tool for each operation. Tools range from hand-held pruners and bypass loppers to curved hand-held saws to power chain saws.

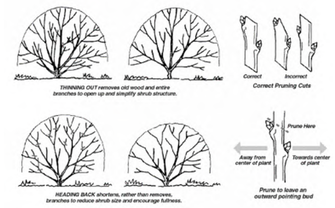

Figure 1-2: Shrub Pruning Techniques

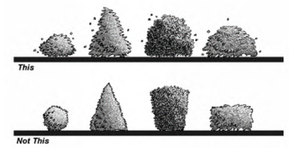

Figure 1-3: Maintain the Natural Form of Shrubs

PLEINAIRE
DESIGN GROUP
3203 Lightning St., Ste. 201 // Santa Maria, CA 93455
805.349.9695 // www.pleinairedg.com

KEVIN J. SMALL
LANDSCAPE ARCHITECT
No. 2929
FOR REVIEW ONLY
NOT FOR CONSTRUCTION
12.20.23
OF CALIFORNIA

THE DRAWING, DESIGN IDEAS, AND FEATURES OF CONSTRUCTION, DEPICTED WITHIN THE DRAWINGS ARE THE EXCLUSIVE PROPERTY OF KEVIN J. SMALL LANDSCAPE ARCHITECT. THEY ARE NOT TO BE REUSED, REPRODUCED, COPIED, SOLD, OR USED FOR ANY OTHER PURPOSE WITHOUT THE EXPRESSED WRITTEN CONSENT OF KEVIN J. SMALL; RLA 2929. © 2024 KEVIN J. SMALL

FAMCON
1350 FOUNDERS AVENUE // SANTA MARIA, CALIFORNIA 93455

REVISION DATE

SHEET TITLE

MAINTENANCE SPECIFICATIONS

OWNER FAMCON Pipe & Supply, Inc.
1631 Carlotti Drive
Santa Maria, California 93454

DATE 2023.12.20
PROJECT NO. 22229
DRAWN BY A.O.
CHECKED BY K.J.S.
SHEET NO.

L-3.2

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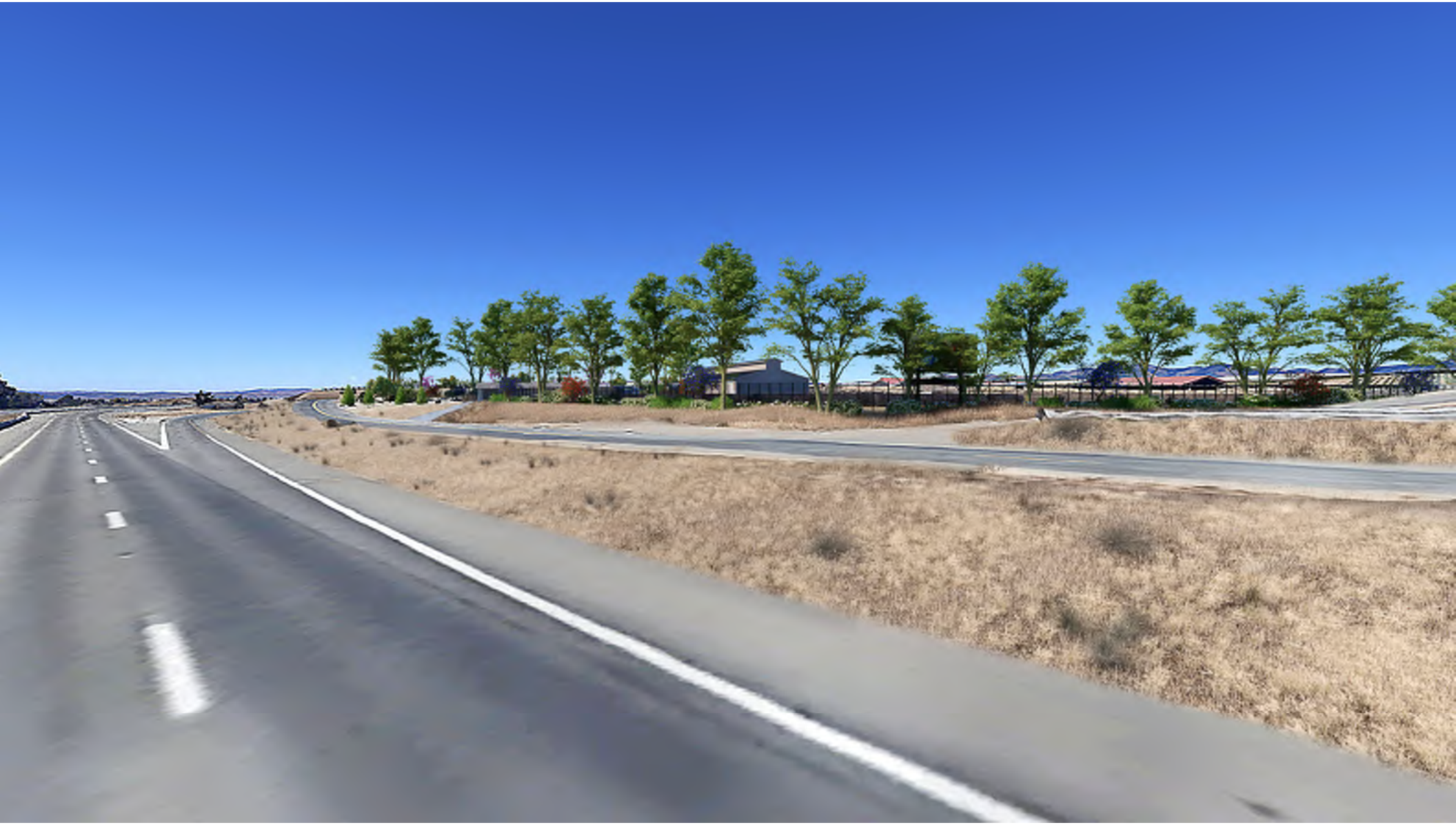
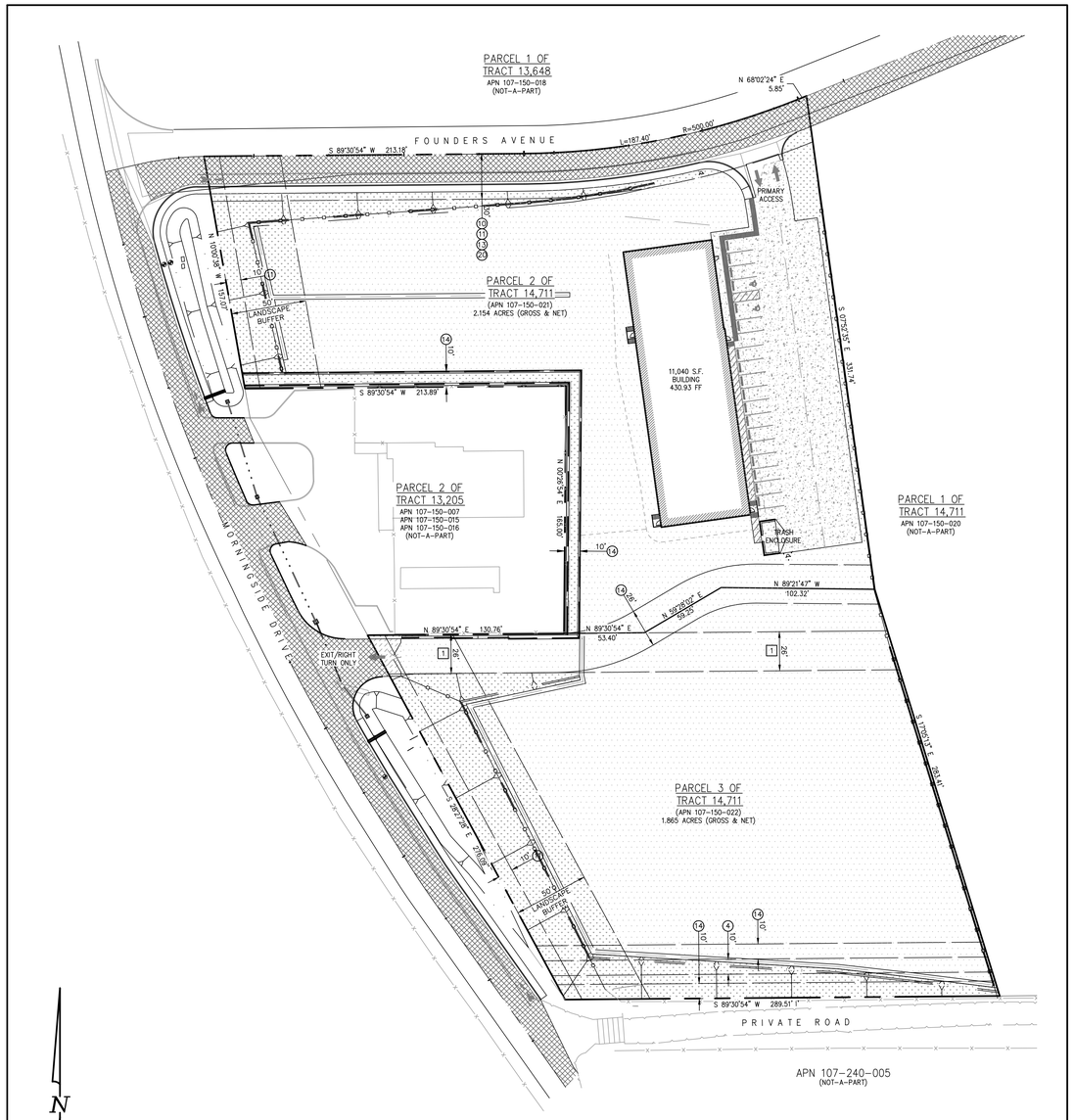


FINE GRADING PLAN FOR
FAMCON PIPE AND SUPPLY, INC.
SANTA MARIA, CA



PROJECT MAP

SCALE: 1" = 40'

PROJECT INFORMATION:

ASSESSOR'S PARCEL #S:	107-150-021 & 107-150-022
SITE ADDRESS:	1350 FOUNDERS AVENUE SANTA MARIA, CA. 93455
CURRENT USE:	VACANT
NUMBER OF LOTS:	2
PARCEL AREA:	2.15 AC. + 1.86 AC. = 4.01 AC. TOTAL (3.74 AC. NET)
EXISTING ZONING DESIGNATION:	CH
EXISTING GENERAL PLAN DESIGNATION:	COMMERCIAL HIGHWAY
PROPOSED ZONING DESIGNATION:	C-3
PROPOSED GENERAL PLAN DESIGNATION:	GENERAL COMMERCIAL

PROJECT SCOPE OF WORK:

CONSTRUCTION AND INSTALLATION OF ALL NECESSARY INFRASTRUCTURE TO SUPPORT THE PROPOSED DEVELOPMENT OF AN 11,040 S.F. COMMERCIAL BUILDING AND OUTDOOR STORAGE FACILITY. THIS WORK INCLUDES THE CONSTRUCTION OF PARKING, FLATWORK, RETAINING WALLS AND DRAINAGE FACILITIES AS WELL AS GRADING OPERATIONS.

OWNER:

HOPE COMMUNITY CHURCH
OF SANTA MARIA, INC.

1181 LONGVIEW AVE.

PISMO BEACH, CA. 93449

UTILITIES:

WATER:	GOLDEN STATE WATER
SEWER:	LAGUNA SANITATION
ELECTRICITY:	PACIFIC GAS AND ELECTRIC
GAS:	SO. CA. GAS CO.
TELEPHONE:	FRONTIER
CABLE TV:	COMCAST

APPLICANT:

STEVE AND NANCY PENZA 1997 IRREVOCABLE TRUST LLC.

200 LAMBERT STREET

OXNARD, CA. 93036

PRELIMINARY REPORT ITEMS:

(4) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;

RESERVED BY:	WM L. BLANCKENBURG, BETSY B. RAWN AND THEODORE BLANCKENBURG
PURPOSE:	ROADWAY, PIPELINE AND UTILITIES
RECORDING DATE:	JUNE 27, 1962
RECORDING NO.:	16490 IN BOOK 1937 PAGE 813 OF OFFICIAL RECORDS
AFFECTS:	AS DESCRIBED THEREIN

(10) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT;

GRANTED TO:	WILLIAM L. BLANCKENBURG, ET AL
PURPOSE:	ROADWAY, PIPELINE AND UTILITES
RECORDING DATE:	JULY 20, 1987
RECORDING NO.:	1987-054173 OF OFFICIAL RECORDS
AFFECTS:	AS DESCRIBED THEREIN

(11) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION, ON THE MAP OF SAID TRACT/PLAT;

PURPOSE:	PUBLIC ROAD
AFFECTS:	AS SHOWN ON SAID MAP
RECORDING NO.:	PARCEL MAP NO. 13648
PURPOSE:	PUBLIC UTILITIES AND INCIDENTAL PURPOSES
AFFECTS:	AS SHOWN ON SAID MAP

(13) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;

RESERVED BY:	ROGER A. IKOLA, AS TRUSTEE OF THE IKOLA FAMILY TRUST DATED APRIL 28, 1971
PURPOSE:	INGRESS, EGRESS, PUBLIC & PRIVATE UTILITIES
RECORDING DATE:	AUGUST 19, 2005
RECORDING NO.:	2005-0080044 OF OFFICIAL RECORDS
AFFECTS:	THE NORTHERLY 30 FEET OF PARCEL 2 OF PARCEL MAP NO. 13648

(14) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION, ON THE MAP OF SAID TRACT/PLAT;

PURPOSE:	PUBLIC UTILITIES AND INCIDENTAL PURPOSES
AFFECTS:	AS SHOWN ON SAID MAP
RECORDING NO.:	PARCEL MAP NO. 14711
PURPOSE:	PUBLIC SECONDARY EMERGENCY ACCESS & PUBLIC SEWER & PUBLIC UTILITIES AND INCIDENTAL PURPOSES
AFFECTS:	AS SHOWN ON SAID MAP
PURPOSE:	PRIVATE EASEMENT FOR DRAINAGE AND WATER QUALITY TREATMENT
AFFECTS:	AS SHOWN ON SAID MAP

(20) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO:	LAGUNA COUNTY SANITATION DISTRICT, A COUNTY SANITATION DISTRICT OF THE STATE OF CALIFORNIA
PURPOSE:	A PERMANENT EASEMENT AND RIGHT OF WAY FOR PRESENT AND FUTURE CONSTRUCTION
RECORDING DATE:	OCTOBER 25, 2019
RECORDING NO.:	2019-0048787, OF OFFICIAL RECORDS
AFFECTS:	NORTHERLY 30.00 FEET OF PARCEL 2

PROPOSED EASEMENTS:

[1] PURPOSE: PUBLIC SECONDARY EMERGENCY ACCESS & PUBLIC SEWER & PUBLIC UTILITIES AND INCIDENTAL PURPOSES
AFFECTS: AS SHOWN

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE BEARING OF N89°30'54"E BETWEEN 2 REBAR AND PLASTIC CAPS MARKED LS4597 AS PER PM BK 43 PGS 39-41 AND SHOWN HEREON.

BENCHMARK:

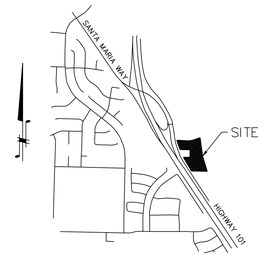
THE BENCHMARK FOR THIS SURVEY IS THE TOP OF A 2-1/2" BC STAMPED "SB CO. GPS CONTROL 1992 PLS 5470 STA 1008". MONUMENT IS LOCATED AT THE ENTRANCE OF THE SANTA MARIA AIRPORT (OPPOSITE AUTOPARK DRIVE) WITH A LINE 15 FEET SOUTHERLY OF THE SOUTHERLY CURBFACE. ELEVATION 272.57'

LEGEND

PROJECT BOUNDARY
CENTERLINE
PROPERTY LINE
CURB LINE
EXIST. CURB LINE
ROW/EASEMENT LINE
STORM DRAIN
EXIST STORM DRAIN
SEWER MAIN
EXIST SEWER MAIN
WATER MAIN
EXIST. WATER MAIN
E.P./LIP OF GUTTER
CHAIN LINK FENCE
CHAIN LINK FENCE
RETAINING WALL
SLOPE
CONTOURS
EXIST. CONTOURS
FIRE HYDRANT
EXISTING FIRE HYDRANT
CATCH BASIN
SEWER LATERAL
SPOT ELEVATION XXX.XX
EXISTING SPOT ELEVATION F.G. (XXX.XX)
FINISHED FLOOR ELEV. F.G. 200.00
STRUCTURE
CONCRETE SURFACE
CLASS II BASE
AC SURFACE
LANDSCAPE
EXISTING AC SURFACE

ABBREVIATIONS

TOP OF CURB	T.C.
FLOW LINE	F.L.
EDGE OF PAVEMENT	E.P.
ASPHALT CONCRETE	A.C.
HIGH POINT	H.P.
LOW POINT	L.P.
FINISHED GRADE	F.G.
BACK OF WALL	B.W.
TOP OF WALL	T.O.W.
TOP OF FOOTING	T.O.F.
GRADE BREAK	G.B.
FINISHED SURFACE	F.S.
FINISHED FLOOR	F.F.
INVERT OF PIPE	INV.
REINFORCED CONCRETE PIPE	RCP
PLASTIC PIPE	PVC
SIDEWALK	SW
STORM DRAIN MANHOLE	SDMH
SANITARY SEWER MANHOLE	SSMH
TOP OF GRATE	T.O.G.
TYPICAL	TYP.



VICINITY MAP

NO SCALE

SHEET INDEX

C-1	TITLE SHEET
C-2	NOTES
C-3	GRADING PLAN
C-4	GRADING PLAN
C-5	HORIZONTAL CONTROL PLAN
C-6	UTILITY PLAN
C-7	SECTIONS/PROFILES
C-8	DETAILS
C-9	DETAILS
C-10	WALL PROFILES/DETAILS
C-11	EROSION CONTROL PLAN

ENGINEER'S CERTIFICATE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OF THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONAL CODE. I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE COUNTY OF SANTA BARBARA IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

FIRM: BETHEL ENGINEERS
ADDRESS: 2624 AIRPARK DRIVE
TELEPHONE: (805) 934-5767

RUSSELL J. GARRISON
R.C.E. 59987
DISCIPLINE: CIVIL ENGINEER

SOIL ENGINEER'S CERTIFICATE

I HEREBY DECLARE THAT I AM THE SOILS ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE REVIEWED THE GRADING PLANS AND FIND THEM IN CONFORMANCE WITH THE SOILS REPORT ENTITLED "GEOTECHNICAL INVESTIGATION REPORT, PROPOSED BUILDING, 1350 FOUNDERS AVE (APN 107-150-022), SANTA MARIA, CALIFORNIA, PROJECT 23-0972" PREPARED BY PACIFIC COAST TESTING, DATED JUNE 12, 2023. I UNDERSTAND THAT THE CHECK OF THE SOILS REPORT, PLANS AND SPECIFICATIONS BY THE COUNTY OF SANTA BARBARA IS CONFINED TO REVIEW ONLY AND DOES NOT DOES NOT RELIEVE ME OF MY RESPONSIBILITY FOR THE PROJECT SOILS SOILS AND GEOTECHNICAL DESIGN.

SOILS ENGINEER: RON J. CHURCH LIC #2184

OBSERVATION AND TESTING PROGRAM

PER 2016 CBC CHAPTER 18 THE SOILS ENGINEER SHALL OBSERVE THE FOLLOWING TASKS:

A. REVIEW FINAL PLANS PRIOR TO SITE WORK OF ANY KIND
B. RECOMPACTION OF SCARIFICATION SOILS
C. FILL PLACEMENT AND COMPACTION
D. FOOTING EXCAVATIONS
E. PREMOISTENING OF SUBSLAB SOILS

THE SOIL ENGINEER OF WORK SHALL BE:

RON J. CHURCH
PACIFIC COAST TESTING, INC.
P.O. BOX 6835
SANTA MARIA, CA. 93456
(805) 631-5108

EARTHWORK QUANTITIES:

RAW CUT:	2,425 C.Y. CUT
RAW FILL:	22,615 C.Y. FILL
	20,190 C.Y. NET IMPORT**
OVER-EXCAVATION:	2,011 C.Y.

*VALUES ARE RAW AND DO NOT INCLUDE LOSSES DUE TO COMPACTION

**CONTRACTOR TO OBTAIN A HAUL PERMIT PRIOR TO IMPORTING FILL MATERIAL

04/17/25

PUBLIC WORKS ROADS REVIEWED BY:

TRANSPORTATION PLANNING SUPERVISOR S.B. CO. CA. DATE

PROJECT CLEAN WATER

PUBLIC WORKS - WATER RESOURCES DATE

STORM DRAIN SYSTEM REVIEWED BY:

FLOOD CONTROL ENGINEER S.B. CO. CA. DATE

REGISTERED PROFESSIONAL ENGINEER — RUSSELL J. GARRISON — LIC. NO. 59987 — CIVIL ENGINEER — STATE OF CALIFORNIA

THE UNDERSIGNED CIVIL ENGINEER CERTIFIES THIS GRADING WORK WILL BE SUPERVISED IN ACCORDANCE WITH SANTA BARBARA CO. ORDINANCE NO. 4477.

DATE

DESIGNED BY: AMP
CHECKED BY: RJG

REVISIONS

DATE	DESCRIPTION

FAMCON PIPE AND SUPPLY, INC.
1350 FOUNDERS AVE.
SANTA MARIA, CA.
APN'S 107-150-021 & 022
TITLE SHEET

RUSSELL J. GARRISON R.C.E. 59987 DATE

BETHEL engineering 2624 Airpark Dr., Santa Maria, California 93455 (805) 934-5767

SCALE: AS SHOWN

SHEET 1 OF 11

GRADING NOTES:

1. ALL GRADING SHALL CONFORM TO SANTA BARBARA COUNTY CODE CHAPTER 14 AND STANDARDS AND REQUIREMENTS PERTAINING THERETO, THESE CONSTRUCTION DRAWINGS AND THE RECOMMENDATIONS OF THE SOILS ENGINEER AND ENGINEERING GEOLOGIST.
2. CONTRACTOR TO NOTIFY THE COUNTY GRADING INSPECTOR AND SOILS LABORATORY AT LEAST 48 HOURS BEFORE START OF GRADING WORK OR ANY PRE-CONSTRUCTION MEETING.
3. CONTRACTOR SHALL EMPLOY ALL LABOR, EQUIPMENT AND METHODS REQUIRED TO PREVENT HIS OPERATIONS FROM PRODUCING DUST IN AMOUNTS DAMAGING TO ADJACENT PROPERTY, CULTIVATED VEGETATION AND DOMESTIC ANIMALS OR CAUSING A NUISANCE TO PERSONS OCCUPYING BUILDINGS IN THE VICINITY OF THE JOB SITE. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE CAUSED BY DUST FROM HIS GRADING OPERATION.
4. BEFORE BEGINNING WORK REQUIRING EXPORTING OR IMPORTING OF MATERIALS, THE CONTRACTOR SHALL OBTAIN APPROVAL FROM PUBLIC WORKS ROAD DIVISION FOR HAUL ROUTES USED AND METHODS PROVIDED TO MINIMIZE THE DEPOSIT OF SOILS ON COUNTY ROADS. GRADING/ROAD INSPECTORS SHALL MONITOR THIS REQUIREMENT WITH THE CONTRACTOR.
5. THE GEOTECHNICAL ENGINEER SHALL PROVIDE OBSERVATION AND TESTING DURING GRADING OPERATIONS IN THE FIELD AND SHALL SUBMIT A FINAL REPORT STATING THAT ALL EARTH WORK WAS PROPERLY COMPLETED AND IS IN SUBSTANTIAL CONFORMANCE WITH THE REQUIREMENTS OF THE GRADING ORDINANCE.
6. AREAS TO BE GRADED SHALL BE CLEARED OF ALL VEGETATION INCLUDING ROOTS AND OTHER UNSUITABLE MATERIAL FOR A STRUCTURAL FILL, THEN SCARIFIED TO A DEPTH OF 6" PRIOR TO PLACING OF ANY FILL. CALL GRADING INSPECTOR FOR INITIAL INSPECTION.
7. A THOROUGH SEARCH SHALL BE MADE FOR ALL ABANDONED MAN-MADE FACILITIES SUCH AS SEPTIC TANK SYSTEMS, FUEL OR WATER STORAGE TANKS, AND PIPELINES OR CONDUITS. ANY SUCH FACILITIES ENCOUNTERED SHALL BE REMOVED AND THE DEPRESSION PROPERLY FILLED AND COMPACTED UNDER OBSERVATION OF THE GEOTECHNICAL ENGINEER.
8. AREAS WITH EXISTING SLOPES WHICH ARE TO RECEIVE FILL MATERIAL SHALL BE KEYED AND BENCHED. THE DESIGN AND INSTALLATION OF THE KEYWAY SHALL BE PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATION OR PER COUNTY STANDARD DETAIL NO. G-13.
9. FILL MATERIAL SHALL BE SPREAD IN LIFTS NOT EXCEEDING 6" IN COMPACTED THICKNESS, MOISTENED OR DRIED AS NECESSARY TO NEAR OPTIMUM MOISTURE CONTENT AND COMPACTED BY AN APPROVED METHOD. FILL MATERIAL SHALL BE COMPACTED TO A MINIMUM OF 90% MAXIMUM DENSITY AS DETERMINED BY 1957 ASTM D - 1557 - 91 MODIFIED PROCTOR (AASHO) TEST OR SIMILAR APPROVED METHODS. SOME FILL AREAS MAY REQUIRE COMPACTION TO A GREATER DENSITY IF CALLED FOR IN THE CONSTRUCTION DOCUMENTS. SOIL TESTS SHALL BE CONDUCTED AT NOT LESS THAN ONE TEST FOR EACH 18"OF FILL AND/OR FOR EACH 500 CUBIC YARDS OF FILL PLACED.
10. CUT SLOPES SHALL NOT EXCEED A GRADE OF 1 ½ HORIZONTAL TO 1 VERTICAL. FILL AND COMBINATION FILL AND CUT SLOPES SHALL NOT EXCEED 2 HORIZONTAL TO 1 VERTICAL. SLOPES OVER THREE FEET IN VERTICAL HEIGHT SHALL BE PLANTED WITH APPROVED PERENNIAL OR TREATED WITH EQUALLY APPROVED EROSION CONTROL MEASURES PRIOR TO FINAL INSPECTION.
11. SURFACE DRAINAGE SHALL BE PROVIDED AT A MINIMUM OF 5% FOR 10 FEET AWAY FROM THE FOUNDATION LINE OR ANY STRUCTURE.
12. ALL TREES THAT ARE TO REMAIN ON SITE SHALL BE TEMPORARILY FENCED AND PROTECTED AROUND THE DRIP LINE DURING GRADING.
13. AN EROSION AND SEDIMENT CONTROL PLAN SHALL BE REQUIRED AS PART OF THE GRADING PLAN AND PERMIT REQUIREMENTS.
14. 'BEST MANAGEMENT PRACTICES FOR CONSTRUCTION ACTIVITIES: ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ONSITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES, OR WIND. STOCKPILES OF EARTH AND OTHER CONSTRUCTION RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER. FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO PUBLIC WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS MUST BE MADE TO RETAIN CONCRETE WASTES ON SITE UNTIL THEY CAN BE DISPOSED AS A SOLID WASTE. TRASH AND CONSTRUCTION RELATED SOLID WASTE MUST BE DEPOSITED INTO A COVERED WASTE RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND. SEDIMENTS AND OTHER MATERIAL MAY NOT BE TRACKED FROM TO THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAY. ACCIDENTAL DEPOSITION MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS. ANY SLOPES WITH DISTURBED SOILS OR DENUDED OF VEGETATION MUST BE STABILIZED SO AS TO MINIMIZE EROSION BY WIND AND WATER.'
15. IF GRADING OCCURS DURING NOV 1 THROUGH APR 15, NO GRADING SHALL OCCUR UNLESS APPROVED EROSION AND SEDIMENT CONTROL MEASURES ARE IN PLACE. DISCHARGES OF SEDIMENT FROM THE PROJECT SITE MAY RESULT IN A STOP WORK ORDER'
16. ALL EARTHWORK ON HILLSIDES, SLOPING OR MOUNTAINOUS TERRAIN SHALL BE STABILIZED TO PROTECT AND PREVENT LOSS OF SOILS, AS NECESSARY, YEAR-ROUND.
17. REMOVE THE SURFACE SOIL CONTAINING VEGETATION OR OTHER DELETERIOUS MATERIALS AND WASTE OR RESERVE FOR NON-STRUCTURAL AREAS TO RECEIVE PLANTING. IN AREAS WHERE TREES ARE REMOVED, EXCAVATE SURROUNDING AREAS SUFFICIENTLY TO ASSURE REMOVAL OF ALL ROOTS AND SOIL DISTURBED BY REMOVAL OF ROOTS.
18. IN AREAS TO RECEIVE FILL AS WELL AS CUT AREAS, THE EXPOSED SURFACE OF EXCAVATION SHOULD BE SCARIFIED TO A DEPTH OF 1', BROUGHT TO A NEAR OPTIMUM MOISTURE CONTENT, AND COMPACTED TO A MINIMUM OF 90% RELATIVE DENSITY, PRIOR TO PLACEMENT OF FILL. SLOPES TO RECEIVE FILL IN EXCESS OF 5:1 SHALL BE PROPERLY KEYED AND BENCHED PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATION OR PER COUNTY STANDARD DETAIL NUMBER G-13.
19. STRUCTURAL FILL MATERIAL SHALL BE APPROVED PRIOR TO USE, BE FREE OF ORGANIC AND OTHERWISE DELETERIOUS MATERIALS, HAVE NO ROCKS OR CEMENTED MATERIAL LARGER THAN 3", AND SHALL BE GRANULAR IN NATURE HAVING EQUAL OR BETTER BEARING AND SETTLEMENT CHARACTERISTICS.
20. EXISTING CONTOURS REPRESENT ORIGINAL GROUND AT 1' INTERVALS.
21. ESTIMATED EARTH QUANTITIES:

    CUT: 2,425 C.Y.'S. FILL: 22,615 C.Y.'S. *NET (IMPORT FILL): 20,190 C.Y.'S.
    OVER-EXCAVATION: 2,011 C.Y.

    *CONTRACTOR TO OBTAIN A HAUL PERMIT PRIOR TO IMPORTING FILL MATERIAL.

**EARTHWORK QUANTITIES DO NOT ALLOW FOR ANY LOSSES DUE TO SHRINKAGE, COMPACTION, SUBSIDENCE, NOR CLEARING AND GRUBBING.

22. ALL SLOPES SHALL BE PLANTED WITH APPROVED VEGETATION AND BE DENSE AND GROWING PRIOR TO FINAL INSPECTION. REFER TO LANDSCAPE PLANS FOR PLANTING AND IRRIGATION INFORMATION.
23. PROVIDE UNIFORM GRADES BETWEEN CONTROL ELEVATIONS WITH SMOOTH VERTICAL CURVES AT GRADE BREAKS.
24. GRADING AND EQUIPMENT STORAGE ON SITE IS RESTRICTED TO THE LIMITS OF GRADING.
25. THE CONTRACTOR SHALL EXPOSE AND VERIFY THE LOCATION AND ELEVATION OF ALL EXISTING IMPROVEMENTS PRIOR TO BEGINNING WORK.
26. CONTRACTOR SHALL EMPLOY ALL LABOR, EQUIPMENT AND METHODS REQUIRED TO PREVENT HIS OPERATIONS FROM PRODUCING DUST IN AMOUNTS DAMAGING TO ADJACENT PROPERTY, CULTIVATED VEGETATION AND DOMESTIC ANIMALS, OR CAUSING A NUISANCE TO PERSONS OCCUPYING BUILDINGS IN THE VICINITY OF THE JOB SITE. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE CAUSED BY DUST RESULTING FROM HIS GRADING OPERATIONS.
27. BEFORE BEGINNING WORK REQUIRING EXPORTING OR IMPORTING OF MATERIALS, THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE COUNTY PUBLIC WORKS DEPARTMENT (ROAD DIVISION) FOR HAUL ROUTES USED AND METHODS PROVIDED TO MINIMIZE THE DEPOSIT OF SOIL ON COUNTY ROADS. GRADING AND/OR ROAD DIVISION INSPECTORS SHALL MONITOR THIS REQUIREMENT WITH THE CONTRACTOR.
28. THE GEOTECHNICAL ENGINEER SHALL PROVIDE OBSERVATION AND TESTING DURING GRADING OPERATIONS IN THE FIELD AND SHALL SUBMIT A FINAL REPORT STATING THAT ALL EARTHWORK WAS PROPERLY COMPLETED AND IS SUBSTANTIALLY IN CONFORMANCE WITH THE REQUIREMENTS OF THE COUNTY GRADING ORDINANCE.
29. A THOROUGH SEARCH SHALL BE MADE FOR ALL ABANDONED MANMADE FACILITIES SUCH AS SEPTIC TANK SYSTEMS, FUEL OR WATER STORAGE TANKS, AND PIPELINES OR CONDUIT. ANY SUCH FACILITIES ENCOUNTERED SHALL BE REMOVED AND THE DEPRESSIONS PROPERLY FILLED AND COMPACTED UNDER OBSERVATION OF THE GEOTECHNICAL ENGINEER.
30. ALL TREES THAT ARE TO REMAIN ON SITE SHALL BE TEMPORARILY FENCED AT THE DRIP LINE AND PROTECTED DURING GRADING OPERATIONS.
31. CONSTRUCTION ACTIVITY FOR SITE PREPARATION SHALL BE LIMITED TO THE HOURS BETWEEN 8 a.m. AND 5 p.m. MONDAY THROUGH FRIDAY. CONSTRUCTION EQUIPMENT MAINTENANCE SHALL BE LIMITED TO THE SAME HOURS. TWO SIGNS STATING THESE RESTRICTIONS SHALL BE PROVIDED BY THE APPLICANT AND POSTED ON SITE AT ENTRANCES.
32. NO GRADING OR DEVELOPMENT SHALL OCCUR WITHIN THE DRIP LINES OF OAK TREES THAT OCCUR IN THE CONSTRUCTION AREA.
33. ALL SPECIMEN OAK TREES WITHIN 25 FEET OF PROPOSED GROUND DISTURBANCES SHALL BE TEMPORARILY FENCED WITH CHAIN-LINK OR OTHER MATERIAL SATISFACTORY TO P&D THROUGHOUT ALL GRADING AND CONSTRUCTION ACTIVITIES. THE FENCING SHALL BE INSTALLED SIX FEET OUTSIDE THE DRIP LINE OF EACH SPECIMEN OAK TREE, AND SHALL BE STAKED EVERY SIX FEET.
34. NO CONSTRUCTION EQUIPMENT SHALL BE PARKED, STORED OR OPERATED WITHIN SIX FEET OF ANY SPECIMEN OAK TREE DRIPLINE.
35. NO FILL SOIL, ROCKS, OR CONSTRUCTION MATERIALS SHALL BE STORED OR PLACED WITHIN SIX FEET OF ANY SPECIMEN OAK TREE DRIPLINE.
36. NO ARTIFICIAL SURFACE, PERVIOUS OR IMPERVIOUS, SHALL BE PLACED WITHIN SIX FEET OF SIX ANY SPECIMEN OAK TREE DRIP LINE, EXCEPT FOR PROJECT ACCESS ROADS OR DRIVEWAYS.
37. ANY ROOTS ENCOUNTERED THAT ARE ONE INCH IN DIAMETER OR GREATER SHALL BE CLEANLY CUT. THIS SHALL BE DONE UNDER THE DIRECTION OF A P&D APPROVED ARBORIST/BIOLOGIST.
38. ANY TRENCHING REQUIRED WITHIN THE DRIP LINE OR SENSITIVE ROOT ZONE OF ANY SPECIMEN TREE SHALL BE DONE BY HAND.
39. NO PERMANENT IRRIGATION SHALL OCCUR WITHIN THE DRIP LINE OF ANY EXISTING OAK TREE.
40. ANY CONSTRUCTION ACTIVITY REQUIRED WITHIN THREE FEET OF A SPECIMEN OAK TREE'S DRIP LINE SHALL BE DONE WITH HAND TOOLS.
41. ONLY DESIGNATED TREES SHALL BE REMOVED.
42. ANY OAK TREES WHICH ARE REMOVED AND/OR DAMAGED (MORE THAN 25% OF ROOT ZONE DISTURBED) SHALL BE REPLACED ON A 10:1 BASIS WITH 1-GALLON SIZE SAPLINGS GROWN FROM LOCALLY OBTAINED SEED. WHERE NECESSARY TO REMOVE A TREE AND FEASIBLE TO REPLANT, TREES SHALL BE BOXED AND REPLANTED. A DRIP IRRIGATION SYSTEM WITH A TIMER SHALL BE INSTALLED. TREES SHALL BE PLANTED PRIOR TO COMPLETION OF TRACT IMPROVEMENTS, AND IRRIGATED AND MAINTAINED UNTIL ESTABLISHED (5 YEARS). THE PLANTINGS SHALL BE PROTECTED FROM PREDATION BY WILD AND DOMESTIC ANIMALS, AND FROM HUMAN INTERFERENCE BY THE USE OF STAKED, CHAIN LINK FENCING AND GOPHER FENCING DURING THE MAINT. PERIOD.
43. MAINTENANCE OF OAK TREES SHALL BE ACCOMPLISHED THROUGH WATER-CONSERVING IRRIGATION TECHNIQUES.
44. ANY UNANTICIPATED DAMAGE THAT OCCURS TO TREES OR SENSITIVE HABITATS RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE MITIGATED IN A MANNER APPROVED BY P&D. THIS MITIGATION MAY INCLUDE BUT IS NOT LIMITED TO POSTING OF A PERFORMANCE SECURITY, TREE REPLACEMENT ON A 10:1 RATIO AND HIRING OF AN OUTSIDE CONSULTANT BIOLOGIST TO ACCESS THE DAMAGE AND RECOMMEND MITIGATION. THE REQUIRED MITIGATION SHALL BE DONE IMMEDIATELY UNDER THE DIRECTION OF P&D PRIOR TO ANY FURTHER WORK OCCURRING ON SITE. ANY PERFORMANCE SECURITIES REQUIRED FOR INSTALLATION AND MAINTENANCE OF REPLACEMENT TREES WILL BE RELEASED BY P&D AFTER ITS INSPECTION AND APPROVAL OF SUCH INSTALLATION.
45. ALL TREES LOCATED WITHIN 25 FEET OF PROPOSED BUILDINGS SHALL BE PROTECTED FROM STUCCO OR PAINT DURING CONSTRUCTION.
46. DRAINAGE IMPROVEMENT CERTIFICATION, BY A CALIFORNIA REGISTERED PROFESSIONAL ENGINEER, SHALL BE SUBMITTED TO SBCFCD PRIOR TO OCCUPANY CLEARANCE.

SOILS ENGINEER RECOMMENDATIONS:

1. THE SITE IS SUITABLE FROM A GEOTECHNICAL STANDPOINT FOR THE PROPOSED CONSTRUCTION PROVIDED THE RECOMMENDATIONS PRESENTED IN THIS REPORT ARE INCORPORATED INTO THE PROJECT PLANS AND SPECIFICATIONS.
2. ALL GRADING AND FOUNDATION PLANS SHOULD BE REVIEWED BY PACIFIC COAST TESTING INC., HEREINAFTER DESCRIBED AS THE GEOTECHNICAL ENGINEER, PRIOR TO CONTRACT BIDDING. THIS REVIEW SHOULD BE PERFORMED TO DETERMINE WHETHER THE RECOMMENDATIONS CONTAINED WITHIN THIS REPORT ARE INCORPORATED INTO THE PROJECT PLANS AND SPECIFICATIONS.
3. THE GEOTECHNICAL ENGINEER SHOULD BE NOTIFIED AT LEAST TWO (2) WORKING DAYS BEFORE SITE CLEARING OR GRADING OPERATIONS COMMENCE AND SHOULD BE PRESENT TO OBSERVE THE STRIPPING OF DELETERIOUS MATERIAL AND PROVIDE CONSULTATION TO THE GRADING CONTRACTOR IN THE FIELD.
4. FIELD OBSERVATION AND TESTING DURING THE GRADING OPERATIONS SHOULD BE PROVIDED BY THE GEOTECHNICAL ENGINEER SO THAT A DECISION CAN BE FORMED REGARDING THE ADEQUACY OF THE SITE PREPARATION, THE ACCEPTABILITY OF FILL MATERIALS, AND THE EXTENT TO WHICH THE EARTHWORK CONSTRUCTION AND THE DEGREE OF COMPACTION COMPLY WITH THE PROJECT GEOTECHNICAL SPECIFICATIONS. ANY WORK RELATED TO GRADING PERFORMED WITHOUT THE FULL KNOWLEDGE OF, AND UNDER DIRECT OBSERVATION OF THE GEOTECHNICAL ENGINEER, MAY RENDER THE RECOMMENDATIONS OF THIS REPORT INVALID.

5.1 CLEARING AND STRIPPING

1. ALL SURFACE AND SUBSURFACE DELETERIOUS MATERIALS SHOULD BE REMOVED FROM THE PROPOSED BUILDING AND RELATED IMPROVEMENT AREAS AND DISPOSED OF OFF-SITE. THIS INCLUDES BUT IS NOT LIMITED TO TREES ARE RELATED ROOTS/ROOTBALLS, ANY BURIED UTILITY LINES, LOOSE FILLS, SEPTIC SYSTEMS, DEBRIS, BUILDING MATERIALS, AND ANY OTHER SURFACE AND SUBSURFACE STRUCTURES WITHIN PROPOSED BUILDING AREAS. VOIDS LEFT FROM SITE CLEARING SHOULD BE CLEANED AND BACKFILLED AS RECOMMENDED FOR STRUCTURAL FILL.
2. ONCE THE SITE HAS BEEN CLEARED, THE EXPOSED GROUND SURFACE SHOULD BE STRIPPED TO REMOVE SURFACE VEGETATION AND ORGANIC SOIL. THE SURFACE MAY BE DISCED, RATHER THAN STRIPPED, IF THE ORGANIC CONTENT OF THE SOIL IS NOT MORE THAN THREE PERCENT BY WEIGHT. IF STRIPPING IS REQUIRED, DEPTHS SHOULD BE DETERMINED BY A MEMBER OF OUR STAFF IN THE FIELD AT THE TIME OF STRIPPING. STRIPPINGS MAY BE EITHER DISPOSED OF OFF-SITE OR STOCKPILED FOR FUTURE USE IN LANDSCAPE AREAS IF APPROVED BY THE LANDSCAPE ARCHITECT.

5.2 SITE PREPARATION

1. AFTER CLEARING AND STRIPPING, THE BUILDING PAD AREA SHOULD BE EXCAVATED TO A LEVEL PLANE AT LEAST FOUR (4) FEET BELOW LOWEST EXISTING GRADE OR TWO (2) FEET BELOW THE BOTTOM OF THE DEEPEST FOOTING, WHICHEVER IS GREATER. THE EXCAVATION AND BOTTOM SHOULD BE APPROVED BY THE GEOTECHNICAL ENGINEER. AFTER APPROVAL, THE EXPOSED SURFACE SHOULD THEN BE SCARIFIED TO A DEPTH OF EIGHT (8) INCHES, MOISTURECONDITIONED TO SLIGHTLY ABOVE OPTIMUM MOISTURE AND COMPACTED TO AT LEAST NINETY (90) PERCENT OF MAXIMUM DRY DENSITY (ASTM D1557-02). THE REMOVED SAND MATERIALS CAN THEN BE REPLACED AND SIMILARLY COMPACTED. THE LATERAL LIMITS OF EXCAVATION, SCARIFICATION AND FILL PLACEMENT SHOULD BE AT LEAST 5 FEET BEYOND THE PERIMETER BUILDING AND FOOTING LINES. CUT AND FILL SLOPES SHOULD NOT EXCEED 2:1 (HORIZONTAL:VERTICAL) AND SHOULD BE PROPERLY COMPACTED TO 90 PERCENT.
2. BENCHING WILL BE REQUIRED WHERE FILL PLACEMENT EXTENDS ON TO EXISTING SLOPES EXCEEDING A 10 PERCENT GRADIENT. WHERE EXISTING SLOPES EXCEED 20 PERCENT, A KEYWAY SHOULD BE CONSTRUCTED. THE GEOTECHNICAL ENGINEER SHOULD PROVIDE SPECIFIC RECOMMENDATIONS DURING GRADING. KEYS AND BENCHES SHOULD PENETRATE COMPETENT MATERIAL A MINIMUM OF 3 FEET AND BE AT LEAST 10 FEET WIDE, WITH A MINIMUM 2 PERCENT GRADIENT BACK INTO THE SLOPE, SEE FIGURE 5, THE NEED FOR SUBDRAIN OR BACKDRAIN SYSTEMS SHOULD BE EVALUATED BY A REPRESENTATIVE OF PCT DURING GRADING.
3. IN ORDER TO HELP MINIMIZE POTENTIAL SETTLEMENT PROBLEMS ASSOCIATED WITH STRUCTURES SUPPORTED ON NON-UNIFORM MATERIALS, THE SOILS ENGINEER SHOULD BE CONSULTED FOR SPECIFIC SITE RECOMMENDATIONS DURING SITE EXCAVATION AND GRADING. IN GENERAL, ALL PROPOSED CONSTRUCTION SHOULD BE SUPPORTED ON A UNIFORM THICKNESS OF COMPACTED SOIL.
4. THE ABOVE GRADING IS BASED ON THE STRENGTH CHARACTERISTICS OF THE MATERIALS UNDER CONDITIONS OF NORMAL MOISTURE THAT WOULD RESULT FROM RAINWATER AND DO NOT TAKE INTO CONSIDERATION THE ADDITIONAL ACTIVATING FORCES APPLIED BY SEEPAGE FROM SPRINGS OR SUBSURFACE WATER. AREAS OF OBSERVED SEEPAGE SHOULD BE PROVIDED WITH SUBSURFACE DRAINS TO RELEASE THE HYDROSTATIC PRESSURES.
5. THE NEAR-SURFACE SOILS MAY BECOME PARTIALLY OR COMPLETELY SATURATED DURING THE RAINY SEASON. GRADING OPERATIONS DURING THIS TIME PERIOD MAY BE DIFFICULT SINCE THE SATURATED MATERIALS MAY NOT BE COMPACTABLE, AND THEY MAY NOT SUPPORT CONSTRUCTION EQUIPMENT. CONSIDERATION SHOULD BE GIVEN TO THE SEASONAL LIMIT OF THE GRADING OPERATIONS ON THE SITE.
6. ALL FINAL GRADES SHOULD BE PROVIDED WITH A POSITIVE DRAINAGE GRADIENT AWAY FROM FOUNDATIONS. FINAL GRADES SHOULD PROVIDE FOR RAPID REMOVAL OF SURFACE WATER RUNOFF. PONDING OF WATER SHOULD NOT BE ALLOWED ON BUILDING PADS OR ADJACENT TO FOUNDATIONS.

5.3 PREPARATION OF PAVED AREAS

1. AFTER CLEARING AND GRUBBING, THE EXISTING SOILS SHOULD BE REMOVED TO A DEPTH OF AT LEAST TWO (2) FEET BELOW THE EXISTING GROUND SURFACE OR ONE (1) FOOT BELOW THE PROPOSED STRUCTURAL SECTION, WHICHEVER IS DEEPER. THE BOTTOM OF THE EXCAVATION SHOULD THEN BE SCARIFIED, MOISTURE-CONDITIONED AND COMPACTED TO AT LEAST 90 PERCENT. NATIVE FILL MATERIALS CAN THEN BE PLACED AND SIMILARLY COMPACTED.
2. THE UPPER 12 INCHES OF SUBGRADE BENEATH ALL PAVED AREAS SHOULD BE COMPACTED TO AT LEAST 95 PERCENT RELATIVE COMPACTION. SUBGRADE SOILS SHOULD NOT BE ALLOWED TO DRY OUT OR HAVE EXCESSIVE CONSTRUCTION TRAFFIC BETWEEN THE TIME OF WATER CONDITIONING AND COMPACTION, AND THE TIME OF PLACEMENT OF THE PAVEMENT STRUCTURAL SECTION.

5.4 STRUCTURAL FILL

1. THE NATIVE SAND SOILS, FREE OF ORGANIC AND DELETERIOUS MATERIAL, CAN BE USED AS RUNOFF. THESE FILLS SHOULD NOT CONTAIN ROCKS LARGER THAN 3 INCHES IN GREATEST DIMENSION AND SHOULD HAVE NO MORE THAN 15 PERCENT LARGER THAN 1.5 INCHES IN GREATEST DIMENSION.
2. SELECT IMPORT (DECOMPOSED GRANITE OR CLASS II/III BASE) SHOULD BE FREE OF ORGANIC AND OTHER DELETERIOUS MATERIAL AND SHOULD BE NON-EXPANSIVE WITH A PLASTICITY INDEX OF 10 OR LESS AND A SAND EQUIVALENT OF AT LEAST 30. BEFORE DELIVERY TO THE SITE, A SAMPLE OF THE PROPOSED IMPORT SHOULD BE TESTED IN OUR LABORATORY TO DETERMINE ITS SUITABILITY FOR USE AS STRUCTURAL FILL.
3. STRUCTURAL FILL USING APPROVED NATIVE MATERIALS OR SELECT IMPORT SHOULD BE PLACED IN LAYERS, EACH NOT EXCEEDING EIGHT INCHES IN THICKNESS BEFORE COMPACTION. THE NATIVE AND IMPORTED SOIL SHOULD BE CONDITIONED WITH WATER, OR ALLOWED TO DRY, TO PRODUCE A SOIL WATER CONTENT AT APPROXIMATELY OPTIMUM VALUE AND SHOULD BE COMPACTED TO AT LEAST 90 OR 95 PERCENT RELATIVE COMPACTION (BASED ON ASTM D1557-02) , WHERE APPLICABLE.

5.5 FOUNDATIONS

1. CONVENTIONAL CONTINUOUS FOOTINGS AND SPREAD FOOTINGS MAY BE USED FOR SUPPORT OF THE PROPOSED BUILDING.
2. CONTINUOUS FOOTINGS AND GRADE BEAMS SHOULD BE A MINIMUM OF 15 INCHES WIDE AND EXTEND TO A MINIMUM DEPTH OF 18 INCHES BELOW PAD GRADE OR BELOW ADJACENT FINISHED GRADE, WHICHEVER IS LOWER. ISOLATED SPREAD FOOTINGS SHOULD EXTEND TO A SIMILAR DEPTH AND BE AT LEAST 18 INCHES SQUARE AND TIED TO THE PERIMETER FOOTINGS WITH GRADE BEAMS. REINFORCEMENT WOULD BE DESIGNED BY THE STRUCTURAL ENGINEER; HOWEVER, A MINIMUM OF FOUR (4) NO. 5 BARS SHOULD BE PROVIDED, TWO (2) ON THE TOP AND TWO (2) ON THE BOTTOM FOR CONTINUOUS FOOTINGS AND GRADE BEAMS WITH DOWELS (#5 AT 18 INCHES ON-CENTER) TO TIE THE FOOTINGS AND GRADE BEAMS TO SLAB.
3. AN ALLOWABLE DEAD PLUS LIVE BEARING PRESSURE OF 2000 PSF CAN BE USED. TOTAL STRUCTURAL SETTLEMENTS ON THE ORDER OF 1-INCH ARE ANTICIPATED, WITH DIFFERENTIAL SETTLEMENTS 1/2-INCH OVER 30 FEET.
4. THE ABOVE ALLOWABLE PRESSURES ARE FOR SUPPORT OF DEAD PLUS LIVE LOADS AND MAY BE INCREASED BY ONE-THIRD FOR SHORT-TERM WIND AND SEISMIC LOADS.
5. LATERAL FORCES ON STRUCTURES MAY BE RESISTED BY PASSIVE PRESSURE ACTING AGAINST THE SIDES OF SHALLOW FOOTINGS AND/OR FRICTION BETWEEN THE SOIL AND THE BOTTOM OF THE FOOTING. FOR RESISTANCE TO LATERAL LOADS, A FRICTION FACTOR OF 0.35 MAY BE UTILIZED FOR SLIDING RESISTANCE AT THE BASE OF THE SPREAD FOOTINGS IN ENGINEERED FILL. A PASSIVE RESISTANCE OF 350 PCF EQUIVALENT FLUID WEIGHT MAY BE USED AGAINST THE SIDE OF SHALLOW FOOTINGS. IF FRICTION AND PASSIVE PRESSURES ARE COMBINED, THE LESSER VALUE SHOULD BE REDUCED BY 33 PERCENT.

5.6 SLAB-ON-GRADE CONSTRUCTION

1. CONCRETE SLABS-ON-GRADE AND FLATWORK SHOULD NOT BE PLACED DIRECTLY ON UNPREPARED LOOSE FILL MATERIALS. PREPARATION OF SUBGRADE TO RECEIVE CONCRETE SLABS-ON-GRADE SHOULD BE PROCESSED AS DISCUSSED IN THE PRECEDING SECTIONS OF THIS REPORT.
2. WHERE FLOOR DAMPNESS IN NOT OBJECTIONABLE, CONCRETE SLABS MAY BE CAST ON AT LEAST 6 INCHES OF SELECT NON-EXPANSIVE CLASS II BASE COMPACTED TO 95 PERCENT OF ASTM D1557-02. IF IT IS DESIRED TO MINIMIZE FLOOR DAMPNESS A CAPILLARY BREAK MATERIAL AT LEAST 4 INCHES THICK AND COVERED WITH A 15-MIL STEGO-TYPE VAPOR BARRIER SHOULD BE PROVIDED BETWEEN FLOOR SLABS AND COMPACTED SELECT RUNOFF. PENETRATIONS THROUGH THE MOISTURE VAPOR RETARDER SUCH AS AT PIPES, CONDUITS, COLUMNS, GRADE BEAMS, AND WALL FOOTING PENETRATIONS SHOULD BE SEALED PER THE MANUFACTURER'S SPECIFICATIONS OR ASTM E1643-98 (2005) STANDARD PRACTICE FOR INSTALLATION OF WATER VAPOR RETARDERS USED IN CONTACT WITH EARTH OR GRANULAR FILL UNDER CONCRETE SLABS. PROPER CONSTRUCTION PRACTICES SHOULD BE FOLLOWED DURING CONSTRUCTION OF THE SLAB ON-GRADE. REPAIR AND SEAL TEARS OR PUNCTURES IN THE MOISTURE BARRIER THAT MAY RESULT FROM THE CONSTRUCTION PROCESS PRIOR TO CONCRETE PLACEMENT. THE CAPILLARY BREAK SHOULD BE A CLEAN FREE-DRAINING MATERIAL SUCH AS CLEAN GRAVEL OR PERMEABLE AGGREGATE COMPLYING WITH CALTRANS STANDARD SPECIFICATIONS 68, CLASS I, TYPE A OR TYPE B, TO SERVICE AS A CUSHION AND A CAPILLARY BREAK. IT IS SUGGESTED THAT A 2-INCH THICK SAND LAYER BE PLACED ON TOP OF THE MEMBRANE TO ASSIST IN THE CURING OF THE CONCRETE. THE SAND SHOULD BE LIGHTLY MOISTENED PRIOR TO PLACING CONCRETE.
3. CONCRETE SLABS-ON-GRADE SHOULD BE A MINIMUM OF 5 INCHES THICK AND SHOULD BE REINFORCED WITH AT LEAST NO. 5 REINFORCING BARS PLACED AT 18 INCHES ON-CENTER BOTH WAYS AT OR SLIGHTLY ABOVE THE CENTER OF THE STRUCTURAL SECTION. REINFORCING BARS SHOULD HAVE A MINIMUM CLEAR COVER OF 1.5 INCHES, AND HOT BARS SHOULD BE COOLED PRIOR TO PLACING CONCRETE. IF HEAVY EQUIPMENT AND FORKLIFTS ARE TO BE USED IN THE BUILDING 6 TO 8-INCH SLABS WITH NO. 5 OR 6 REBAR AT 12 INCHES ON-CENTER, EACH WAY SHOULD BE ANTICIPATED. THE FINAL DESIGN SHOULD BE PERFORMED BY THE STRUCTURAL ENGINEER BASED ON THE ACTUAL FLOOR AND WHEEL LOADS.
4. ALL SLABS SHOULD BE POURED AT A MAXIMUM SLUMP OF LESS THAN 5 INCHES. EXCESSIVE WATER CONTENT IS THE MAJOR CAUSE OF CONCRETE CRACKING. FOR DESIGN OF CONCRETE FLOORS, A MODULUS OF SUBGRADE REACTION OF K = 150 PSI PER INCH WOULD BE APPLICABLE TO ON-SITE ENGINEERED FILL SOILS.

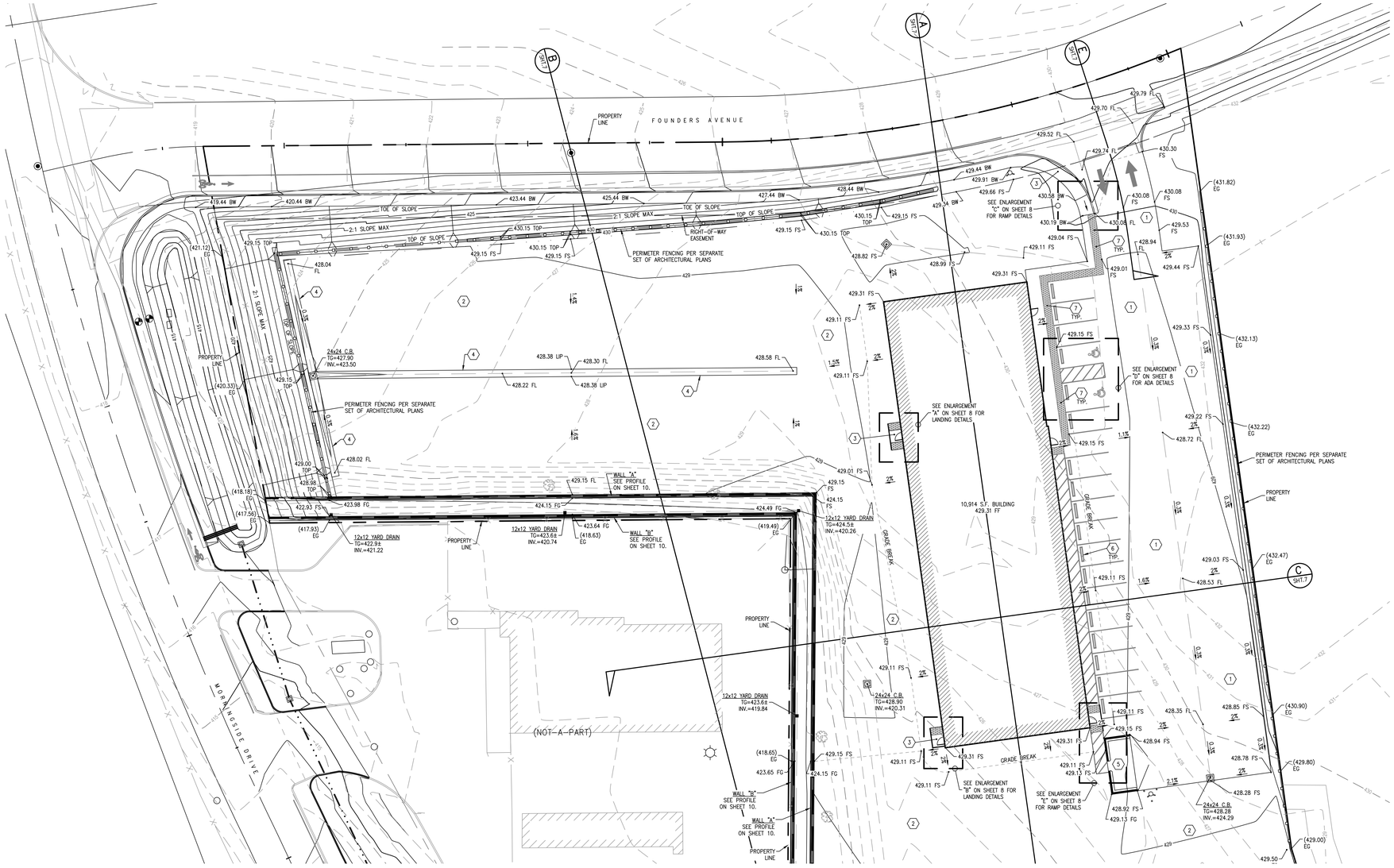
5.7 RETAINING WALLS

1. RETAINING WALLS SHOULD BE DESIGNED TO RESIST LATERAL PRESSURES FROM ADJACENT SOILS AND SURCHARGE LOADS APPLIED BEHIND THE WALLS.

LATERAL PRESSURE AND CONDITION (COMPACTED FILL)		EQUIVALENT FLUID PRESSURE, PCF	
		UNRESTRAINED WALL	RIGIDLY SUPPORTED WALL
ACTIVE CASE, DRAINED	LEVEL-NATIVE SOILS	35	--
	LEVEL-GRANULAR BACKFILL	30	--
AT-REST CASE, DRAINED	LEVEL-NATIVE SOILS	--	55
	LEVEL-GRANULAR BACKFILL		50
PASSIVE CASE, DRAINED	LEVEL	350	--
	2:1 SLOPING DOWN	175	

FOR SLOPING BACKFILL ADD 1 PCF FOR EVERY 2 DEG. (ACTIVE CASE) AND 1.5 PCF FOR EVERY 2 DEG. (AT-REST CASE)

2. FOR RETAINING WALLS GREATER THAN 6 FEET, AS MEASURED FROM THE TOP OF THE FOUNDATION, A SEISMIC HORIZONTAL SURCHARGE OF $10H^2$ (POUNDS PER LINEAR FOOT OF WALL) MAY BE ASSUMED TO ACT ON RETAINING WALLS. THE SURCHARGE WILL ACT AT A HEIGHT OF 0.33H ABOVE THE WALL BASE (WHER



LEGEND

PROJECT BOUNDARY
CENTERLINE
PROPERTY LINE
CURB LINE
EXIST. CURB LINE
ROW/EASEMENT LINE
STORM DRAIN
EXIST STORM DRAIN
SEWER MAIN
EXIST SEWER MAIN
WATER MAIN
EXIST. WATER MAIN
E.P./UP OF GUTTER
CHAIN LINK FENCE
CHAIN LINK FENCE
RETAINING WALL
SLOPE
CONTOURS — 200
EXIST. CONTOURS — 200

FIRE HYDRANT
EXISTING FIRE HYDRANT
CATCH BASIN
SEWER LATERAL
SPOT ELEVATION — XXX.XX T.C.
EXISTING SPOT ELEVATION — (XXX.XX) T.C.
FINISHED FLOOR ELEV. — 200.00

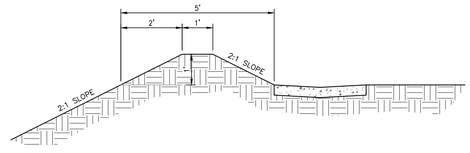
STRUCTURE
CONCRETE SURFACE
CLASS II BASE
AC SURFACE
LANDSCAPE
EXISTING AC SURFACE

ABBREVIATIONS

TOP OF CURB	T.C.
FLOW LINE	F.L.
EDGE OF PAVEMENT	E.P.
ASPHALT CONCRETE	A.C.
HIGH POINT	H.P.
LOW POINT	L.P.
FINISHED GRADE	F.G.
BACK OF WALK	B.W.
TOP OF WALL	T.O.W.
TOP OF FOOTING	T.O.F.
GRADE BREAK	G.B.
FINISHED SURFACE	F.S.
FINISHED FLOOR	F.F.
INVERT OF PIPE	INV.
REINFORCED CONCRETE PIPE	RCP
PLASTIC PIPE	PVC
SIDEWALK	SW
STORM DRAIN MANHOLE	SDMH
SANITARY SEWER MANHOLE	SSMH
TOP OF GRATE TYPICAL	T.O.G. TYP.

CONSTRUCTION NOTES

1. CONSTRUCT CONCRETE DRIVING SURFACE PER DETAIL "A" ON SHEET 8.
2. CONSTRUCT CLASS II BASE DRIVING SURFACE PER DETAIL "B" ON SHEET 8.
3. CONSTRUCT CONCRETE WALK PER DETAIL "C" ON SHEET 8.
4. CONSTRUCT 3' WIDE CONCRETE V-GUTTER PER DETAIL "I" ON SHEET 8.
5. CONSTRUCT TRASH ENCLOSURE PER DETAIL "H" ON SHEET 8.
6. INSTALL 6' WIDE PARKING BLOCK
7. INSTALL TRUNCATED DOMES PER CALTRANS STD. A88A AND DETAIL "G" ON SHEET 9. 3' DEEP MIN. x FULL WIDTH.



TYPICAL TOP OF SLOPE BERM
SCALE 1" = 2'

N

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

GRADING PLAN

04/17/25

REGISTERED PROFESSIONAL ENGINEER — RUSSELL J. GARRISON — LIC. NO. 59987 — CIVIL ENGINEER — STATE OF CALIFORNIA

DESIGNED BY: A.M.P.
CHECKED BY: R.J.G.
REVISIONS
DATE DESCRIPTION

FAMCON
PIPE AND SUPPLY, INC.
1350 FOUNDERS AVE. – SANTA MARIA, CA.
APN'S 107-150-021 & 107-150-022
COUNTY OF SANTA BARBARA, CALIFORNIA

RUSSELL J. GARRISON R.C.E. 59987 DATE

BETHEL engineering
2624 Airpark Dr.
Santa Maria, California 93455
(805) 934-5767

SCALE: AS SHOWN

APPROVED:
DATE BY

SHEET 3 OF 11

DATE

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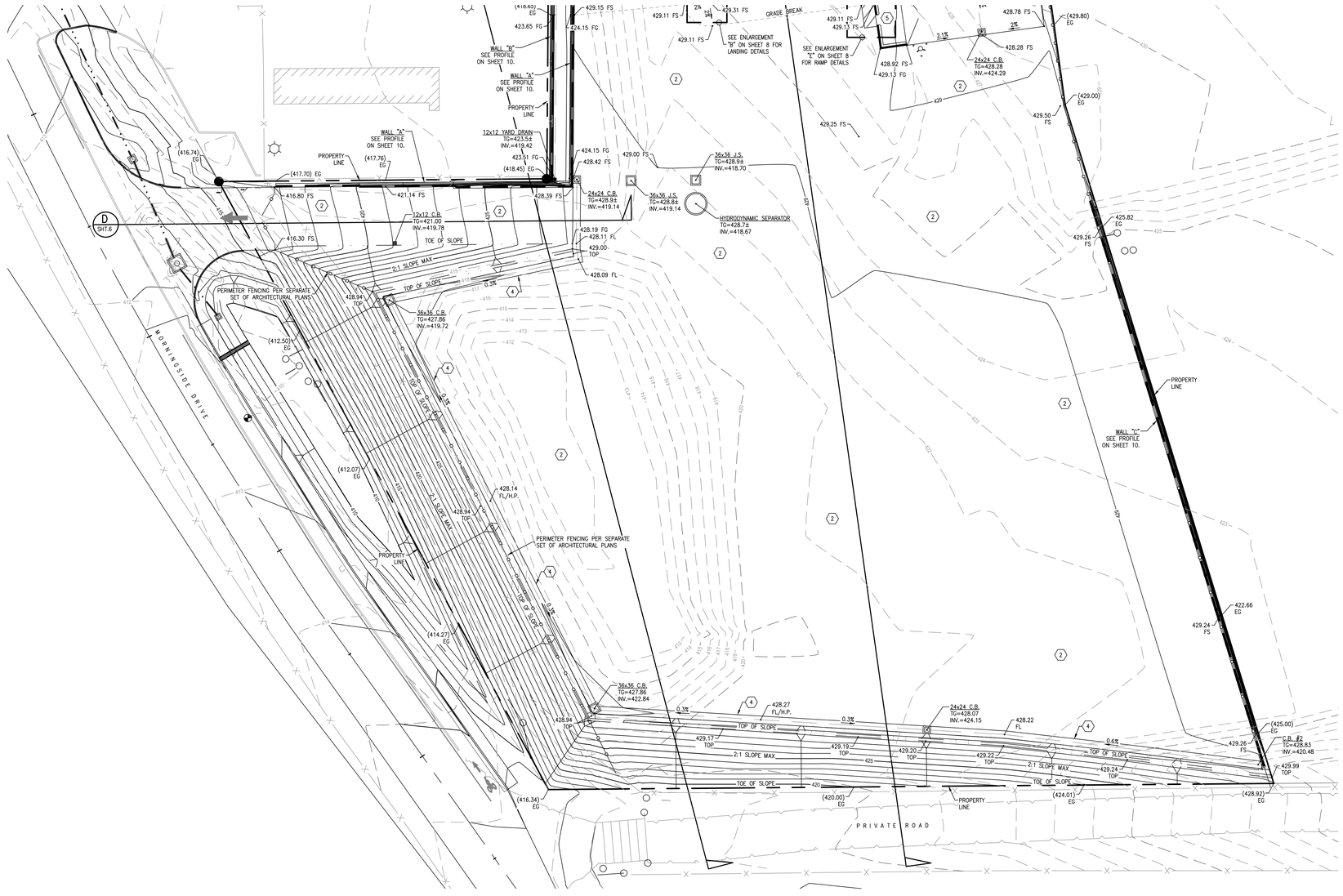
SEE SHEET 2 FOR CONTINUATION



LEGEND

PROJECT BOUNDARY
CENTERLINE
PROPERTY LINE
CURB LINE
EXIST. CURB LINE
ROW/EASEMENT LINE
STORM DRAIN
EXIST STORM DRAIN
SEWER MAIN
EXIST SEWER MAIN
WATER MAIN
EXIST. WATER MAIN
E.P./LIP OF GUTTER
CHAIN LINK FENCE
CHAIN LINK FENCE
RETAINING WALL
SLOPE
CONTOURS
EXIST. CONTOURS
FIRE HYDRANT
EXISTING FIRE HYDRANT
CATCH BASIN
SEWER LATERAL
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STRUCTURE
CONCRETE SURFACE
CLASS II BASE
AC SURFACE
LANDSCAPE
EXISTING AC SURFACE

ABBREVIATIONS

TOP OF CURB	T.C.
FLOW LINE	F.L.
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TOP OF WALL	T.O.W.
TOP OF FOOTING	T.O.F.
GRADE BREAK	G.B.
FINISHED SURFACE	F.S.
FINISHED FLOOR	F.F.
INVERT OF PIPE	INV.
REINFORCED CONCRETE PIPE	RCP
PLASTIC PIPE	PVC
SIDEWALK	SW
STORM DRAIN MANHOLE	SDMH
SANITARY SEWER MANHOLE	SSMH
TOP OF GRATE	T.O.G.
TYPICAL	TYP.

CONSTRUCTION NOTES

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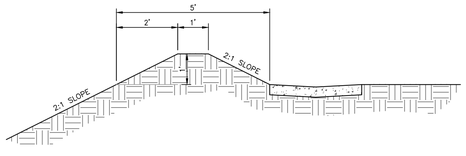
5. CONSTRUCT TRASH ENCLOSURE PER DETAIL "H" ON SHEET 8.
6. INSTALL 6' WIDE PARKING BLOCK
7. INSTALL TRUNCATED DOMES PER CALTRANS STD. A88A AND DETAIL "G" ON SHEET 9. 3' DEEP. MIN. x FULL WIDTH.



TYPICAL TOP OF SLOPE BERM

SCALE 1" = 2'

N

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

GRADING PLAN

04/17/25

REGISTERED PROFESSIONAL ENGINEER — RUSSELL J. GARRISON — LIC. NO. 59987 — CIVIL ENGINEER — STATE OF CALIFORNIA

DATE

DESIGNED BY: A.M.P.
CHECKED BY: R.J.G.
REVISIONS

DATE	DESCRIPTION

FAMCON
PIPE AND SUPPLY, INC.
1350 FOUNDERS AVE. – SANTA MARIA, CA.
APN'S 107-150-021 & 107-150-022
COUNTY OF SANTA BARBARA, CALIFORNIA

RUSSELL J. GARRISON R.C.E. 59987 DATE

BETHEL engineering
2624 Airpark Dr.
Santa Maria, California 93455
(805) 934-5767

SCALE: AS SHOWN

APPROVED:
DATE BY

SHEET 4 OF 11

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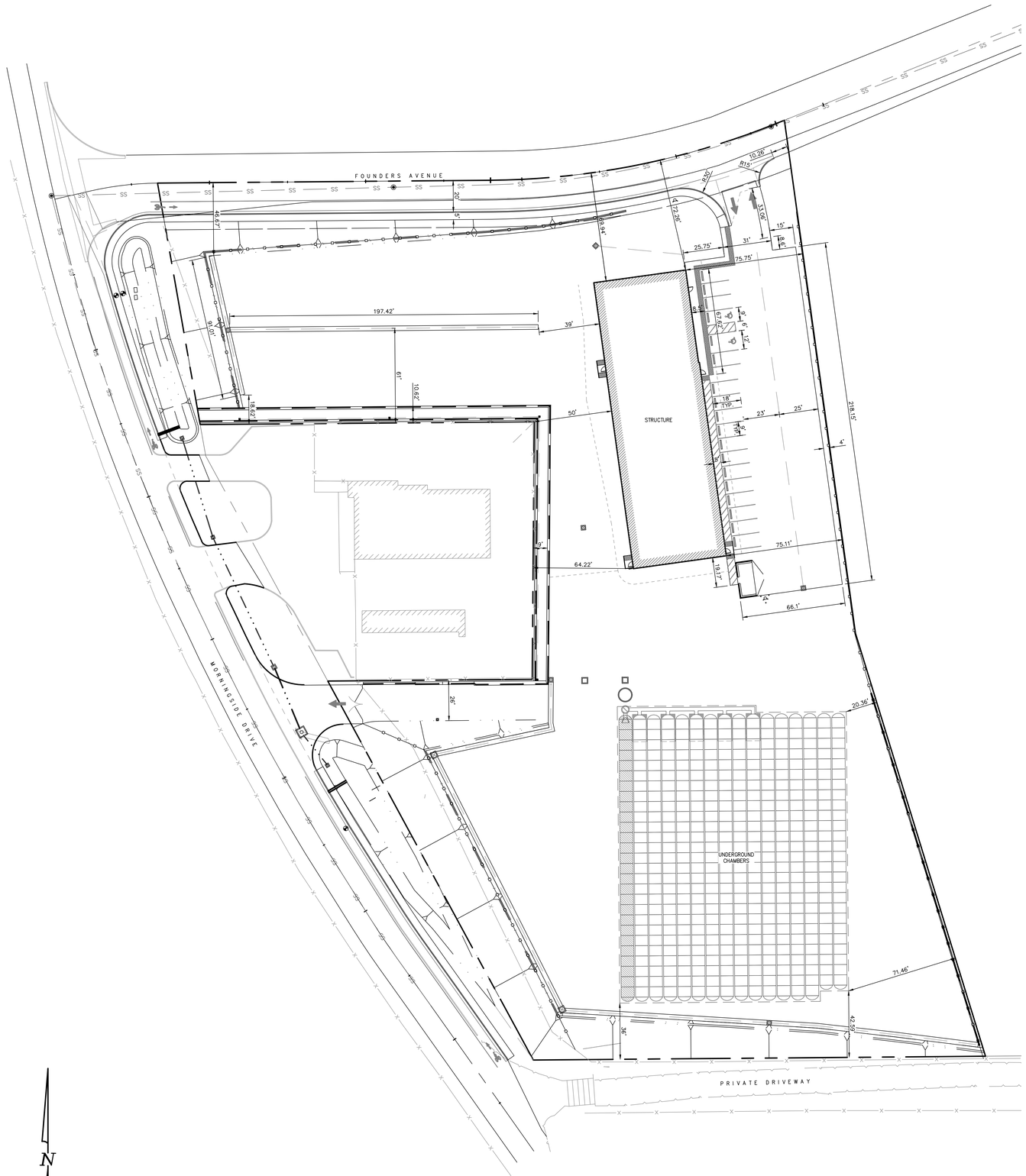

HORIZONTAL CONTROL PLAN

04/17/25

REGISTERED PROFESSIONAL ENGINEER
RUSSELL J. GARRISON
LIC. NO. 59587
CIVIL ENGINEER
STATE OF CALIFORNIA

DATE

DESIGNED BY: A.M.P.
CHECKED BY: R.J.G.

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RUSSELL J. GARRISON R.C.E. 59587 DATE

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Santa Maria, California 93455
(805) 934-5767

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APPROVED:
DATE _____ BY _____

SHEET 5 OF 11

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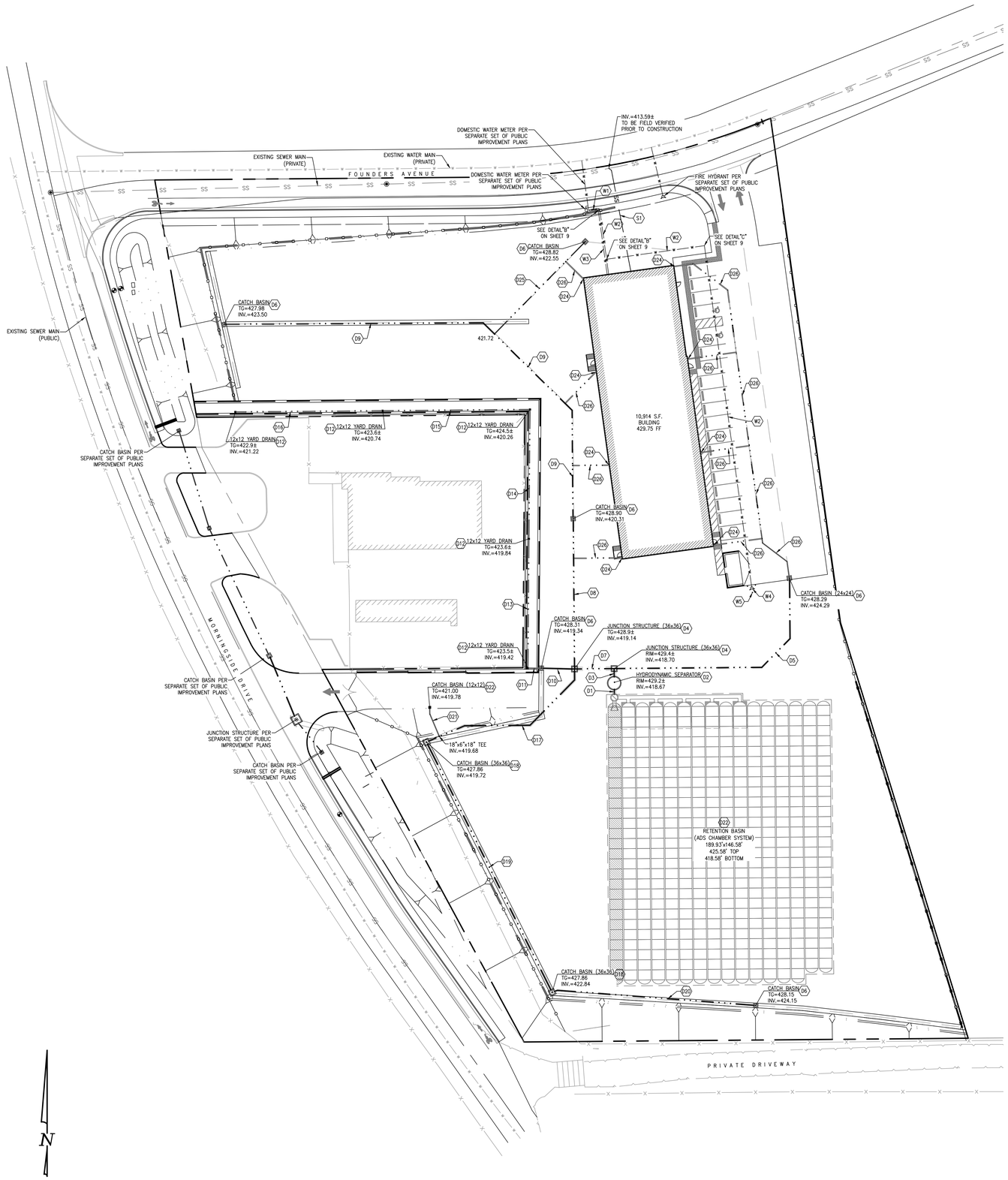


STORM DRAIN BACKFILL NOTES:

1. ALL NATIVE MATERIAL SHALL BE COMPACTED TO 95% MAXIMUM DENSITY TO A DEPTH OF 0.75' AS REQUIRED.
2. ON ROADS WITH A TRAFFIC INDEX OF LESS THAN 5.5, CLASS II BACKFILL SHALL BE COMPACTED TO 90% MAXIMUM DENSITY. ON ROADS WITH A TRAFFIC INDEX OF 5.5 OR GREATER, CLASS I BACKFILL SHALL BE REQUIRED AND COMPACTED TO 95% MAXIMUM DENSITY. IN SHOULDER AREAS REGARDLESS OF THE TRAFFIC INDEX VALUE, CLASS II BACKFILL WILL BE REQUIRED UNLESS THE SHOULDER WILL BE PART OF A FUTURE ROAD WIDENING PROJECT. IN SUCH CASES WHERE THE TRAFFIC INDEX IS 5.5 OR GREATER, CLASS I BACKFILL WILL BE REQUIRED.
3. BEDDING MUST CONFORM TO CLASS I BACKFILL SPECIFICATIONS UNLESS WAIVED BY THE DIRECTOR OF PUBLIC WORKS. BEDDING SHALL BE A MINIMUM OF 0.33' BELOW THE PIPE FOR PIPES LESS THAN 39" IN DIAMETER AND 1/10 OF THE OUTSIDE DIAMETER OF THE PIPE FOR PIPES LARGER THAN 39" IN DIAMETER.
4. THE WIDTH SHALL BE MEASURED AT THE SPRING LINE OF THE PIPE AND SHALL BE A MINIMUM OF 1' EACH SIDE.
5. THE STANDARD TEST FOR MAXIMUM DENSITY AND OPTIMUM MOISTURE CONTENT SHALL BE ASTM D 1557-78, METHOD "A", "B", "C", OR "D".
6. NO PONDING OR JETTING SHALL BE ALLOWED IN THE UPPER 4' OF THE FINISHED GRADE DURING COMPACTION.
7. ADDITIONAL PAVEMENT WIDENING MAY BE REQUIRED BY THE DEPARTMENT OF PUBLIC WORKS.
8. CAL-OSHA TRENCH SAFETY REQUIREMENTS SHALL BE MET FOR ALL TRENCHES.
9. SAW CUTTING ANY EXISTING PAVEMENT SHALL BE A MINIMUM OF 1' OUTSIDE THE TRENCH LIMITS UNLESS AGAINST AN EXISTING CURB LIP, OR AS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
10. ALL LATERAL TRENCHES SHALL BE BORED WHEREVER POSSIBLE.

WATER NOTES

- W1 INSTALL 6" BACKLOW PREVENTER PER GOLDEN STATE WATER STD DTL P-35B 3' MIN. COVER. SEE SHEET 9. FIRE DEPARTMENT "FDC" SHALL BE INSTALLED ON BACKFLOW PREVENTER.
- W2 6" CL150 PVC. TRENCH PER CITY OF SANTA BARBARA COUNTY STD DTL 2-020. 3' MIN. COVER. SEE SHEET 9.
- W3 1" CL150 PVC. TRENCH PER CITY OF SANTA BARBARA COUNTY STD DTL 2-020. 3' MIN. COVER. SEE SHEET 9.
- W4 INSTALL 6" STANDARD WET BARREL FIRE HYDRANT PER GOLDEN STATE WATER STD DTL P-8. SEE SHEET 9.
- W5 INSTALL FIRE HYDRANT PROTECTION ASSEMBLY PER DETAIL "M" ON SHEET 9.

SEWER NOTES

- S1 6" SDR35 PVC SEWER LATERAL @ 2% MIN. SLOPE (PRIVATE)

STORM DRAIN NOTES

- D1 INSTALL 3.5± L.F. OF 24" HDPE PIPE AT 2.6% SLOPE.
- D2 HYDRODYNAMIC SEPARATOR, "ADS BARRACUDA MAX 58" OF APPROVED EQUAL.
- D3 INSTALL 4± L.F. OF 24" HDPE PIPE AT 0.7% SLOPE.
- D4 INSTALL 36"x36" JUNCTION STRUCTURE W/ TRAFFIC RATED LID. MID-STATE CONCRETE PRODUCTS, OR APPROVED EQUAL.
- D5 INSTALL 159.4± L.F. OF 12" HDPE PIPE AT 6.6% SLOPE.
- D6 INSTALL 24"x24" CATCH BASIN W/ TRAFFIC RATED GRATE. MID-STATE CONCRETE PRODUCTS, OR APPROVED EQUAL.
- D7 INSTALL 22.8± L.F. OF 24" HDPE PIPE AT 1.9% SLOPE.
- D8 INSTALL 95.4± L.F. OF 12" HDPE PIPE AT 1.2% SLOPE.
- D9 INSTALL 318.8± L.F. OF 12" HDPE PIPE AT 1% SLOPE.
- D10 INSTALL 19.2± L.F. OF 12" HDPE PIPE AT 1% SLOPE.
- D11 INSTALL 7.3± L.F. OF 6" HDPE PIPE AT 1% SLOPE.
- D12 INSTALL 12"x12" YARD DRAIN. NYLOPLAST, OR APPROVED EQUAL.
- D13 INSTALL 83.2± L.F. OF 6" HDPE PIPE AT 0.5% SLOPE.
- D14 INSTALL 83.2± L.F. OF 6" HDPE PIPE AT 0.5% SLOPE.
- D15 INSTALL 95± L.F. OF 6" HDPE PIPE AT 0.5% SLOPE.
- D16 INSTALL 95± L.F. OF 6" HDPE PIPE AT 0.5% SLOPE.
- D17 INSTALL 115.3± L.F. OF 18" HDPE PIPE AT 0.5% SLOPE.
- D18 INSTALL 36"x36" CATCH BASIN W/ TRAFFIC RATED GRATE. MID-STATE CONCRETE PRODUCTS, OR APPROVED EQUAL.
- D19 INSTALL 179.5± L.F. OF 18" HDPE PIPE AT 1.7% SLOPE.
- D20 INSTALL 130.7± L.F. OF 12" HDPE PIPE AT 1% SLOPE.
- D21 INSTALL 19.8± L.F. OF 6" HDPE PIPE AT 0.5% SLOPE.
- D22 INSTALL 12"x12" CATCH BASIN W/ TRAFFIC RATED GRATE. MID-STATE CONCRETE PRODUCTS, OR APPROVED EQUAL.
- D23 CONSTRUCT 27,462 S.F. UNDERGROUND CHAMBER SYSTEM DESIGNED BY OTHERS. STORMTECH MC-7200 (ADS), OR APPROVED EQUAL. SEE SUMMARY ON THIS SHEET.
- D24 DOWNSPOUT LOCATION. SEE SEPARATE ARCHITECTURAL PLANS FOR DETAILS.
- D25 INSTALL 83.4± L.F. OF 8" HDPE PIPE AT 1% SLOPE.
- D26 INSTALL 3" HDPE PIPE AT 1%± SLOPE. CONNECTION FROM DOWNSPOUT TO STORM DRAIN SYSTEM ROUTED AS NECESSARY.

LEGEND

PROJECT BOUNDARY	
CENTERLINE	
PROPERTY LINE	
CURB LINE	
EXIST. CURB LINE	
ROW/EASEMENT LINE	
STORM DRAIN	
EXIST STORM DRAIN	
SEWER MAIN	SS
EXIST SEWER MAIN	SS
WATER MAIN	W
EXIST. WATER MAIN	W
E.P./LIP OF GUTTER	
CHAIN LINK FENCE	
CHAIN LINK FENCE	
RETAINING WALL	
SLOPE	
CONTOURS	200
EXIST. CONTOURS	200
FIRE HYDRANT	
EXISTING FIRE HYDRANT	
CATCH BASIN	
SEWER LATERAL	
SPOT ELEVATION	XXX.XX F.S.
EXISTING SPOT ELEVATION	(XXX.XX) F.S.
FINISHED FLOOR ELEV.	200.00

ABBREVIATIONS

TOP OF CURB	T.C.
FLOW LINE	F.L.
EDGE OF PAVEMENT	E.P.
ASPHALT CONCRETE	A.C.
HIGH POINT	H.P.
LOW POINT	L.P.
FINISHED GRADE	F.G.
BACK OF WALK	B.W.
TOP OF WALL	T.O.W.
TOP OF FOOTING	T.O.F.
GRADE BREAK	G.B.
FINISHED SURFACE	F.S.
FINISHED FLOOR	F.F.
INVERT OF PIPE	INV.
REINFORCED CONCRETE PIPE	RCP
PLASTIC PIPE	PVC
SIDEWALK	SW
STORM DRAIN MANHOLE	SDMH
SANITARY SEWER MANHOLE	SSMH
TOP OF GRATE	T.O.G.
TYPICAL	TYP.

ADS

User Inputs

Chamber Model:	MC-7200
Outlet Control Structure:	No
Project Name:	Famcon Pipe & Supply
Engineer:	Art Plascencia
Project Location:	California
Measurement Type:	Imperial
Required Storage Volume:	108250 cubic ft.
Stone Porosity:	30%
Stone Foundation Depth:	9 in.
Stone Above Chambers:	12 in.
Design Constraint Dimensions:	(160 ft. x 185 ft.)

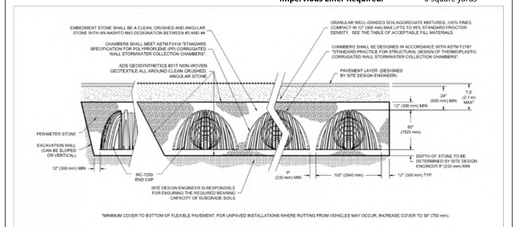
Results

System Volume and Bed Size

Installed Storage Volume:	109128.06 cubic ft.
Storage Volume Per Chamber:	175.90 cubic ft.
Number Of Chambers Required:	428
Number Of End Caps Required:	34
Chamber Rows:	17
Maximum Length:	183.34 ft.
Maximum Width:	155.67 ft.
Approx. Bed Size Required:	27401.64 square ft.
Average Cover Over Chambers:	4.67 ft.

System Components

Amount Of Stone Required:	4013 cubic yards
Volume Of Excavation (Not Including Fill):	6851 cubic yards
Total Non-woven Geotextile Required:	7918 square yards
Woven Geotextile Required (excluding Isolator Row):	146 square yards
Woven Geotextile Required (Isolator Row):	413 square yards
Total Woven Geotextile Required:	559 square yards
Impervious Liner Required:	0 square yards



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GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)

1 inch = 30 ft.

UTILITY PLAN

04/17/25

REGISTERED PROFESSIONAL ENGINEER RUSSELL J. GARRISON LIC. NO. 59987 CIVIL ENGINEER STATE OF CALIFORNIA

DATE

DESIGNED BY: A.M.P.

CHECKED BY: R.J.G.

REVISIONS

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RUSSELL J. GARRISON R.C.E. 59987 DATE

BETHEL engineering 2624 Airpark Dr. Santa Maria, California 93455 (805) 934-5767

SCALE: AS SHOWN

APPROVED:

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SHEET 6 OF 11

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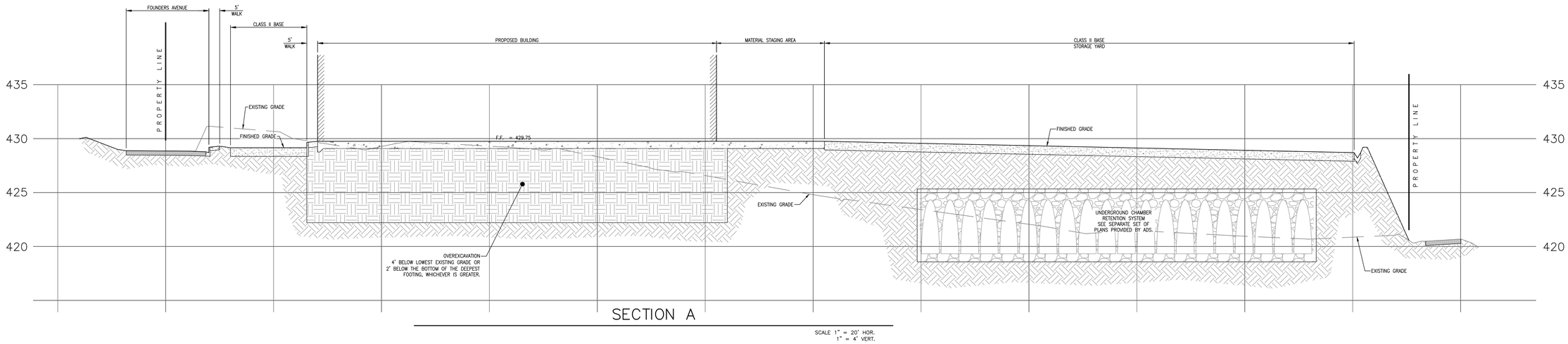
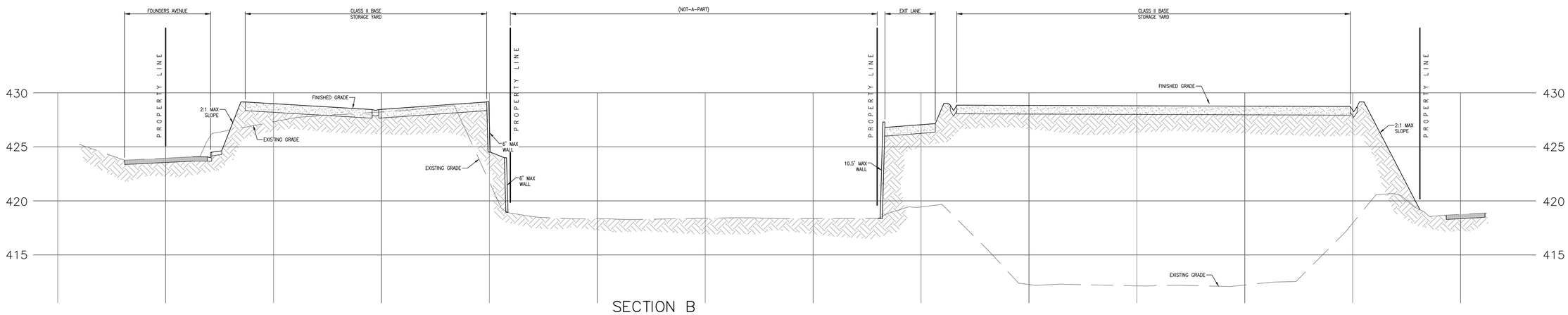


SECTION A

SCALE 1" = 20' HOR.
1" = 4" VERT.



SECTION B

SCALE 1" = 20' HOR.
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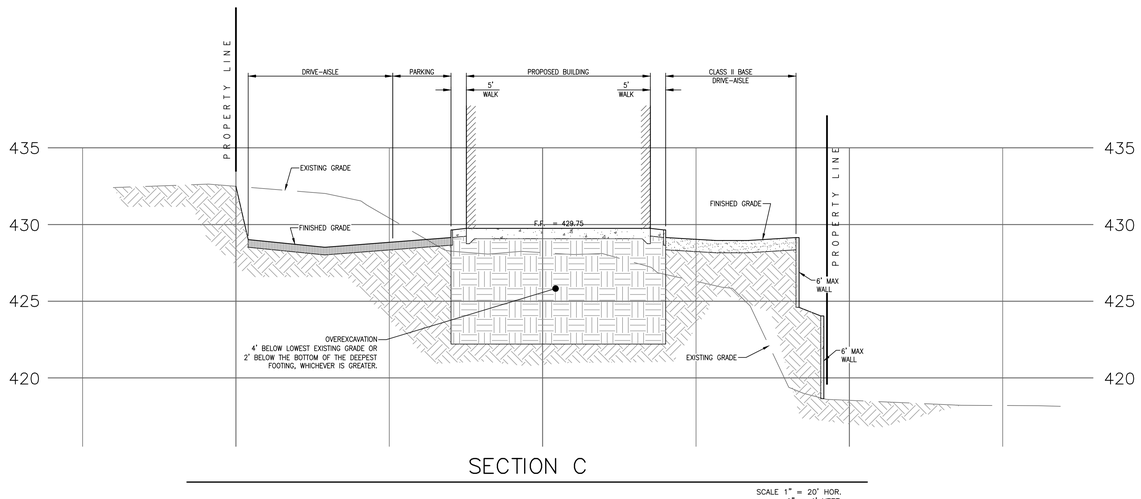
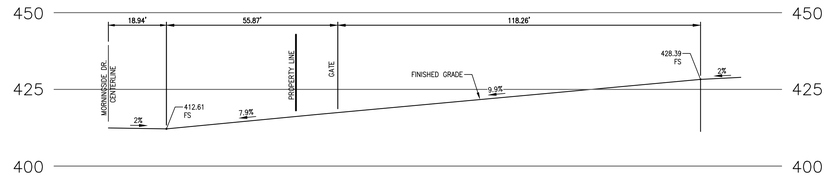


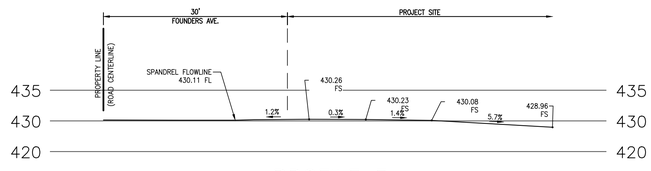
SECTION C

SCALE 1" = 20' HOR.
1" = 4" VERT.



PROFILE D

SCALE 1" = 20'



PROFILE E

SCALE 1" = 10'

SECTIONS

04/17/25

REGISTERED PROFESSIONAL ENGINEER
RUSSELL J. GARRISON
LIC. NO. 59987
CIVIL ENGINEER
STATE OF CALIFORNIA

DATE

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SHEET 7 OF 11

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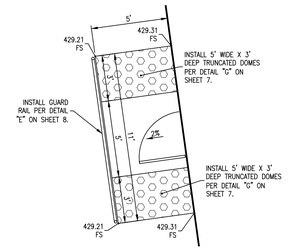

ENLARGEMENT A

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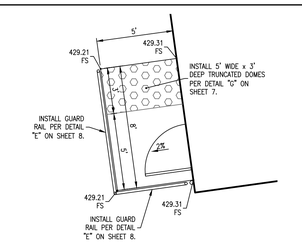
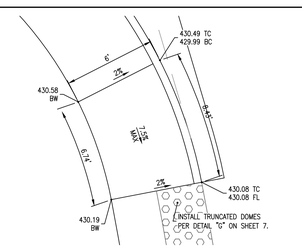


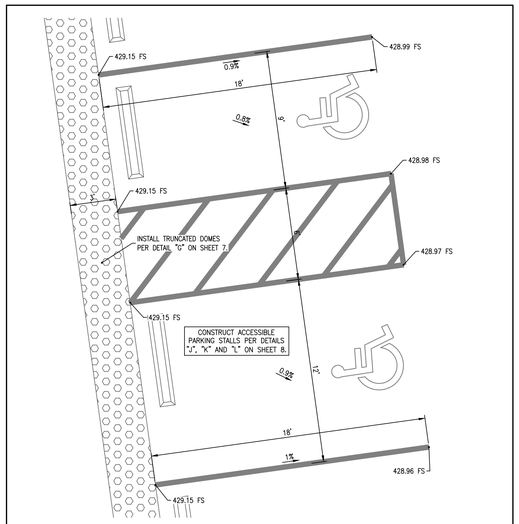
ENLARGEMENT B

SCALE 1" = 4'



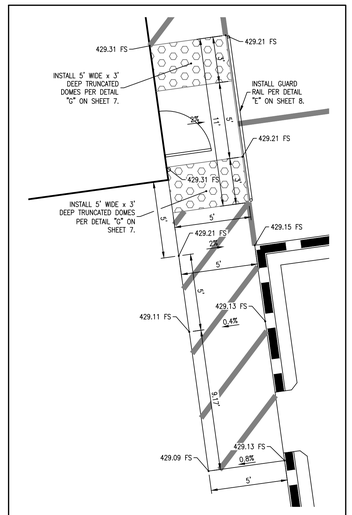
ENLARGEMENT C

SCALE 1" = 4'



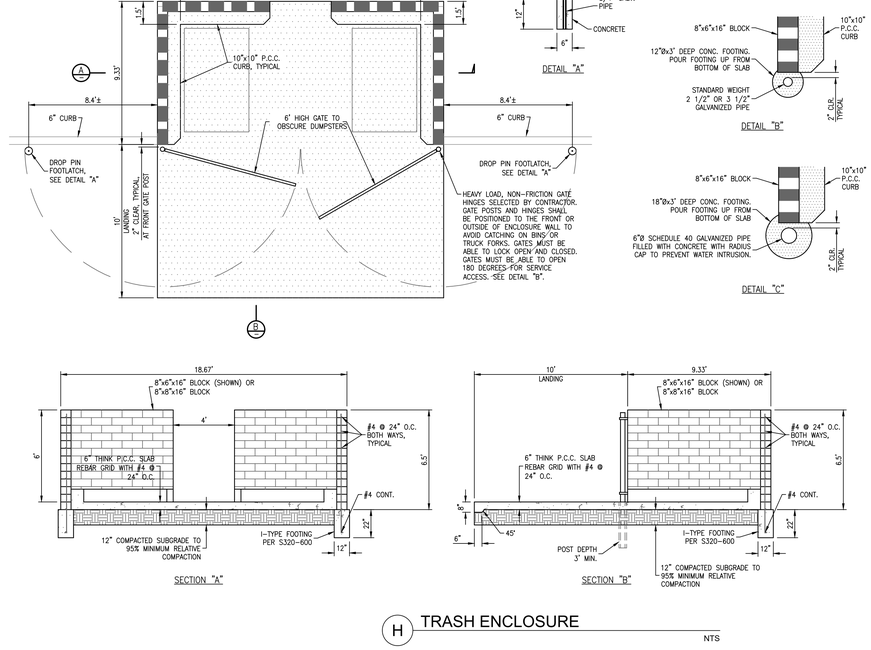
ENLARGEMENT D

SCALE 1" = 4'



ENLARGEMENT E

SCALE 1" = 4'



H TRASH ENCLOSURE

NTS

GENERAL NOTES

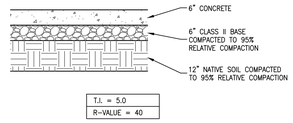
1. GROUT ALL CELLS SOLID.
2. PROVIDE CLEAN-OUT OPENINGS AT THE BOTTOM OF ALL CELLS. OPENINGS ALLOWED ON INTERIOR FACES OF TRASH ENCLOSURES ONLY.
3. TOP LIFT OF GROUT SHALL BE PLACED APPROXIMATELY ONE INCH (1") BELOW TOP OF THE WALL TO PROVIDE FOR CEMENT MORTAR CAP.
4. TWO GATES ARE REQUIRED, THEY ARE TO OPEN FROM THE MIDDLE AND BE ABLE TO LOCK IN EXTENDED POSITION.
5. REBAR FOR CONCRETE SLAB SHALL BE INSTALLED AS A GRID WITH BARS ORIENTATED AT 90 DEGREES. BARS SHALL BE WIRED TOGETHER AND SUSPENDED ON BLOCKS TO KEEP GRID AT A UNIFORM DEPTH AT MIDDLE OF SLAB.
6. CONTRACTOR MAY SELECT STRONGER PIPE FOR GATE HINGES AS NEEDED FOR GATE STURDINESS.
7. CONTRACTOR MAY USE DROP PIN FOOT LATCH DESIGN AS SHOWN OR MAY USE APPROVED ALTERNATE DESIGN TO SECURE GATES OPEN.

MATERIALS

1. CONCRETE BLOCK SHALL CONFORM TO GRADE N HOLLOW LOAD-BEARING LIGHT WEIGHT UNITS, ASTM C90.
2. REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 40.
3. WATER SHALL BE CLEAN AND FREE FROM DELETERIOUS AMOUNTS OF ACIDS, ALKALIS OR ORGANIC MATERIALS.
4. PORTLAND CEMENT SHALL CONFORM TO ASTM C-150, TYPE II, LOW ALKALI MILL TESTED.
5. HYDRATED LIME SHALL CONFIRM TO ASTM C201, TYPE S.
6. AGGREGATE FOR MASONRY MORTAR SHALL CONFORM TO ASTM C144.
7. AGGREGATE FOR GROUT SHALL CONFORM TO ASTM C404.
8. CONCRETE FOR FOOTINGS, CURBS, AND FLATWORK SHALL BE CLASS "A" 6 SACK PER CITY STANDARD SPECIFICATION FOR STRUCTURAL CONCRETE.

PROPORTIONS

1. MORTAR SHALL CONFORM TO TYPE S OF THE UNIFORM BUILDING CODE AND SHALL BE COMPOSED OF ONE PART PORTLAND CEMENT TO 3 1/2 PARTS SAND, NOT LESS THAN 1/4 NOR MORE THAN 1/2 PART HYDRATED LIME. ALL PARTS BY VOLUME OF PORTLAND CEMENT USED.
2. MINIMUM MORTAR STRENGTH SHALL BE 1,800 PSI AT 28 DAYS.
3. GROUT SHALL BE COMPOSED OF ONE PART PORTLAND CEMENT, THREE PARTS CONCRETE SAND, AND TWO PARTS 3/8" PEA GRAVEL. GROUT SHALL TEST TO 2,000 PSI AT 28 DAYS.

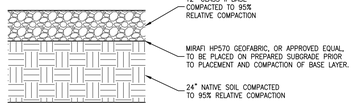


NOTES:

1. CONCRETE PAVEMENT CONSTRUCTION SHOULD GENERALLY COMPLY WITH THE REQUIREMENTS OF SECTIONS 40 AND 90 OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS, STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION.
2. RECOMMENDATIONS FOR MIX DESIGN, CURING, JOINTS AND REINFORCEMENT SHOULD BE AS PROMULGATED BY THE PORTLAND CEMENT ASSOCIATION. CONTROL AND CONSTRUCTION JOINTS SHOULD BE USED TO SEPARATE THE PAVEMENTS INTO APPROXIMATELY SQUARE SHAPED AREAS AT A SPACING OF NO MORE THAN 1.5 TIMES THE SLAB THICKNESS IN FEET (i.e. 6" SLAB, JOINTS AT 9' o.c.) OR 15 FEET ON-CENTER, EACH WAY, WHICHEVER IS LESS. A CONCRETE SHRINKAGE OF APPROXIMATELY 1/16-INCH PER 10 FEET OF LENGTH SHOULD BE ANTICIPATED AND JOINTS SHOULD BE DESIGNED ACCORDINGLY.

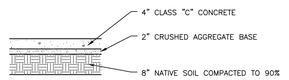
A CONCRETE PAVEMENT SECTION

N.T.S.



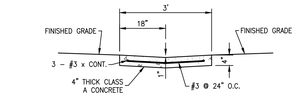
B CLASS II BASE SECTION

N.T.S.



C CONCRETE WALK SECTION

1"=2'



NOTE:

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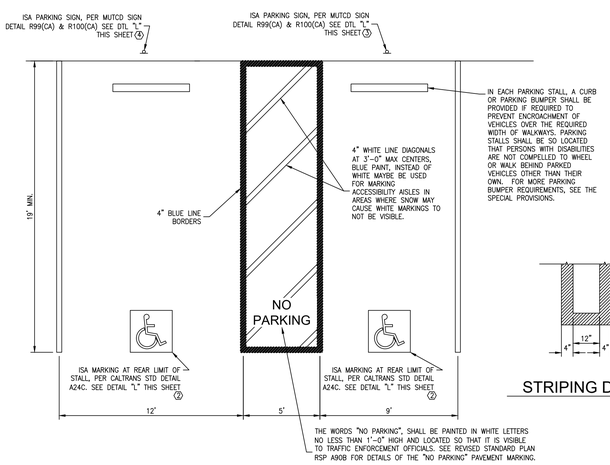
F 3' WIDE CONCRETE V-GUTTER (1" DEEP)

N.T.S.

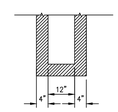


ACCESSIBILITY

1. CHANGES IN LEVEL ARE NOT PERMITTED IN ADA ACCESS AISLES OR DEDICATED PATHS OF TRAVEL.
2. THE MAXIMUM SLOPES FOR ACCESSIBLE PARKING SPACE AND ACCESS AISLE SHALL BE 1:48.
3. ALL HANDICAP SIGNAGE TO BE INSTALLED PER TITLE 24, SECTION 2-7102. SEE DETAIL "L" THIS SHEET.

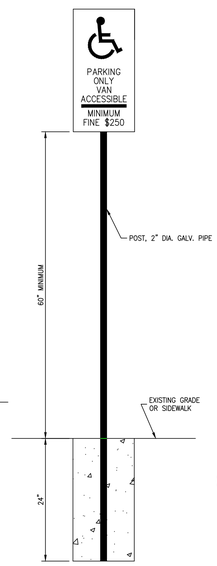
J ACCESSIBLE PARKING STALL DETAIL

NTS



STRIPING DETAIL

NTS



K DISABLED ACCESS SIGNAGE HEIGHT

NTS

HANDICAP SIGNAGE REQUIRED BY TITLE 24, SECTION 2-7102 SHALL BE INSTALLED BY CONTRACTOR.

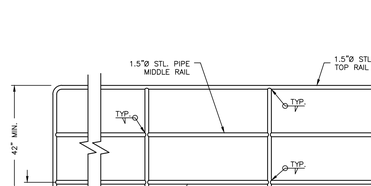
1. PARKING LOT ENTRANCE SIGNS MOUNTED ON A 2" DIA. GALVANIZED STEEL PIPE AT LOCATIONS SHOWN ON THE PLANS; 2 REQUIRED.
2. PAINT AT EACH HANDICAP PARKING STALL PLUS CROSS STRIPING AT ADJACENT UNLOADING AREAS; 2 REQUIRED.
3. INSTALL AT EACH STANDARD HANDICAP PARKING SPACE, MOUNTED ON A 2" DIA. GALVANIZED STEEL PIPE; 2 REQUIRED.
4. INSTALL AT EACH VAN ACCESSIBLE HANDICAP PARKING SPACE, MOUNTED ON A 2" DIA. GALVANIZED STEEL PIPE; 2 REQUIRED.

SIGNS LOCATED WITHIN A CIRCULATION PATH SHALL BE A MINIMUM OF 80 INCHES ABOVE THE FINISH FLOOR OR GROUND SURFACE MEASURED TO THE BOTTOM OF THE SIGN.

ACCESS AISLES SHALL BE MARKED WITH A BLUE PAINTED BORDERLINE AROUND THEIR PERIMETER

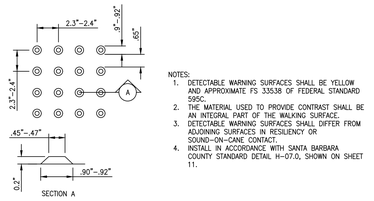
L INTERNATIONAL ACCESSIBILITY SYMBOL & SIGNAGE

NTS



E GUARD RAIL

1"=2'



NOTES:
1. DETECTABLE WARNING SURFACES SHALL BE YELLOW AND APPROXIMATE FS 33538 OF FEDERAL STANDARD 595C.
2. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
3. DETECTABLE WARNING SURFACES SHALL DIFFER FROM ADJOINING SURFACES IN RESILIENCY OR SOUND-ON-CANE CONTACT.
4. INSTALL IN ACCORDANCE WITH SANTA BARBARA COUNTY STANDARD DETAIL H-07.0, SHOWN ON SHEET 11.

G TRUNCATED DOMES

NTS

DETAILS

04/17/25

REGISTERED PROFESSIONAL ENGINEER — RUSSELL J. GARRISON — LIC. NO. 59987 — CIVIL ENGINEER — STATE OF CALIFORNIA

DESIGNED BY: A.M.P.
CHECKED BY: R.J.G.
REVISIONS

DATE	DESCRIPTION

RUSSELL J. GARRISON R.C.E. 59987 DATE

APPROVED:
DATE BY

DATE

FAMCON
PIPE AND SUPPLY, INC.
1350 FOUNDERS AVE. - SANTA MARIA, CA.
APN'S 107-150-021 & 107-150-022
COUNTY OF SANTA BARBARA, CALIFORNIA

BETHEL engineering
2624 Airpark Dr.
Santa Maria, California 93455
(805) 934-5767

SCALE: AS SHOWN

SHEET 8 OF 11

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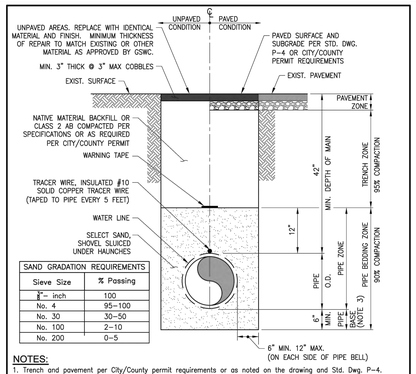
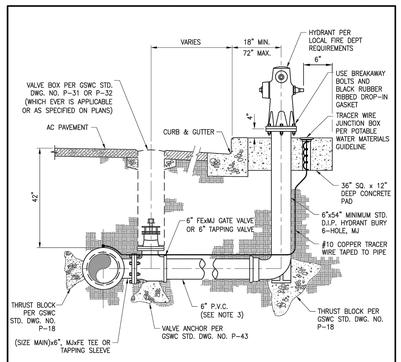


SAND GRADATION REQUIREMENTS	
Sieve Size	% Passing
⅜" inch	100
No. 4	95–100
No. 30	30–50
No. 100	2–10
No. 200	0–5

NOTES:

1. Trench and pavement per City/County permit requirements or as noted on the drawing and Std. Dwg. P-4.
2. Compaction of backfill per specifications.
3. Pipe base shall be 12" thick where native material has rocks larger than 6 inches in trench bottom.
4. Contractor shall hand excavate "bell hole" for each pipe joint so that the weight of the pipe does not rest on the bell. Contractor to refill and hand-tamp each "bell hole" prior to completing the placement of the bedding.
5. For areas where native soil contains cobbles and large stones (such as Rancho Cordova), place geotechnical filter fabric between Pipe Zone and Trench Zone backfill to prevent migration of rocks to the pipe.
6. Encase D.I.P. and fittings in polyethylene encasement per AWWA Standard C-105, latest edition.
7. Table shows gradation requirements for backfill in Pipe Bedding Zone.
8. Tracer wire shall be tested for electrical continuity by the Contractor prior to acceptance of the project.

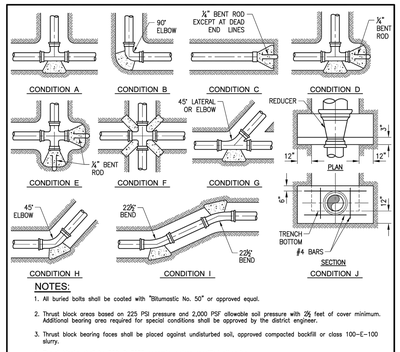
APPROVED BY: GSWC STANDARDS COMMITTEE		TITLE: WATER PIPE BEDDING AND TRENCH BACKFILL				
EDC MANAGER — DATE: 10/16	Golden State Water Company, A Subsidiary of American States Water Company	SCALE: NONE	DATE: 10/16	REV: 1.1	STANDARD DWG NO.: P-3	



NOTES:

1. On roads without curbs, fire hydrants shall be located within the road right of way, one foot clear from the property line unless otherwise indicated on the plans. The 3' square concrete pad under the hydrant shall be constructed.
2. Hydrants, risers and curbs are to be painted per local fire department requirements.
3. Ductile iron pipe shall be used when the main line is DIP.
4. In LA County, valves shall be 10' – 25' from hydrant. Install 2 valves if distance from main is greater than 25'. Include a 90° bend on 6" lateral pipe.
5. Fire hydrants shall be located per GSWC Std. Dwg. No. C-10.

APPROVED BY: GSWC STANDARDS COMMITTEE		TITLE: 6-INCH STANDARD WET BARREL FIRE HYDRANT				
EDC MANAGER — DATE: 1/18	Golden State Water Company, A Subsidiary of American States Water Company	SCALE: NONE	DATE: 1/18	REV: 1.3	STANDARD DWG NO.: P-8	



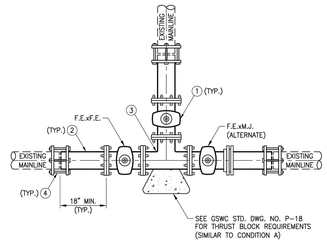
NOTES:

1. All buried bolts shall be coated with "Bitumastic No. 50" or approved equal.
2. Thrust block areas based on 225 PSI pressure and 2,000 PSF allowable soil pressure with 2½ feet of cover minimum. Additional bearing area required for special conditions shall be approved by the district engineer.
3. Thrust block bearing faces shall be placed against undisturbed soil, approved compacted backfill or class 100-E-100 slurry.
4. Thrust blocks shall be 560-C-3250 concrete, unless specified otherwise.
   A. Install ¾" bend rod handles.
   B. Use cardboard separators between blocks, if needed.

THRUST BLOCK BEARING AREA IN SQUARE FEET

PIPE SIZE	DESCRIPTION A	B	C	D	E	F	G	H	I	J
4"	3.1	4.3	3.1	2 @ 3.1	2 @ 3.1	4 @ 1.2	2.3	2.3	2 @ 1.2	8.0
6"	6.3	8.9	6.3	2 @ 6.3	2 @ 6.3	4 @ 2.5	4.8	4.8	2 @ 2.5	9.0
8"	10.9	15.4	10.9	2 @10.9	2 @ 10.9	4 @ 4.2	8.3	8.3	2 @ 4.2	10.1
10"	16.3	28.1	16.3	2 @16.3	2 @ 16.3	4 @ 6.4	12.5	12.5	2 @ 6.4	11.3
12"	23.1	32.7	23.1	2 @ 23.1	2 @ 23.1	4 @ 9.0	17.7	17.7	2 @ 9.0	12.5
14"	31.0	43.9	31.0	2 @ 31.0	2 @ 31.0	4 @ 12.1	23.8	23.8	2 @ 12.1	13.8
16"	40.1	56.7	40.1	2 @ 40.1	4 @ 40.1	4 @ 15.7	30.7	30.7	2 @ 15.7	15.1

APPROVED BY: GSWC STANDARDS COMMITTEE		TITLE: STANDARD THRUST BLOCK				
EDC MANAGER — DATE: 01/16	Golden State Water Company, A Subsidiary of American States Water Company	SCALE: NONE	DATE: 01/16	REV: 1.0	STANDARD DWG NO.: P-18	

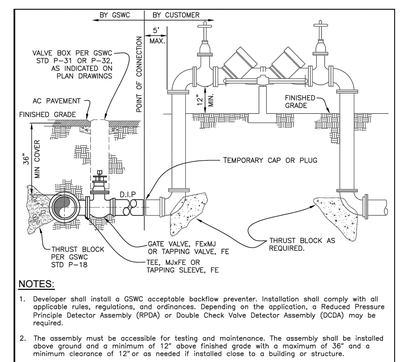


NOTES:

1. Cut-in tee may use F.E.xF.E. or F.E.xM.J. as called out on the drawings.
2. Use pipe material similar to existing mainline (PVC pipe shall be 3" min. length).

ITEM	DESCRIPTION
1	F.E.xF.E. (or F.E.xM.J.) gate valve per Potable Water Material Guidelines.
2	D.I.P. F.E.xP.E. per Potable Water Material Guidelines.
3	F.E.xF.E. tee per Potable Water Material Guidelines.
4	Flexible coupling per Potable Water Material Guidelines. For same size O.D. use Ductile Iron M.J. sleeve.

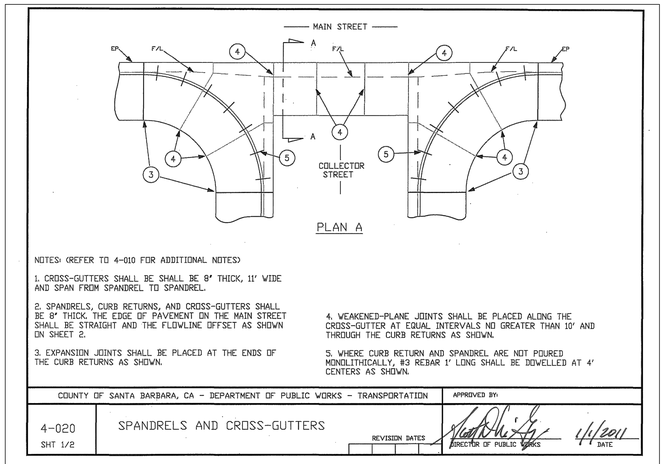
APPROVED BY: GSWC STANDARDS COMMITTEE		TITLE: CUT-IN TEE				
EDC MANAGER — DATE: 01/16	Golden State Water Company, A Subsidiary of American States Water Company	SCALE: NONE	DATE: 01/16	REV: 1.0	STANDARD DWG NO.: P-24	



NOTES:

1. Developer shall install a GSWC acceptable backflow preventer. Installation shall comply with all applicable rules, regulations, and ordinances. Depending on the application, a Reduced Pressure Principle Detector Assembly (RPDA) or Double Check Valve Detector Assembly (DCDA) may be required.
2. The assembly must be accessible for testing and maintenance. The assembly shall be installed above ground and a minimum of 12" above finished grade with a maximum of 36" and a minimum clearance of 12" or as needed if installed close to a building or structure.
3. All newly installed Backflow Prevention Assemblies must be tested in accordance with applicable regulations prior to being put in service and yearly thereafter. Copies of test results shall be submitted to GSWC prior to activation.
4. The Backflow Assembly shall be installed within five feet of the point of connection to the utility. There may be no connections or tees between the meter or point of connection and the Backflow Assembly.
5. Assemblies shall be horizontal and level unless approved for other orientations.
6. Backflow Assemblies are to be used within their rated operating conditions.
7. All installations of Backflow Assemblies must be in compliance with state and local plumbing and building codes. Contact local administrative authority for detailed requirements.

APPROVED BY: GSWC STANDARDS COMMITTEE		TITLE: BACKFLOW ASSEMBLY FOR FIRE SERVICES				
CHAIRPERSON — DATE: 10/16	Golden State Water Company, A Subsidiary of American States Water Company	SCALE: NONE	DATE: 10/16	REV: 1.1	STANDARD DWG NO.: P-35B	

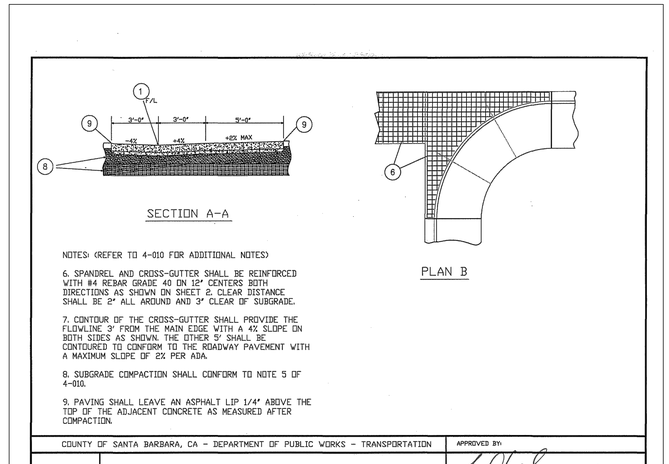


PLAN A

NOTES: (REFER TO 4-010 FOR ADDITIONAL NOTES)

1. CROSS-GUTTERS SHALL BE SHALL BE 8" THICK, 11' WIDE AND SPAN FROM SPANDREL TO SPANDREL.
2. SPANDRELS, CURB RETURNS, AND CROSS-GUTTERS SHALL BE 8" THICK, THE EDGE OF PAVEMENT ON THE MAIN STREET SHALL BE STRAIGHT AND THE FLOWLINE OFFSET AS SHOWN ON SHEET 2.
3. EXPANSION JOINTS SHALL BE PLACED AT THE ENDS OF THE CURB RETURNS AS SHOWN.
4. WEAKENED-PLANE JOINTS SHALL BE PLACED ALONG THE CROSS-GUTTER AT EQUAL INTERVALS NO GREATER THAN 10' AND THROUGH THE CURB RETURNS AS SHOWN.
5. WHERE CURB RETURN AND SPANDREL ARE NOT POURED MONOLITHICALLY, #3 REBAR 1' LONG SHALL BE DOWELLED AT 4' CENTERS AS SHOWN.

COUNTY OF SANTA BARBARA, CA – DEPARTMENT OF PUBLIC WORKS – TRANSPORTATION		APPROVED BY:
4-020 SHT 1/2	SPANDRELS AND CROSS-GUTTERS	REVISION DATES — DIRECTOR OF PUBLIC WORKS — 1/1/2011 DATE



NOTES: (REFER TO 4-010 FOR ADDITIONAL NOTES)

6. SPANDREL AND CROSS-GUTTER SHALL BE REINFORCED WITH #4 REBAR GRADE 40 ON 12" CENTERS BOTH DIRECTIONS AS SHOWN ON SHEET 2. CLEAR DISTANCE SHALL BE 2" ALL ARDUND AND 3" CLEAR OF SUBGRADE.
7. CONTOUR OF THE CROSS-GUTTER SHALL PROVIDE THE FLOWLINE 9" FROM THE MAIN EDGE WITH A 4% SLOPE ON BOTH SIDES AS SHOWN. THE OTHER 5' SHALL BE CONTOURED TO CONFORM TO THE ROADWAY PAVEMENT WITH A MAXIMUM SLOPE OF 2% PER ADA.
8. SUBGRADE COMPACTION SHALL CONFORM TO NOTE 5 OF 4-010.
9. PAVING SHALL LEAVE AN ASPHALT LIP 1/4" ABOVE THE TOP OF THE ADJACENT CONCRETE AS MEASURED AFTER COMPACTION.

COUNTY OF SANTA BARBARA, CA – DEPARTMENT OF PUBLIC WORKS – TRANSPORTATION		APPROVED BY:
4-020 SHT 2/2	SPANDRELS AND CROSS-GUTTERS	REVISION BOX — DIRECTOR OF PUBLIC WORKS — 1/1/2011 DATE

DETAIL A
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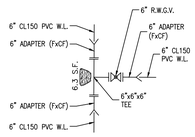
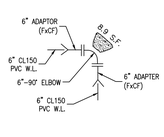


DETAIL B
NTS



DETAIL C
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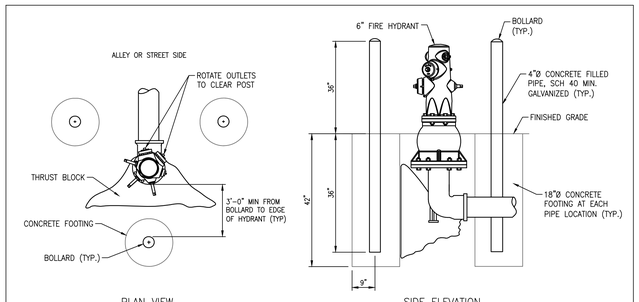

PLAN VIEW — SIDE ELEVATION

NOTES:

1. BOLLARDS SHALL NOT BLOCK HYDRANT OUTLETS.
2. BOLLARD PLACEMENT SHALL BE APPROVED BY SANTA BARBARA COUNTY FIRE DEPARTMENT BEFORE INSTALLATION.
3. BOLLARDS SHALL BE WIRE BRUSHED, PRIMED WITH ZINC CHROMATE & PAINTED WITH APPROVED METAL ENAMEL.

M HYDRANT PROTECTION ASSEMBLY
N.T.S.

DETAILS

04/17/25

REGISTERED PROFESSIONAL ENGINEER — RUSSELL J. GARRISON — LIC. NO. 59987 — CIVIL ENGINEER — STATE OF CALIFORNIA

DATE

DESIGNED BY: A.M.P.
CHECKED BY: R.J.G.
REVISIONS

DATE	DESCRIPTION

FAMCON
PIPE AND SUPPLY, INC.
1350 FOUNDERS AVE. – SANTA MARIA, CA.
APN'S 107-150-021 & 107-150-022
COUNTY OF SANTA BARBARA, CALIFORNIA

RUSSELL J. GARRISON R.C.E. 59987 DATE

BETHEL engineering — 2624 Airpark Dr. Santa Maria, California 93455 (805) 934-5767

SCALE: AS SHOWN

APPROVED: DATE BY

SHEET 9 OF 11

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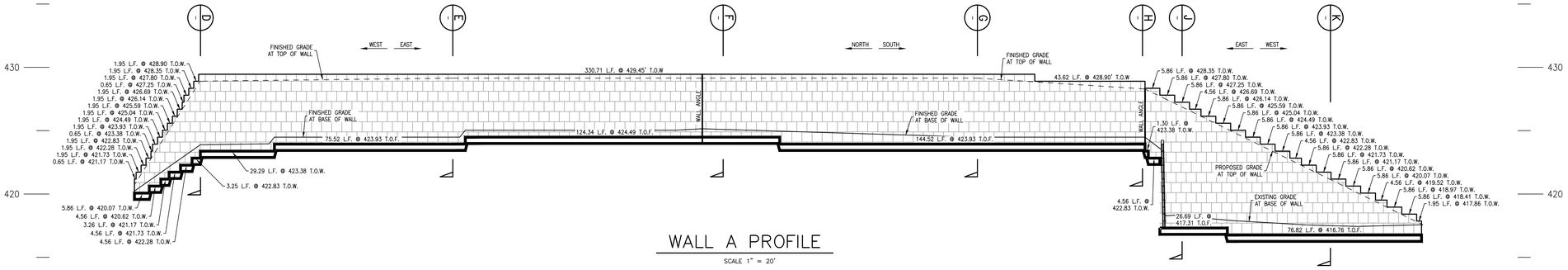
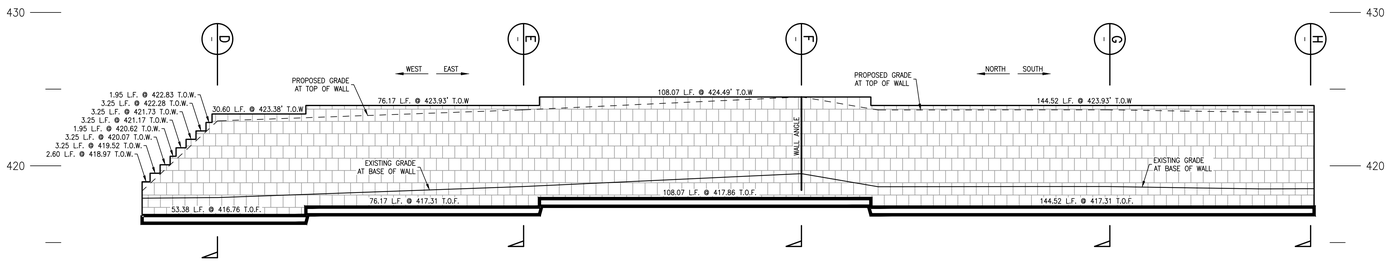


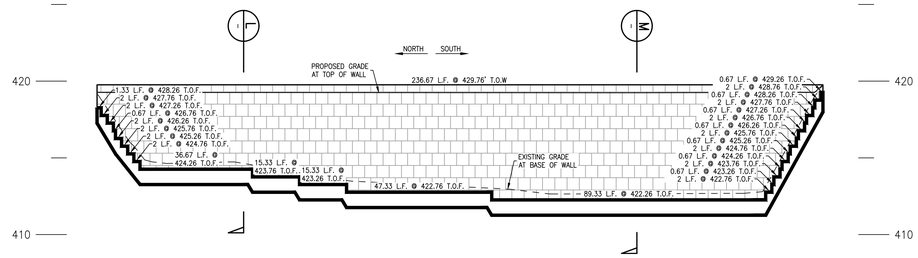
WALL A PROFILE

SCALE 1" = 20'



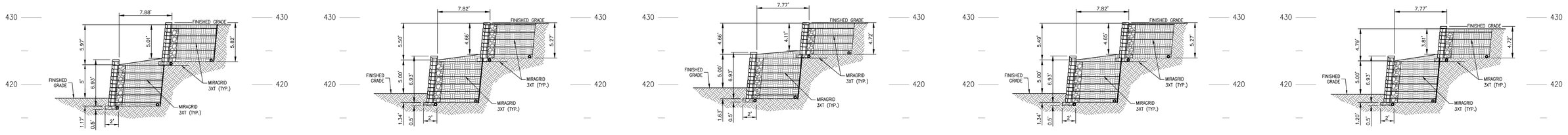
WALL B PROFILE

SCALE 1" = 20'



WALL C PROFILE

SCALE 1" = 20'



SECTION D

SCALE 1" = 6'

SECTION E

SCALE 1" = 6'

SECTION F

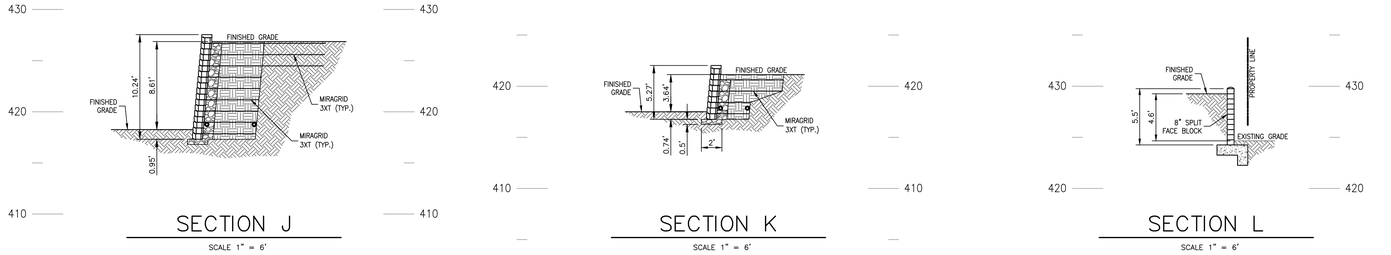
SCALE 1" = 6'

SECTION G

SCALE 1" = 6'

SECTION H

SCALE 1" = 6'



SECTION J

SCALE 1" = 6'

SECTION K

SCALE 1" = 6'

SECTION L

SCALE 1" = 6'

SECTION M

SCALE 1" = 6'

WALL PROFILES/DETAILS

04/17/25

REGISTERED PROFESSIONAL ENGINEER
RUSSELL J. GARRISON
LIC. NO. 59987
CIVIL ENGINEER
STATE OF CALIFORNIA

DATE

DESIGNED BY: A.M.P.
CHECKED BY: R.J.G.
REVISIONS
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FAMCON
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APN'S 107-150-021 & 107-150-022
COUNTY OF SANTA BARBARA, CALIFORNIA

RUSSELL J. GARRISON R.C.E. 59987 DATE

BETHEL engineering
2624 Airpark Dr.
Santa Maria, California 93455
(805) 934-5767

SCALE: AS SHOWN

APPROVED:
DATE _____ BY _____

SHEET 10 OF 11

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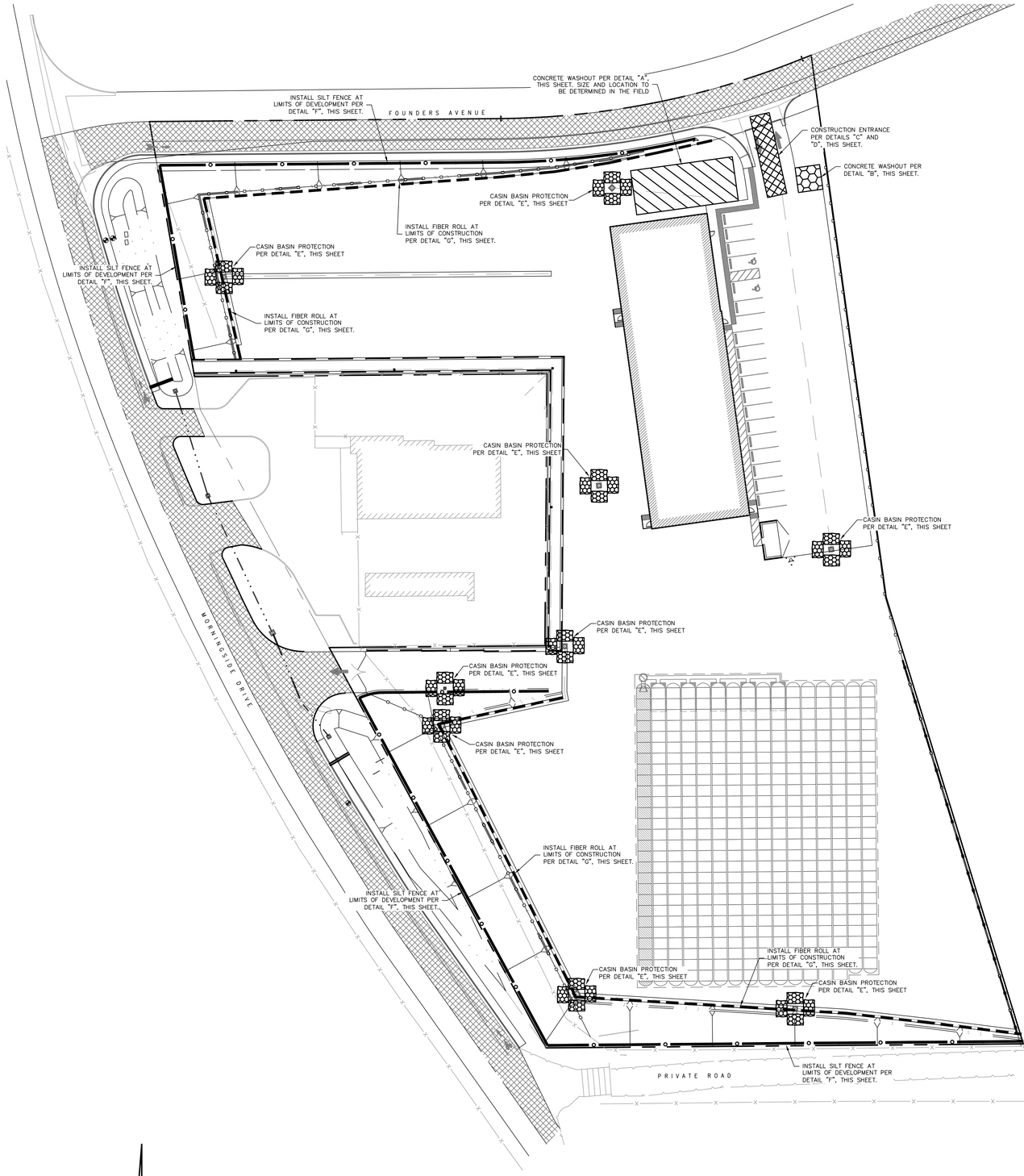


N

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)

1 inch = 30 ft.

DUST CONTROL MEASURES

1. THE GRADING PERMIT HOLDER AND THE OWNER/DEVELOPER SHALL COMPLY WITH DUST CONTROL MEASURES REQUIRED BY THE COUNTY OF SANTA BARBARA STANDARD POLICIES.
2. DUST CONTROL MEASURES CAPABLE OF PREVENTING THE MIGRATION OF DIRT AND DUST OFF SITE, IN A MANNER ACCEPTABLE TO THE COUNTY OF SANTA BARBARA SHALL BE IMPLEMENTED AND MAINTAINED DURING ALL CONSTRUCTION, EARTH MOVING AND GRADING PHASES OF A PROJECT. FAILURE TO DO SO WILL RESULT IN THE ISSUANCE OF A "STOP WORK" ORDER WHICH WILL NOT BE RELEASED UNTIL SUCH TIME AS AN ADEQUATE PROGRAM IS IMPLEMENTED.
3. DURING THE CLEARING, EARTH MOVING AND GRADING PHASES OF THE PROJECT, WATER TRUCKS OR SPRINKLER SYSTEMS SHALL BE USED IN SUFFICIENT QUANTITIES TO PREVENT DUST FROM LEAVING THE SITE. IN ADDITION, THE ENTIRE SITE AREA OF DISTURBED SOILS SHALL BE WETTED DOWN DURING THE EARLY MORNING HOURS AND AT THE END OF EACH DAY IN SUCH A MANNER AS TO CREATE A CRUST.
4. DURING THE CONSTRUCTION PHASE OF THE PROJECT, WATER TRUCKS OR SPRINKLER SYSTEMS SHALL BE USED TO KEEP ALL AREAS OF VEHICULAR MOVEMENT DAMP ENOUGH TO PREVENT DUST RAISED FROM LEAVING THE SITE. AS A MINIMUM, THIS WILL INCLUDE THE WETTING DOWN OF SUCH AREAS IN THE LATE MORNING HOURS AND AT THE CLOSE OF EACH DAY'S ACTIVITIES. INCREASED WATERING FREQUENCY WILL BE REQUIRED WHENEVER WIND SPEEDS EXCEED 20 MILES PER HOUR.
5. ALL TRUCKS HAULING SOIL MATERIALS TO AND FROM THE SITE SHALL BE COVERED WITH A TARP TO PREVENT DUST FROM BLOWING OFF THE TRUCK.
6. ALL ALLEY WAYS, CIRCULATION ROUTES, HAUL ROUTES, STREETS AND SIDEWALKS SHALL BE KEPT CLEAN AND CLEAR OF DIRT, DUST AND DEBRIS IN A MANNER ACCEPTABLE TO THE COUNTY OF SANTA BARBARA. AS A MINIMUM, SAID AREAS SHALL BE CLEANED AT THE END OF EACH WORKING DAY OR MORE OFTEN IF DIRECTED BY COUNTY PERSONNEL. THE FLUSHING OF DIRT OR DEBRIS TO STORM DRAIN OR SANITARY SEWER FACILITIES SHALL NOT BE PERMITTED. FAILURE TO KEEP THESE AREAS CLEAN WILL RESULT IN THE ISSUANCE OF A "STOP WORK" ORDER WHICH WILL NOT BE RELEASED UNTIL SUCH TIME AS THE AREA IS CLEANED IN A MANNER ACCEPTABLE TO THE CITY.
7. EARTH MOVING AND GRADING ACTIVITIES SHALL BE LIMITED TO THE HOURS BETWEEN 7:00 A.M. AND 6:00 P.M. ON MONDAY THRU FRIDAY AND BETWEEN 8:00 A.M. AND 5:00 P.M. ON SATURDAY.
8. AFTER COMPLETION OF EACH PHASE (CLEARING, GRADING, OR EXCAVATION), THE ENTIRE AREA OF DISTURBED SOIL SHALL BE TREATED TO PREVENT WIND PICK UP OF THE SOIL. THIS MAY BE ACCOMPLISHED BY ANY ONE OF THE FOLLOWING METHODS:
   - A: THE SEEDING AND/OR WATERING OF THE SITE UNTIL SUCH TIME AS THE GROUND COVER HAS TAKEN ROOT.
   - B: THE SPREADING OF SOIL BINDERS.
   - C: THE WETTING DOWN OF THE AREA IN SUCH A MANNER AS TO CREATE A CRUST ON THE SURFACE AND THE REPEATED SOAKING OF THE AREA, AS NECESSARY, TO MAINTAIN THE CRUST AND PREVENT SOIL BLOWING.
9. 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 THE TRANSPORT OF DUST OFF-SITE. THIS PERSON'S DUTY SHALL INCLUDE HOLIDAY AND WEEKEND PERIODS WHEN WORK MAY NOT BE IN PROGRESS. THE NAME AND TELEPHONE NUMBER OF SUCH PERSON OR PERSONS SHALL BE PROVIDED TO THE COUNTY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT.
10. THE PROJECT CIVIL ENGINEER SHALL PROVIDE TO THE PUBLIC WORKS DEPARTMENT A DUST CONTROL BOND ESTIMATE IDENTIFYING THE COST REQUIRED TO ADEQUATELY WATER THE SITE AND HYDROSEED THE PROJECT. THIS AMOUNT, IF ACCEPTABLE, IS TO BE POSTED BY MEANS OF A BOND OR CASH DEPOSIT AT THE TIME OF THE GRADING PERMIT ISSUANCE. IF THE APPLICANT FAILS TO IMPLEMENT ADEQUATE DUST CONTROL MEASURES, EITHER DURING GRADING OR UPON COMPLETION, THIS BOND/DEPOSIT MAY BE USED BY THE CITY TO MITIGATE THE MIGRATION OF DUST OFF THE SITE.
11. AFTER ALL GRADING IS COMPLETED AND THE ENTIRE SITE IS ADEQUATELY PROTECTED BY A SOIL BINDER, HYDROSEEDING OR LANDSCAPING TO PREVENT EROSION AND DUST MOVEMENT, THE BOND WHICH IS TO BE POSTED WILL BE RELEASED.

EROSION/SEDIMENT CONTROL SCHEDULE

BASED ON A TENTATIVE CONSTRUCTION SCHEDULE

CONSTRUCTION ACTIVITY	EROSION/SEDIMENT CONTROL PRACTICES
PHASE I – CLEARING & GRUBBING OF SITE	DUST CONTROL MEASURES AS DESCRIBED UNDER DUST CONTROL MEASURES, SHEET 1.
PHASE II – ROUGH GRADING OF DRIVEWAYS & PAD	DENUDED AREAS TO BE HYDROSEEDED & HYDROMULCHED. SLOPES IN EXCESS OF 2 FEET IN HEIGHT, TO BE COVERED WITH STRAW BLANKETS IN CONJUNCTION WITH HYDROSEEDING AND HYDROMULCHING. FIBER ROLL PLACEMENT AT TOP OF BANK AND TOE OF SLOPE LOCATIONS WHERE VERTICAL HEIGHT OF SLOPE EXCEEDS TWO FEET.
PHASE III – FINISH GRADING OF DRIVEWAYS, CONSTRUCTION OF CONCRETE SIDEWALKS, CURB & GUTTER ETC.	FIBER ROLL PLACEMENT AT LOCATIONS WHERE TOE OF SLOPE TERMINATES AT SIDEWALKS OR CURBS TO PREVENT MIGRATION OF SILTS & CONTAMINATION OF AGGREGATE BASE MATERIAL.
PHASE IV – CLEAN UP & TERMINATION OF GRADING ACTIVITIES.	TEMPORARY CONTROL MEASURES TO REMAIN IN PLACE UNTIL INTERIOR STREETS ARE PAVED & PERMANENT LANDSCAPING IS ESTABLISHED.

EROSION/SEDIMENT CONTROL PRACTICES

CONSTRUCTION ENTRANCE AREAS SHALL BE CONSTRUCTED PRIOR TO IMPORT AND EXPORT OF SOILS. THE ENTRANCE AREAS SHALL BE 6"–8" AGGREGATE PLACED TO A MINIMUM DEPTH OF 12" OVER A GEOTEXTILE FABRIC SUCH AS MIRAFI 500X. INSPECT FOR DAMAGE REGULARLY AND REPAIR AS REQUIRED.

EQUIPMENT STORAGE AND SERVICE AREA TO BE PREPARED PRIOR TO BEGINNING OF GRADING ACTIVITIES.

TEMPORARY CONTROL MEASURES TO REMAIN IN PLACE UNTIL INTERIOR STREETS ARE PAVED AND PERMANENT LANDSCAPING IS ESTABLISHED, EQUIPMENT STORAGE AREA HYDROSEEDED, AND EQUIPMENT SERVICE CLEANED AND HYDROSEEDED.

ALL GRADED SLOPES 4:1 OR STEEPER TO HAVE FIBER ROLLS PLACED AT THE BASE OF THE SLOPE, AND EVERY 50' HORIZONTALLY FOR SLOPES THAT EXCEED 75' HORIZONTALLY. FIBER ROLLS PLACED MID-SLOPE TO BE AT THE SAME ELEVATION ALONG ENTIRE LENGTH OF SLOPE SO AS TO NOT CREATE A DRAINAGE COURSE ALONG THE FIBER ROLLS.

ALL DENUDED SLOPE AREAS TO BE TRACK WALKED WITH TRACKED EQUIPMENT UP AND DOWN THE SLOPE. SLOPES SHALL THEN BE SEEDED AND COVERED WITH STRAW BLANKET OR HYDROMULCHED AS SOON AS POSSIBLE OR WITHIN 4 WEEKS OF COMPLETION OF CUT & FILL SLOPES.

REASONABLE EFFORTS SHOULD BE MADE TO PRESERVE EXISTING VEGETATION BEFORE SITE DISTURBANCE BEGINS.

DENUDED PERMANENT OPEN SPACE AREAS TO BE COVERED WITH STRAW BLANKET IN CONJUNCTION WITH HYDROSEEDING/HYDROMULCHING.

EROSION CONTROL CERTIFICATE

EROSION CONTROL CERTIFICATION [SIGN TO GUARANTEE THAT EROSION CONTROL MEASURES WILL BE INSTALLED]

I HEREBY CERTIFY THAT ALL EROSION AND SILTATION CONTROL MEASURES WILL BE INSTALLED PER PLANS AND ALSO TO MY SATISFACTION TO PREVENT THE ILLEGAL DISCHARGE OF STORM WATER POLLUTANTS FROM THE PROJECT SITE. THE UNDERSIGNED SHALL BE THE DESIGNATED RESPONSIBLE PERSON FOR THE SUCCESSFUL IMPLEMENTATION OF THESE METHODS. THE UNDERSIGNED SHALL ALSO ENSURE THAT DAMAGES TO THE EROSION AND SILTATION CONTROL MEASURES DUE TO CONSTRUCTION PROCESSES OR SEVERE STORMS AND SHALL BE REPAIRED IMMEDIATELY TO FULLY FUNCTIONING CONDITION.

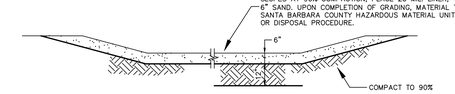
_____ _____

TIM SEIFERT DATE

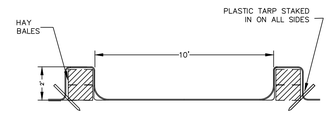
(805) 680-7147

_____

24-HOUR CONTACT TELEPHONE NUMBER

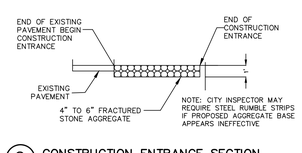


A EQUIPMENT SERVICE & STORAGE AREA SECTION
SEE SWPPP BINDER FOR ADDITIONAL INSTALLATION GUIDANCE. N.T.S.

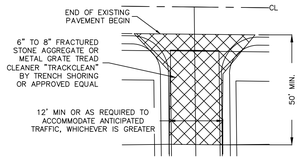


B CONCRETE WASHOUT–SECTION
N.T.S.

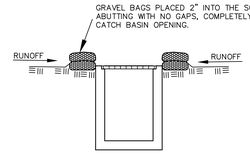
OPTIONAL PORTABLE CONCRETE WASHOUT BY A.P.I. OR APPROVED EQUAL IS PERMITTED. CONTACT Q.S.D. FOR DIRECTION.
SEE SWPPP BINDER FOR ADDITIONAL INSTALLATION GUIDANCE.



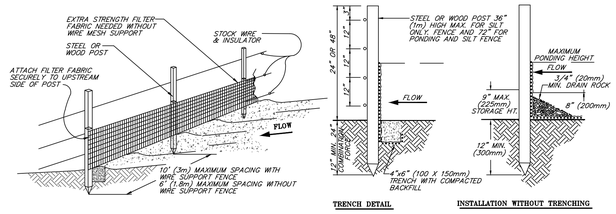
C CONSTRUCTION ENTRANCE SECTION
N.T.S.
SEE SWPPP BINDER FOR ADDITIONAL INSTALLATION GUIDANCE.



D CONSTRUCTION ENTRANCE PLAN VIEW
N.T.S.
SEE SWPPP BINDER FOR ADDITIONAL INSTALLATION GUIDANCE.

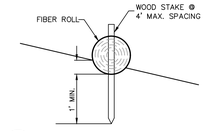


E CATCH BASIN SILTATION CONTROL DETAIL
NTS



TRENCH DETAIL — INSTALLATION WITHOUT TRENCHING

F SILT FENCE INSTALLATION
N.T.S.
SEE SWPPP BINDER FOR ADDITIONAL INSTALLATION GUIDANCE.



G FIBER ROLL INSTALLATION
N.T.S.
IF MORE THAN ONE FIBER ROLL IS PLACED IN A ROW, OVERLAP A MINIMUM OF 2 FEET. REFER TO TO BMP# SE-5 IN SWPPP BINDER FOR ADDITIONAL INSTALLATION GUIDANCE.

LEGEND:

- CONSTRUCTION ENTRANCE AREA:
- EQUIPMENT SERVICE AND STORAGE AREAS:
- CONCRETE WASHOUT AREA:
- FIBER ROLL:
- SILT FENCE:
- GRAVEL BAG CHECK DAM:
- GRAVEL BAG:

EROSION CONTROL PLAN

04/17/25

REGISTERED PROFESSIONAL ENGINEER — RUSSELL J. GARRISON — LIC. NO. 59987 — CIVIL ENGINEER — STATE OF CALIFORNIA

DATE

DESIGNED BY: A.M.P.
CHECKED BY: R.J.G.

REVISIONS

DATE	DESCRIPTION

FAMCON
PIPE AND SUPPLY, INC.
1350 FOUNDERS AVE. – SANTA MARIA, CA.
APN'S 107-150-021 & 107-150-022
COUNTY OF SANTA BARBARA, CALIFORNIA

RUSSELL J. GARRISON R.C.E. 59987 DATE

BETHEL engineering
2624 Airpark Dr.
Santa Maria, California 93455
(805) 934-5767

SCALE: AS SHOWN

APPROVED:
DATE _____ BY _____

SHEET 11 OF 11

x:\20223\2234 – famcon dwg\2234 – famcon\dynamic\gp\gp.dwg

BETHEL ENGINEERING
2624 Airpark Drive
Santa Maria, California 93455
(805) 934-5767 FAX (805) 934-3448

JOB **FAMCON Pipe & Supply (2234)**
PAGE **1 of 7**
CALCULATED BY **AMP** DATE **10/18/23**
CHECKED BY **RJG** DATE **10/18/23**

FLOOD CONTROL: DRAINAGE STUDY (PRELIMINARY)

for

Famcon Pipe and Supply, Inc.
1350 Founders Ave.
Santa Maria, CA.
APN'S 107-150-021 & 107-150-022

BETHEL ENGINEERING
2624 Airpark Drive
Santa Maria, California 93455
(805) 934-5767 FAX (805) 934-3448

PROJECT DESCRIPTION

The proposed project consists of the development of a 11,040 s.f. commercial building with outdoor storage. Additional site improvements include parking, driveways a trash enclosure and landscaping. The project is located on a 4.01 acre property located at 1350 Founders Avenue, Santa Maria, CA.
The completed project disturbance proposes:

proposed building:	11,040 S.F. (0.25 AC.)
proposed hardscape (driveway/walks):	26,947 S.F. (0.56 AC.)
proposed landscaping:	28,886 S.F. (0.41 AC.)
proposed class II base:	105,317 S.F. (2.74 AC.)
Total Site:	**172,190 S.F. (3.95 AC.)**

The project is designed to be in conformance with the Flood Control Standard Conditions providing;

1. Detention such that the post-development 100-year, 24-hour, storm water runoff discharge rate shall not exceed *0.00 cubic feet per second per acre.
2. Basin volume of not less than .10 acre-foot per acre.
3. Additional 10% storage volume above peak volume.

*Falls within areas of “ineffective watershed”. The IFA is considered to contribute no surface runoff to the surrounding area.

EXISTING SITE

The site is currently native and undeveloped. The site slopes to the west and discharges storm water runoff onto Morningside Dr.

For purposes of meeting Santa Barbara County requirements, the following predeveloped flows were calculated based on existing conditions on the proposed site.

The following flows were prepared using HydroCAD software. In HydroCAD the calculations were set up to determine the peak flow runoff through the SBUH Method. For purposes of the calculations, web soil survey data was collected to determine the soil type in the proposed site. The web soil survey determined that 56% of the site is HSG “A” and 44% of the site is HSG “B”.

Pre-Developed Flows:
Area Total = 172,190 S.F. = 3.95 Acres
172,190 S.F., CN Selected = 61, Based on 56% HSG A, 44% HSG B, Grass cover, Fair
Time of Concentration = 12 min.

Events for Subcatchment 18S: Predevelopment Overall

Event	Rainfall (inches)	Runoff (cfs)	Volume (acre-feet)	Depth (inches)
1.5 in Rain Event	1.50	0.01	0.002	0.01
2 YEAR	1.81	0.02	0.013	0.04
5 YEAR	2.62	0.08	0.076	0.23
10 YEAR	3.15	0.24	0.138	0.42
25 YEAR	3.81	0.79	0.235	0.71
50 YEAR	4.29	1.30	0.316	0.96
100 YEAR	**4.76**	**1.88**	**0.402**	**1.22**

PROPOSED SITE

Tributary Areas

The site has been designed to maximize storage for the developer. For this reason, underground chambers have been utilized and sized to meet Santa Barbara County Flood Control standard conditions. The site utilizes various catch basins to collect runoff and discharge into the chamber system. Tributary areas are defined as follows: Hardscape (buildings, walks and driveways), Class II Base (outdoor storage areas) and Landscape. The purpose of subdividing these areas is to calculate the total amount of runoff to the basin and to properly design an adequate outlet of the prescribed outflow set by the Santa Barbara County Flood Control Requirements.

Basin Design:

The goal of the proposed underground chamber system (basin) is to provide the required storage and outflow requirements while minimizing the impacts of daily operations throughout the rest of the site. The proposed development is designed to convey all site-generated storm water to the basin through catch basins. The basin is designed to detain a 100-year storm, plus 10%, while discharging a maximum of 0.00 cfs offsite. The basin was designed using HydroCAD software.

The basin receives flows from 37,987 s.f. of hardscape, 105,317 s.f. of class II base and 28,886 s.f. of landscaping via sheet flows, from a series of catch basins on-site. The basin is designed to retain a 100-yr storm plus 10%. In the event of overflow or failure the site would discharge overland onto Morningside Drive.

The basin has been designed with a storage volume of 60,942 c.f. (1.399 acre-feet).

	Elevation	Area	Perimeter
Basin Bottom:	411.00’	15,427 s.f.	499.39 L.F.
Basin Top:	417.75’	15,427 s.f.	499.39 L.F.

Chamber Model = ADS_StormTech MC-4500 +Cap (ADS StormTech® MC-4500 with cap volume)
Effective Size= 90.4"W x 60.0"H => 26.46 sf x 4.03'L = 106.5 cf
Overall Size= 100.0"W x 60.0"H x 4.33'L with 0.31' Overlap
Cap Storage= +35.7 cf x 2 x 13 rows = 928.2 cf

100.0" Wide + 9.0" Spacing = 109.0" C-C Row Spacing

26 Chambers/Row x 4.02' Long +2.56' Cap Length x 2 = 109.77' Row Length +12.0" End Stone x 2 = 111.77' Base Length
15 Rows x 100.0" Wide + 9.0" Spacing x 14 + 12.0" Side Stone x 2 = 137.50' Base Width
9.0" Base + 60.0" Chamber Height + 12.0" Cover = 6.75' Field Height

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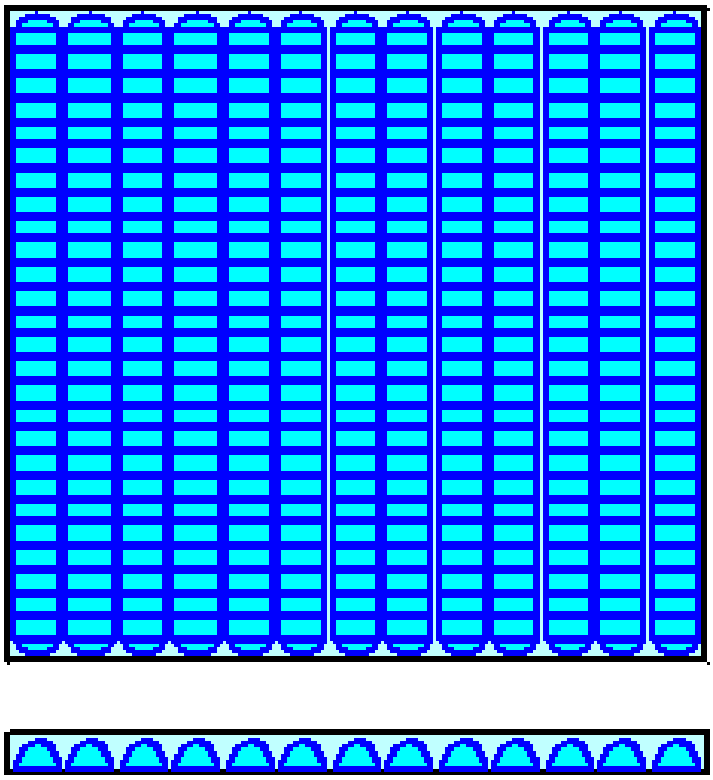
390 Chambers x 106.5 cf + 35.7 cf Cap Volume x 2 x 15 Rows = 42,602.3 cf Chamber Storage

103,733.4 cf Field – 42,602.3 cf Chambers = 61,131.2 cf Stone x 30.0% Voids = 18,339.4 cf Stone Storage

Chamber Storage + Stone Storage = 60,941.6 cf = 1.399 af
Overall Storage Efficiency = 58.7%
Overall System Size = 111.77' x 137.50' x 6.75'

390 Chambers 3,842.0 cy Field 2,264.1 cy Stone



100-Year peak elevation = 416.44’ 100-Year peak discharge = 0.00 cfs

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CONCLUSION

In conclusion we have come up with a basin design that meets the requirements of the Santa Barbara County Flood Control District outlined below;

1. Detention such that the post-development 100-year, 24-hour, storm water runoff discharge rate shall not exceed *0.00 cubic feet per second per acre.

   *Falls within areas of "ineffective watershed". The IFA is considered to contribute no surface runoff to the surrounding area.

   100-Year peak discharge = 0.00 cfs

2. Basin volume of not less than 0.10 acre-foot per acre.
   Total Site = 4.01 acres
   4.01 x 0.10 = 0.401 acre-feet min. required (17,468 cf)
   1.399 acre-feet provided (60,942 cf)

3. Additional 10% storage volume above peak volume.

   Calculated Peak Volume = 54,771 cf
   54,771 x 0.10 = 5,477.1
   54,771 + 5477 = 60,248
   Required Storage volume = 60,248 c.f. --- Total storage volume provided = 60,942 c.f.

Summary for Pond 1P: Chambers

Inflow Area = 3.953 ac, 22.06% Impervious, Inflow Depth > 3.82" for 100 YEAR event
Inflow = 8.00 cfs @ 9.98 hrs, Volume= 1.258 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 100%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.050 hrs
Peak Elev= 416.44' @ 24.00 hrs Surf.Area= 15,368 sf Storage= 54,771 cf

Plug-Flow detention time= (not calculated: initial storage exceeds outflow)
Center-of-Mass det. time= (not calculated: no outflow)

Volume	Invert	Avail.Storage	Storage Description
#1A	411.00'	18,339 cf	**137.50'W x 111.77'L x 6.75'H Field A**
			103,733 cf Overall - 42,602 cf Embedded = 61,131 cf x 30.0% Voi
#2A	411.75'	42,602 cf	**ADS_StormTech MC-4500 +Cap** x 390 Inside #1
			Effective Size= 90.4"W x 60.0"H => 26.46 sf x 4.03'L = 106.5 cf
			Overall Size= 100.0"W x 60.0"H x 4.33'L with 0.31' Overlap
			390 Chambers in 15 Rows
			Cap Storage= +35.7 cf x 2 x 15 rows = 1,071.0 cf
		60,942 cf	Total Available Storage

Storage Group A created with Chamber Wizard

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MAP LEGEND

- Area of Interest (AOI)
  - Area of Interest (AOI)
- Soils
  - Soil Rating Polygons
    - A
    - A/D
    - B
    - B/D
    - C
    - C/D
    - D
    - Not rated or not available
  - Soil Rating Lines
    - A
    - A/D
    - B
    - B/D
    - C
    - C/D
    - D
    - Not rated or not available
  - Soil Rating Points
    - A
    - A/D
    - B
    - B/D
    - C
    - C/D
    - D
    - Not rated or not available
- Water Features
  - Streams and Canals
- Transportation
  - Rails
  - Interstate Highways
  - US Routes
  - Major Roads
  - Local Roads
- Background
  - Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Northern Santa Barbara Area, California
Survey Area Data: Version 17, Sep 14, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 12, 2022—Apr 12, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
MaE	Marina sand, 9 to 30 percent slopes	B	1.6	44.3%
OcD	Oceano sand, 2 to 15 percent slopes	A	2.0	55.7%
Totals for Area of Interest			**3.7**	**100.0%**

Preliminary Stormwater Control Plan

For

Famcon Pipe and Supply, Inc.

1350 Founders Ave.
Santa Maria, CA.
October 18, 2023

Prepared for:
Steve and Nancy Penza 1997 Irrevocable Trust LLC
200 Lambert Street
Oxnard, CA. 93036

Prepared by:
Bethel Engineering
2624 Airpark Drive
Santa Maria, CA 93455
(805)934-5767

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I. Project Data

Project Name:	Famcon Pipe & Supply
Application Submittal Date:	October 18, 2023
Project Location:	1350 Founders Ave. – Santa Maria, CA.
Total Project site area:	172,190 S.F. / 3.95 acres
Total New Impervious Surface Area:	37,987 S.F. / 0.87 acres
Total Pre-Project Impervious Area:	0 S.F. / 0 acres
Total Post-Project Impervious Area:	37,987 S.F. / 0.87 acres
Total Replaced Impervious Area:	0 S.F. / 0 acres
Design Storm Frequency and Depth:	1.5-inch Design Storm

II. Setting

II.A. Project Location and Description

The project site is located on the east side of Highway 101, at 1350 Founders Ave., in an unincorporated area, in the County of Santa Barbara. The project consists of the development of a 11,040 s.f. commercial building with outdoor storage. Additional site improvements include parking, driveways, a trash enclosure, and landscaping. The site is currently undeveloped. Primary access to the site will be from Founders Avenue to the north with secondary access to the west. The required infiltration volume for this project will be handled within an underground chamber system on-site. A hydrodynamic separator will treat the runoff prior to entering the chamber system.

II.B. Existing Site Features and Conditions

The site is currently undeveloped and is 100% pervious. The site slopes to the south and west towards Morningside Dr. The USDA, Natural Resources Conservation Service, Web Soil Survey, determines that the site consists of 55.7%± Oceano sand (OcD) and 44.3%± Marina Sand (MaE). The definitions in the Stormwater Technical Guide helped determine the site's soil would fit 55.7% into HSG A category and 44.3% into HSG B category.

II.C. Opportunities and Constraints for the Stormwater Control

The opportunities selected for stormwater control include a 13,389 S.F. underground chamber system to treat and retain all storm water runoff from a 1.5 inch design storm. With this, the grading design will direct / transport the stormwater to the proposed chamber system via multiple catch basins on-site.

III. Low Impact Development Design Strategies

III.A. Optimization of Site Layout

The site was designed to direct run-off into an underground chamber system designed to infiltrate a 1.5 inch design storm. (see Appendix A).

III.A.1. Limitation of Development Envelope

The project has no substantial limitations for proposed development.

III.A.2. Preservation of Natural Drainage Features

The site currently sheet flows to the south and west towards Morningside Drive. The project proposes to maintain this existing drainage pattern towards Morningside Drive.

III.A.3. Setbacks from Creeks, Wetlands and Riparian Habitats

There are no Creeks, Wetlands or Riparian Habitats near the proposed project site.

III.A.4. Minimization of Imperviousness

Care was taken in the design process to minimize impervious to the extent possible.

III.A.5. Use of Drainage as a Design Element

Drainage has been considered in the design to allow drainage and minimize ponding on the hardscaped areas.

III.B. Use of Permeable Pavement

The project does not propose the use of permeable pavement as a control feature of the site.

III.C. Dispersal of Runoff to Pervious areas

Stormwater runoff from impervious surface areas is directed towards permeable surfaces and catch basins.

III.D. Stormwater Control Measures

The stormwater control measures (SCMs) are designed to retain and infiltrate stormwater. The Drainage Management Areas (DMAs) drain to the infiltration areas (see Appendix A).

IV. Documentation of Drainage Design

IV.A. Description of each Drainage Management Areas

IV.A.1. Tables

Table 1: DMA Exhibit 1 reference

DMA	AREA (SF)	Drains to
DMA 1	11,040	SCM 1
DMA 2	26,947	SCM 1
DMA 3	28,886	SCM 1
DMA 4	105,317	SCM 1

Table 2: SCM Exhibit 1 reference

SCM #	TYPE	AREA (SF)
SCM 1	Infiltration Basin	15,427

IV.A.2. Drainage Management Area Descriptions

DMA 1, totaling 11,040 square feet, drains site building. DMA 1 flows through roof drains, onto DMAs 2 and 4, into catch basins, through a hydrodynamic separator, and into SCM 1.

DMA 2, totaling 26,947 square feet, drains all site hardscape. DMA 2 sheet flows into catch basins, through a hydrodynamic separator, and into SCM 1.

DMA 3, totaling 28,886 square feet, drains all site landscape areas. DMA 3 is self-treating but is included in the SCM 1 infiltration calculations.

DMA 4, totaling 105,317 square feet, drains all site class II base. DMA 4 sheet flows into catch basins, through a hydrodynamic separator, and into SCM 1.

SCM 1, totaling 15,427 square feet collects run-off from DMA's 1 thru 4. SCM 1 Is an underground chamber system and has been sized using HydroCAD software (see Appendix C).

IV.A.3. On-Site Retention Requirement

All 95th percentile storm event runoff will be retained on-site within the proposed underground chamber system (see Appendix A).

IV.A.4. Pre Development Flows for 2-10 Year Storm Events

The summary table below contains the results showing the post development runoff being less that the pre-development runoff.

PRE-DEVELOPMENT RUNOFF	
2 YEAR	**0.02 cfs**
5 YEAR	**0.08 cfs**
10 YEAR	**0.24 cfs**

POST DEVELOPMENT RUNOFF			
SCM #	**2 YEAR**	**5 YEAR**	**10 YEAR**
SCM 1:	**0.00 cfs**	**0.00 cfs**	**0.00 cfs**

IV.B. Tabulation and Size Calculations

Stormwater control measure sizing was calculated using HydroCAD software.

V. Source Control Measures

V.A. Site Activities and Potential Sources of Pollutants

Any potential sources of pollutants that could be transported to the permeable pavers could also be transported off-site. Pollutants could be from the illegal dumping of chemicals into catch basins as-well-as pollutants left by vehicles that visit the site. In addition, the materials used to construct and

maintain the site could also be possible sources of pollution. Overflow from landscape areas can carry pesticides. Storm water from roofs can carry metals. Drains made of copper or other materials with an unprotected surface may cast-off metal particles to the main basins. Parking areas and hardscapes may contribute litter that can be carried into the basin. All areas should be kept clean to minimize the possibility of litter making its way into the storm water control facilities.

V.B. Source Control Table

Source control table will be included in Final Storm Water Control Plan.

V.C. Features, Materials and Methods of Construction of Source Control BMP's

The stormwater features are to be built per the grading, landscape and architectural plans and material and methods of construction are to be determined by the owner/developer and contractors.

VI. Stormwater Facility Maintenance

VI.A. Ownership and Responsibility for Maintenance in Perpetuity

Signed ownership and responsibility for maintenance agreement to be on file at the City of Santa Maria Public Works Division.

VI.B. Summary of Maintenance Requirements for Each Stormwater Facility

For maintenance requirements, refer to the Stormwater Maintenance Plan (To be included with final Storm Water Control Plan).

VII. Construction Checklist

Construction Checklist to be included in Final Storm Water Control Plan.

VII.A. Stormwater Control Measures

Stormwater Control Measures will be included in Final Storm Water Control Plan.

VIII. Certifications

The preliminary design of stormwater treatment and other stormwater pollution control measures in this plan are in accordance with the current edition of the Santa Barbara County Project Clean Water's Stormwater Technical Guide.

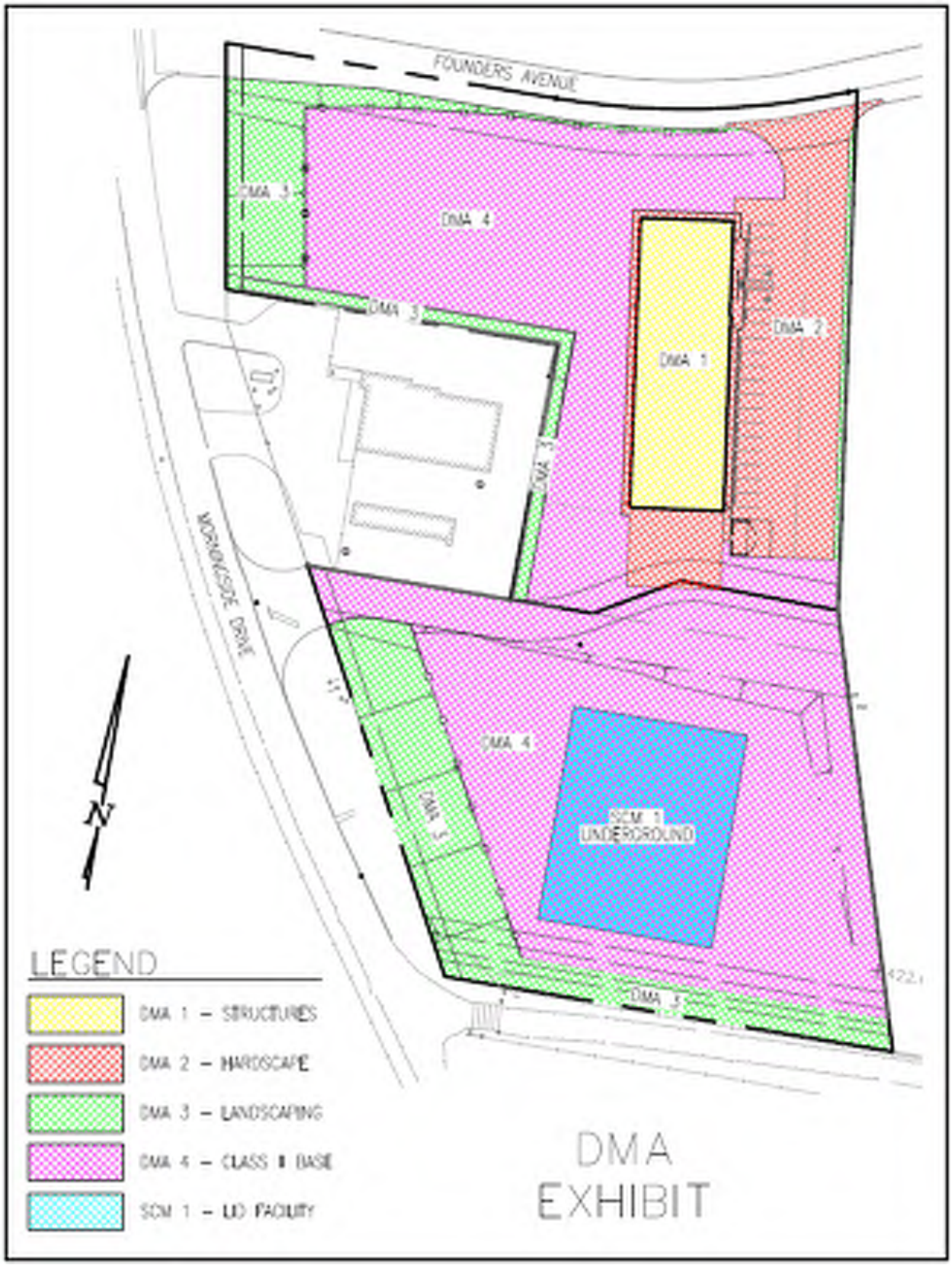
Exhibit / Report Overview

The California Regional Water Quality Control Board of the Central Coast Region adopted the Post-Construction Requirements (PCRs) in July 2013. The County of Santa Barbara obtained a grant to assist designers and municipalities with the implementation of the PCRs. Through this grant, the County has developed, published, and released The Stormwater Technical Guide for Low Impact Development to ensure compliance with the Regional Board's PCRs. The development of the Post-Construction Stormwater Control Measures/LID features throughout the project site will adhere to the Technical Guide as described below.

For the purposes of this report the post construction stormwater requirements the net impervious was calculated as follows
New impervious = 37,987 S.F.
This project is located outside the NPDES Permit Area.
Therefore, this project is designated as a Tier 4 project. This development proposes the following:

- Limit the disturbance of natural drainage features
- Limit clearing, grading, and soil compaction
- Minimize impervious surfaces
- Minimize runoff by dispersing/distributing runoff to landscape
- Treat runoff with an approved and appropriately sized LID treatment system prior to discharge from the site (1.5 inch design storm)
- Manage Post-Development Peak Flows for 2-10 year storms

Appendix A: DMA & SCM Map


FOUNDERS AVENUE
DMA 3
DMA 4
DMA 1
DMA 2
DMA 3
WORMINGSIDE DRIVE
N
DMA 4
DMA 5
SCM 1
UNDERGROUND
DMA 5
LEGEND
DMA 1 – STRUCTURES
DMA 2 – HARDSCAPE
DMA 3 – LANDSCAPING
DMA 4 – CLASS II BASE
SCM 1 – UD FACILITY
DMA
EXHIBIT

Appendix B: Soil Map

MaE
OcD
MaE
Manningdale Cir
Pinehurst Ave
501

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
MaE	Marina sand, 9 to 30 percent slopes	B	1.6	44.3%
OcD	Oceano sand, 2 to 15 percent slopes	A	2.0	55.7%
Totals for Area of Interest			**3.7**	**100.0%**

Appendix C: HydroCAD Summary

Summary for Pond 1P: Chambers

Inflow Area = 3.953 ac, 22.06% Impervious, Inflow Depth > 3.82" for 100 YEAR event
Inflow = 8.00 cfs @ 9.98 hrs, Volume= 1.258 af
Outflow = 0.27 cfs @ 4.80 hrs, Volume= 0.466 af, Atten= 97%, Lag= 0.0 min
Discarded = 0.27 cfs @ 4.80 hrs, Volume= 0.466 af

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.050 hrs
Peak Elev= 414.25' @ 23.12 hrs Surf.Area= 15,368 sf Storage= 34,526 cf

Plug-Flow detention time= 312.1 min calculated for 0.465 af (37% of inflow)
Center-of-Mass det. time= 82.9 min (805.3 - 722.5)

Volume	Invert	Avail.Storage	Storage Description
#1A	411.00'	18,339 cf	**137.50'W x 111.77'L x 6.75'H Field A**
			103,733 cf Overall - 42,602 cf Embedded = 61,131 cf x 30.0% Voi
#2A	411.75'	42,602 cf	**ADS_StormTech MC-4500 +Cap** x 390 Inside #1
			Effective Size= 90.4"W x 60.0"H => 26.46 sf x 4.02'L = 106.5 cf
			Overall Size= 100.0"W x 60.0"H x 4.33'L with 0.31' Overlap
			390 Chambers in 15 Rows
			Cap Storage= +35.7 cf x 2 x 15 rows = 1,071.0 cf
		60,942 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Discarded	411.00'	**0.750 in/hr Exfiltration over Surface area**

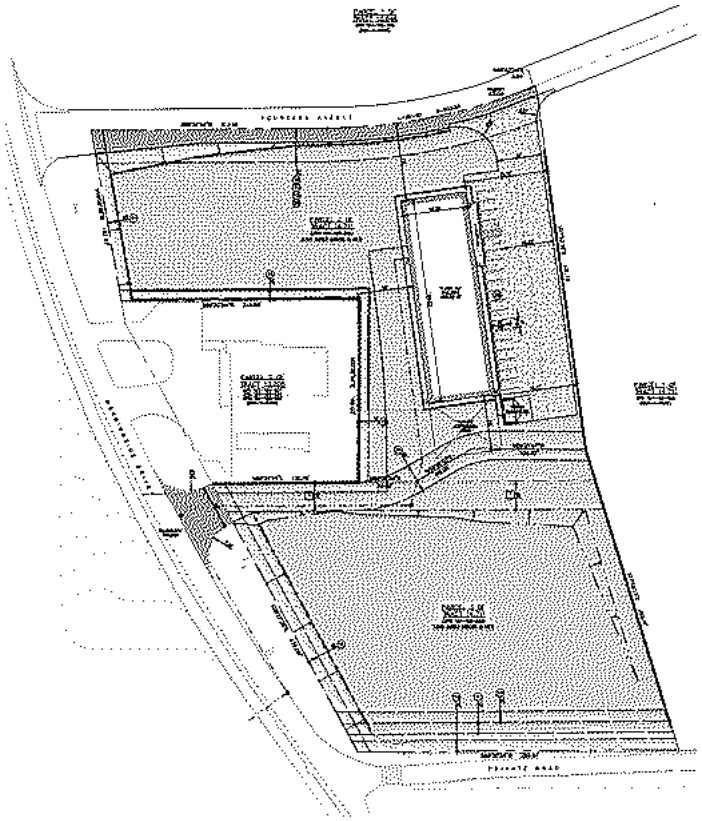
Discarded OutFlow Max=0.27 cfs @ 4.80 hrs HW=411.07' (Free Discharge)
↑└**1=Exfiltration** (Exfiltration Controls 0.27 cfs)

Events for Pond 1P: Chambers

Event	Inflow (cfs)	Discarded (cfs)	Elevation (feet)	Storage (cubic-feet)
1.5 in Rain Event	**2.10**	**0.27**	**411.79**	**3,954**

FAMCON PIPE AND SUPPLY PROJECT
COUNTY OF SANTA BARBARA, CALIFORNIA

TRAFFIC, CIRCULATION AND VMT STUDY



August 9, 2023 **ATE Project #22079.01**

Prepared for:
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August 9, 2023 22079.01R01

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TRAFFIC, CIRCULATION AND VMT STUDY FOR THE FAMCON PIPE AND SUPPLY PROJECT - COUNTY OF SANTA BARBARA, CA

Associated Transportation Engineers (ATE) has prepared the following traffic, circulation, and Vehicle Miles Travelled (VMT) study for the Famcon Pipe and Supply Project, proposed in the Orcutt area of Santa Barbara County. It is our understanding that this study will be submitted to Santa Barbara County as part of the Project's application package.

Associated Transportation Engineers

Scott A. Schell
Principal Transportation Planner

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INTRODUCTION

The following report contains an analysis of the traffic and circulation effects of the Famcon Pipe and Supply Project (the "Project") proposed in the Orcutt area of Santa Barbara County. The report evaluates existing and future traffic operations within the Project study area and determines the Project's consistency with County's General Plan transportation policies. The study also evaluates the Project's potential CEQA impacts based on the County's Vehicle Miles Travelled (VMT) criteria.

PROJECT DESCRIPTION

The Famcon Pipe and Supply Project site is located at 1350 Founders Avenue just east of the US 101/Santa Maria Way interchange, as shown on Figure 1. The Project is proposing to construct a new 11,040 SF industrial building and 40,000 SF of uncovered outdoor storage area for piping materials. The Project site is currently vacant and located adjacent to the Polished Pet animal boarding facility. Figure 2 illustrates the Project site plan. As shown, access to the Project site would be provided via a new driveway on Founders Avenue and a new driveway on Morningside Drive. Founders Avenue, which runs along the north frontage of the Project site, was constructed in 2021 to provide access to the new Career Technical Education Center located east of the site.

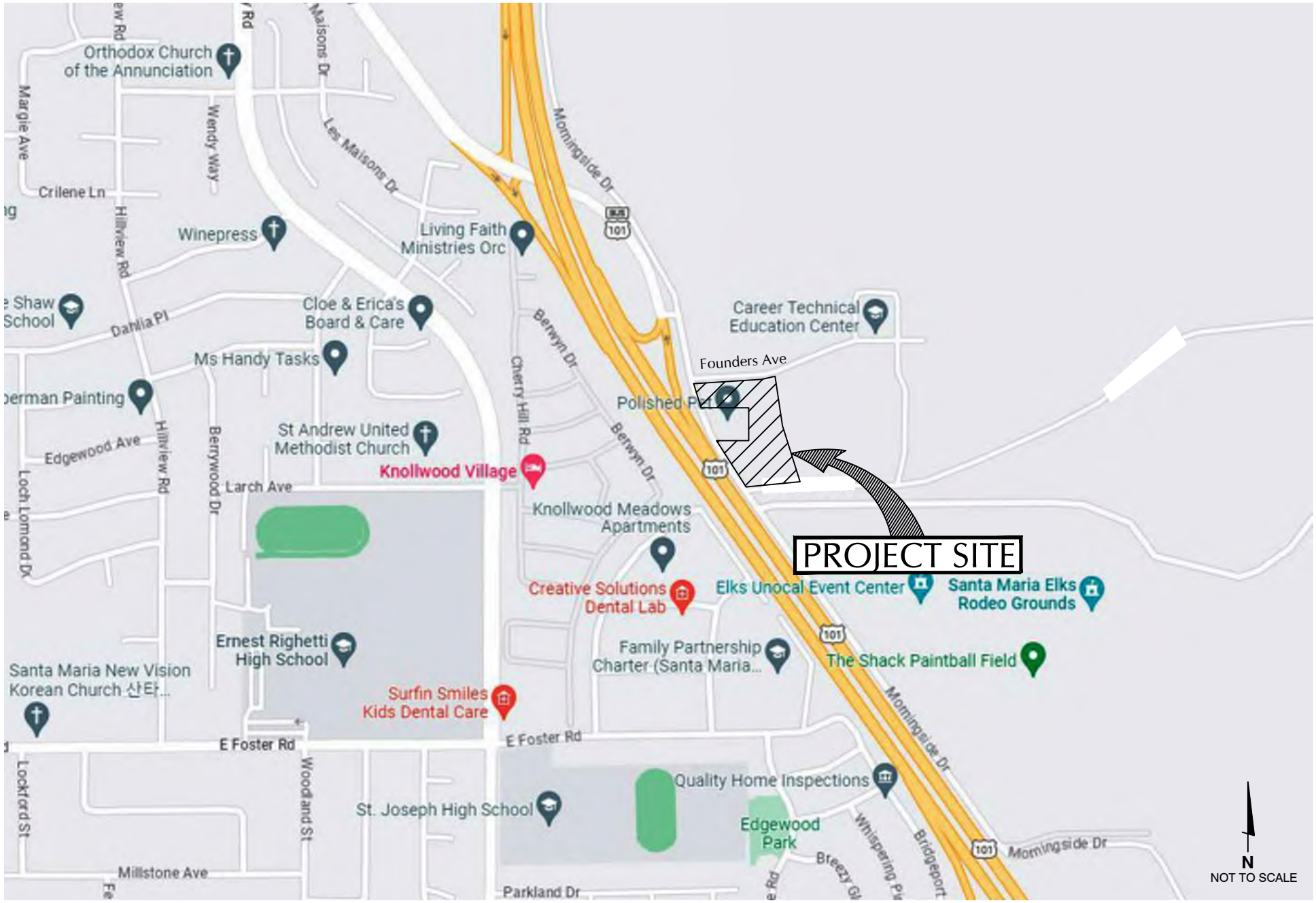
EXISTING CONDITIONS

Study Area

The study-area is located in the northwestern portion of the Orcutt Planning Area (OPA) and is generally bounded by Santa Maria Way on the east, Morningside Drive on the west, and Founders Avenue on the north. The roadway segments and intersections identified for analysis in the traffic and circulation study were based on comments received from County staff. Table 1 lists the key roadways and intersections included in the traffic analysis.

Table 1
Study-Area Roadways and Intersections

Roadways	Intersections
Santa Maria Way @ Morningside Drive	Santa Maria Way/US 101 SB Ramps
Morningside Drive @ Santa Maria Way	Santa Maria Way/US 101 NB Ramps-Morningside Drive



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PROJECT SITE LOCATION

FIGURE 1

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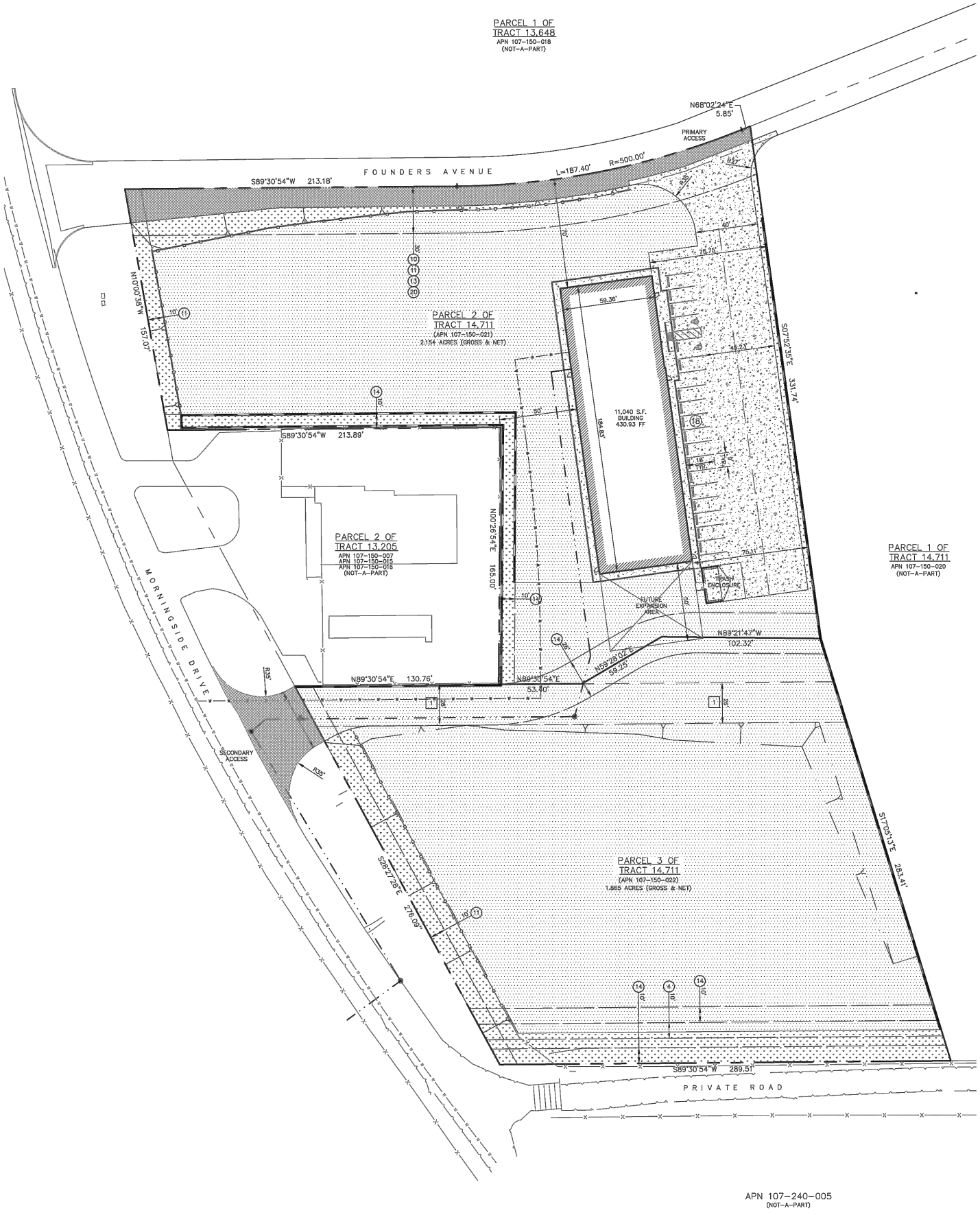

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PROJECT SITE PLAN

FIGURE 2

JH - ATE#22079.01

Street Network

As shown in Figure 3, the Project site is served by a network of highways, arterial roadways, and collector streets. The following text briefly describes the major components of the study-area street network.

Santa Maria Way extends as a 4-lane P-2 arterial roadway from Route 135 on the north to the full-access interchange at US 101 on the south. The interchange is currently controlled by stop-signs.

Morningside Drive, located on the west side of the Project site, is a two lane local frontage road that extends from north of Santa Maria Way to its terminus adjacent to the Union Valley Parkway. Morningside Drive would provide access to the Project site via a new driveway.

Founders Avenue, located along the north frontage of the Project site, is a 2-lane local roadway that extends east from Morningside Drive to its terminus at the Career Technical Education Center. Founders Avenue was constructed in 2021 to provide access to the new Career Technical Education Center.

Existing Roadway Operations

Existing average daily traffic (ADT) volumes for the study-area roadways were obtained from data published by Caltrans[1] and counts conducted in 2023 for this study (count data is contained in the Technical Appendix). Roadway operations were evaluated based on each roadway's classification and the "Acceptable Capacity" designations contained in the Orcutt Community Plan (OCP), which are summarized below in Table 2 (see Technical Appendix for OCP classifications and capacities).

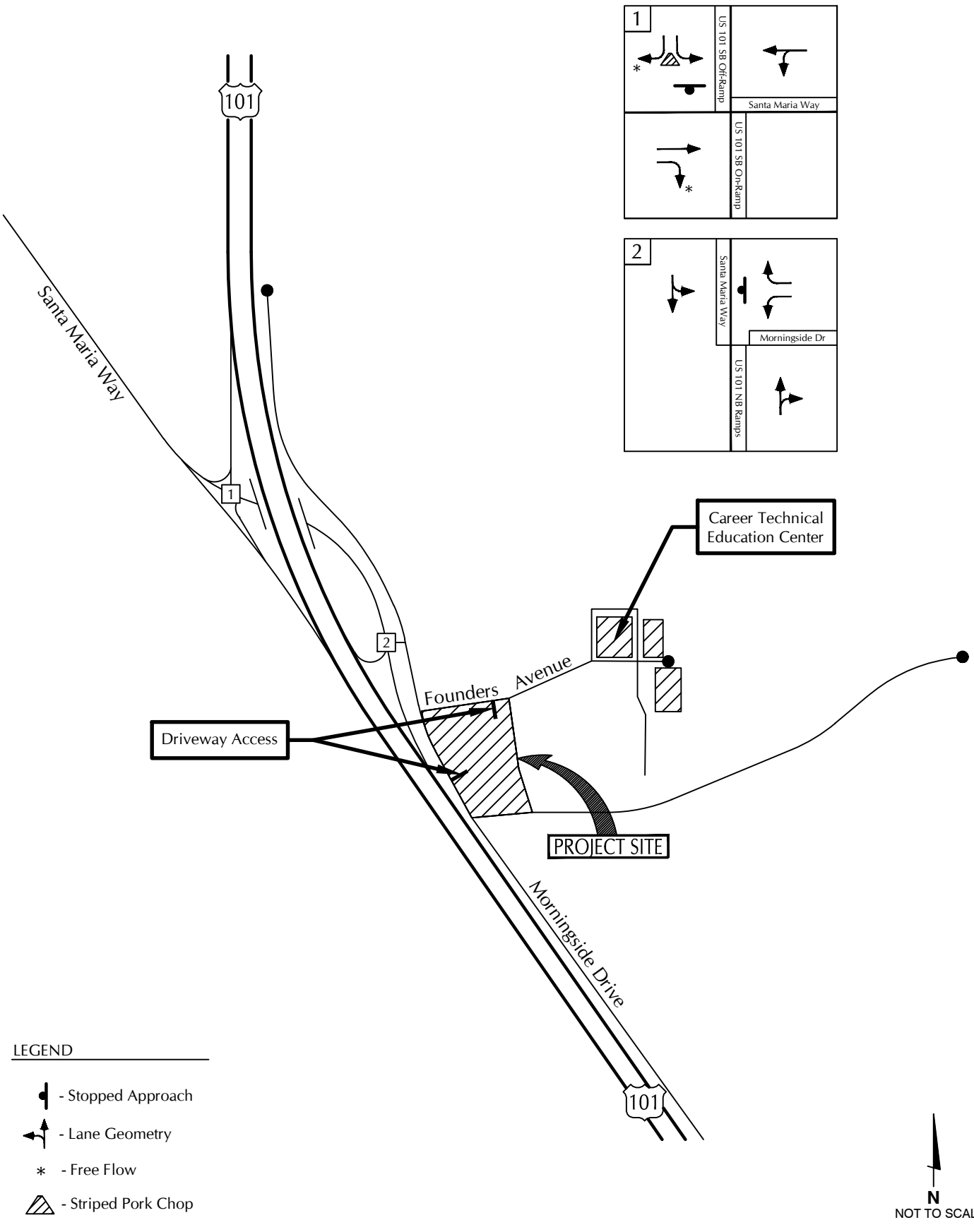
Table 2
Roadway Segment Operations

Roadway Segment	Classification	Number of Lanes	Existing ADT	Acceptable Capacity	Consistent?
Santa Maria Way @ Morningside Drive	Primary 2	2 Lanes	5.700	14,300	YES
Morningside Drive @ Santa Maria Way	Local(a)	2 Lanes	1,000	5,000	YES

(a) No designation provided for Morningside Drive, analysis assumes local road capacity of 5,000 ADT.

The data presented in Table 2 show that the study-area roadway segments carry volumes within the Acceptable Capacity ratings outlined in the OCP.

[1] Caltrans Traffic Census Program, https://dot.ca.gov/programs/traffic-operations/census



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EXISTING STREET NETWORK

FIGURE 3

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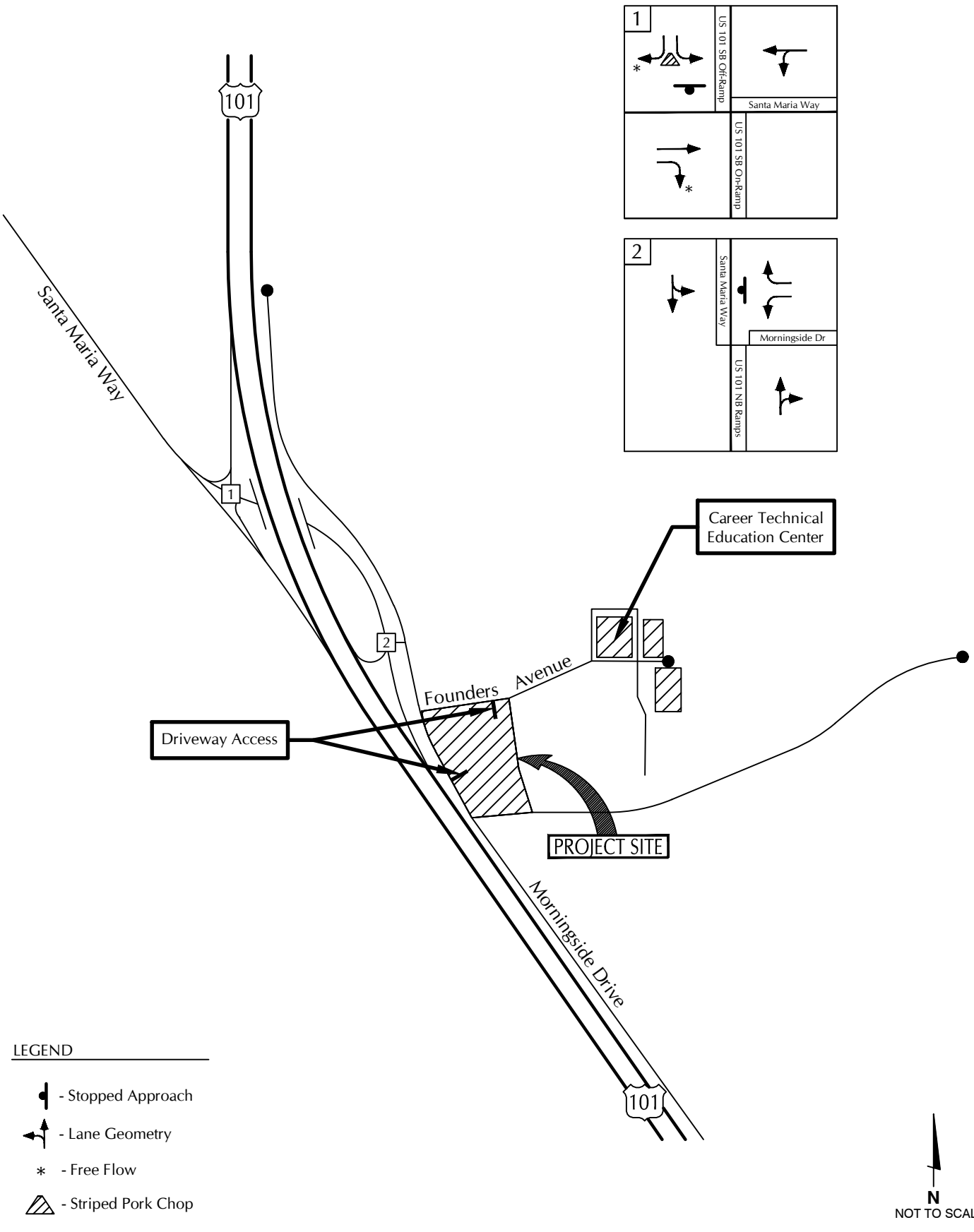
Existing Intersection Operations

Traffic flow on street networks is generally most constrained at intersections, therefore detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. "Levels of Service" (LOS) A through F are used to rate intersection operations, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). The County of Santa Barbara considers LOS C as the minimum acceptable operating standard for intersections.

The US 101 Northbound Ramps/Morningside Drive intersection is controlled by stop-signs on the westbound Morningside Drive approach. Figure 4 shows the existing configuration of the intersection. As shown, the northbound approach on the US 101 northbound off-ramp has a 30-foot flared shoulder to decelerate onto Morningside Drive. The westbound approach provides separate left- and right-turn lanes with 50 feet of storage. The southbound approach contains one lane and transitions to the US 101 northbound on-ramp just south of the intersection.

The US 101 Southbound Ramps/Santa Maria Way intersection is controlled by a stop-sign for left-turns on the US 101 southbound off-ramp approach; and a free right-turn lane for traffic turning right from the off-ramp to northbound Santa Maria Way. Figure 5 shows the existing configuration of the intersection. The eastbound Santa Maria Way approach provides a through lane and a separate right-turn lane for traffic accessing the US 101 southbound on-ramp. The westbound Santa Maria Way approach contains a single lane for through traffic and for traffic turning left onto the southbound on-ramp.

Figures 6-8 show the existing traffic volumes at the two study-area intersections. Existing traffic counts were collected in November of 2022 and June of 2023 when the new Career Technical Education Center was operational during the AM, Mid-day, and PM peak hours. The school is in session from 8:30 AM to 2:45 PM Tuesday – Friday. The bell schedule ends at 1:55 PM on Mondays and 12:45 PM on the occasional minimum day. Counts were conducted from 7:00 AM to 9:00 AM, 2:00 PM to 4:00 PM, and 4:00 PM to 6:00 PM in order to capture the peak traffic during the start and end times for the school.



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EXISTING STREET NETWORK

FIGURE 3

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FIGURE 4

US 101 NORTHBOUND RAMPS/MORNINGSIDE DRIVE INTERSECTION

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US 101 SOUTHBOUND RAMPS/SANTA MARIA WAY INTERSECTION

FIGURE 5

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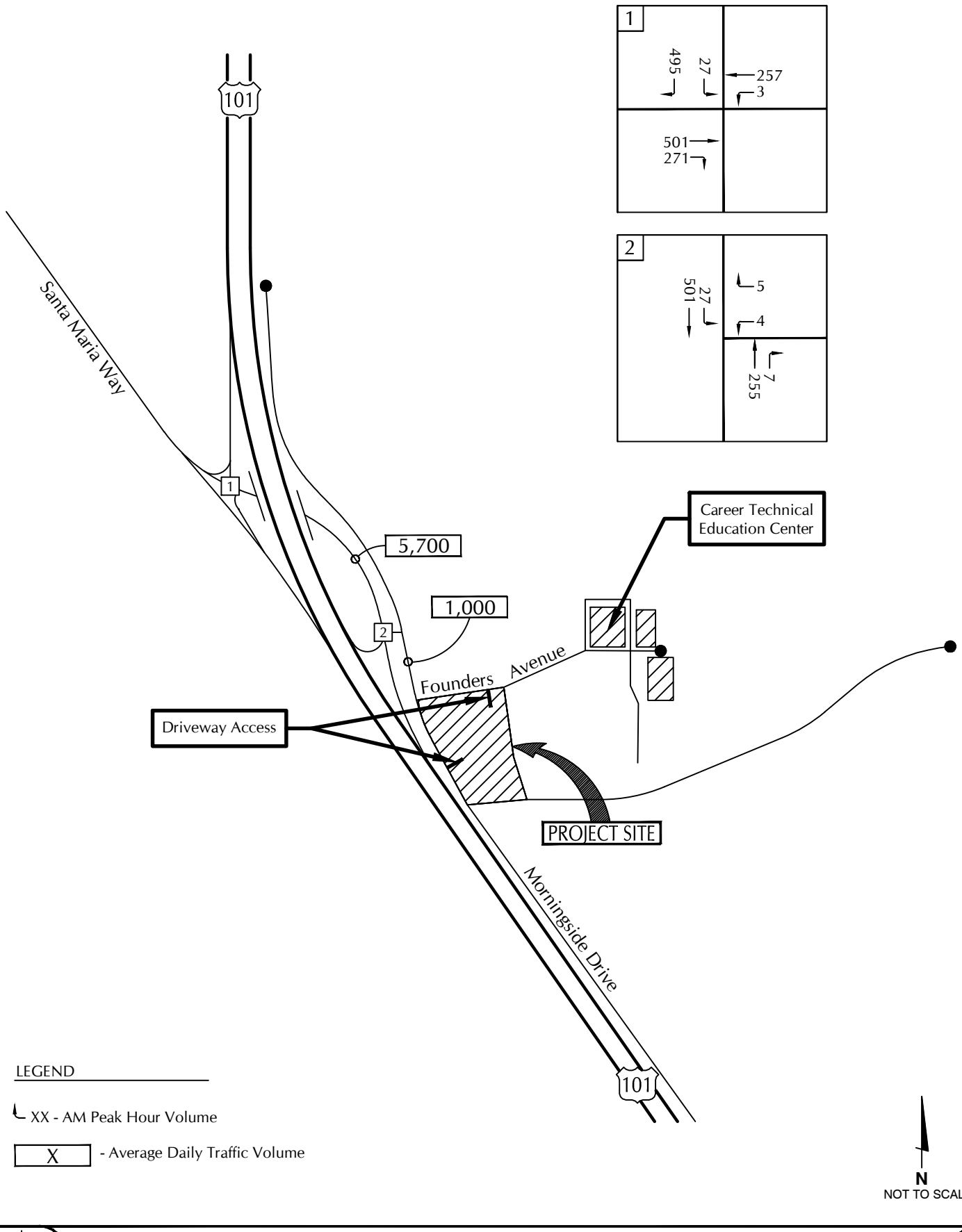

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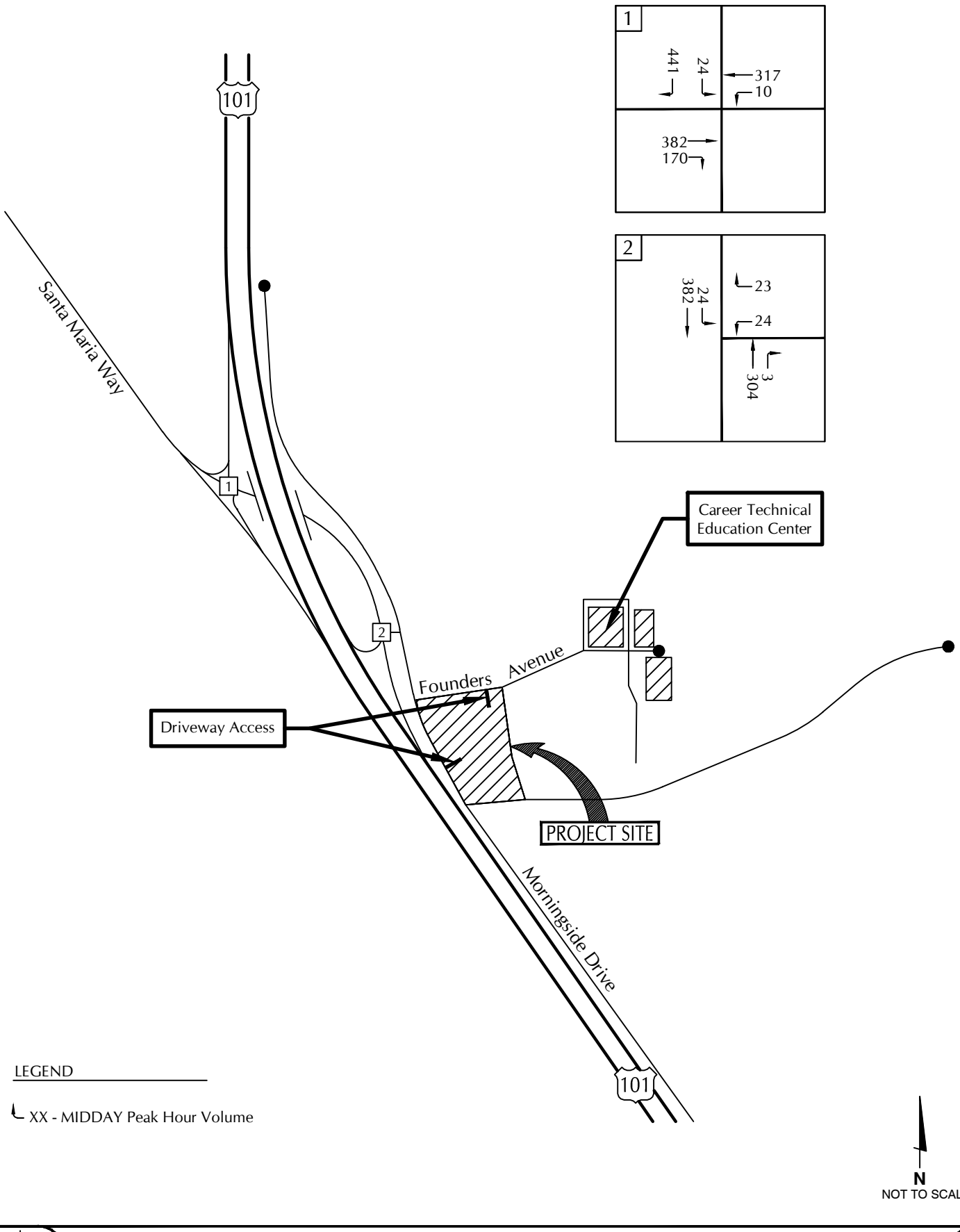
EXISTING TRAFFIC VOLUMES - AM PEAK HOUR

FIGURE 6

JH - ATE#22079.01



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EXISTING TRAFFIC VOLUMES - MIDDAY PEAK HOUR

FIGURE 7

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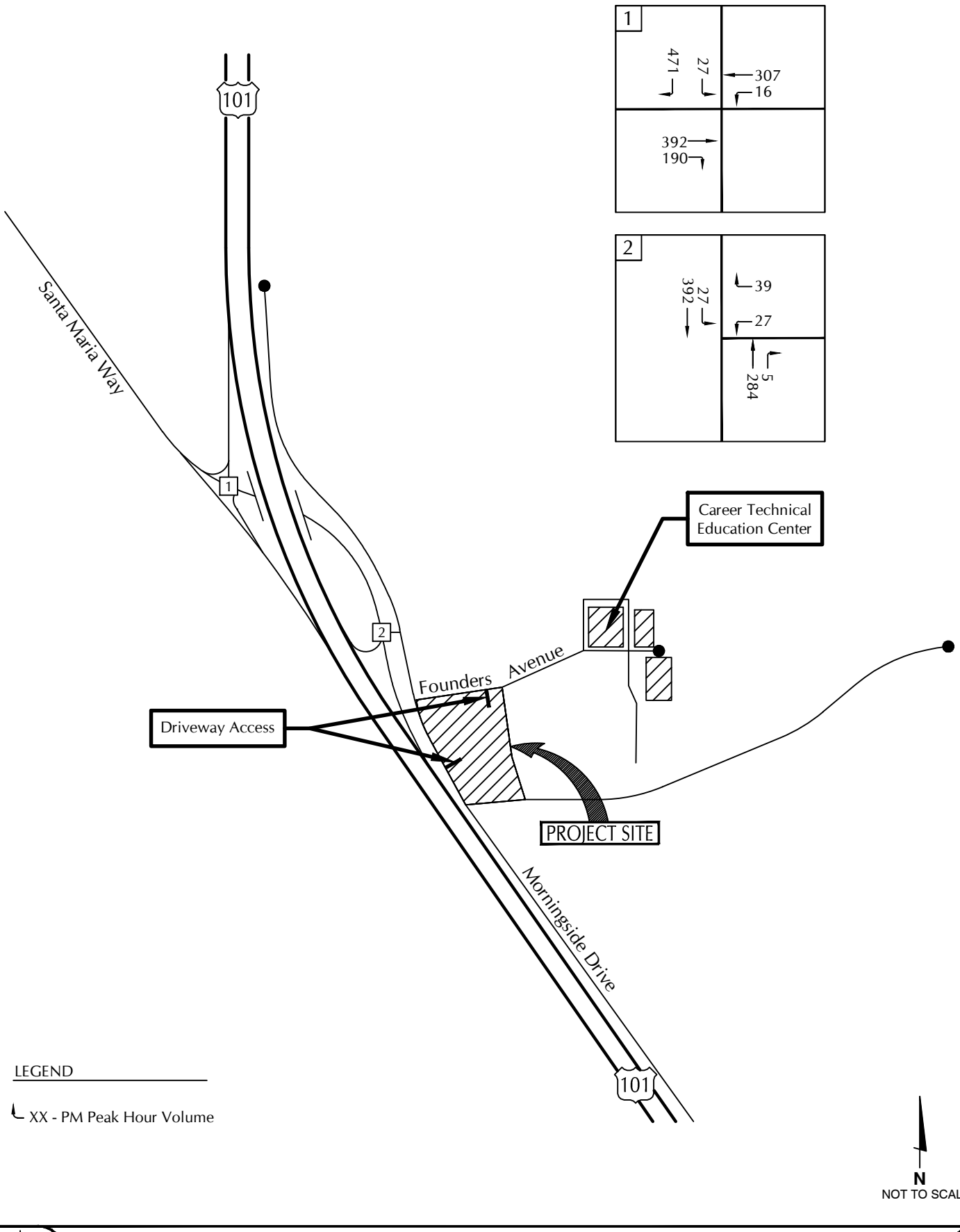

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EXISTING TRAFFIC VOLUMES - PM PEAK HOUR

FIGURE 8

JH - ATE#22079.01

Levels of service for the study-area intersections were calculated using the operations methodology outlined in the Highway Capacity Manual (HCM)[2], which is the methodology adopted by the City. For the unsignalized intersections, each movement required to stop or yield has a level of service rating and there is an overall level of service rating presented for the intersection. Pursuant to the HCM methods, levels of service were calculated and reported based on the average seconds of delay per vehicle for the stop and yield movements. The unsignalized levels of service assume the lane geometries at the intersections as well as the HCM recommended inputs values for other attributes of the intersection (% heavy vehicles, flared approaches, etc.). Table 1 lists the existing traffic controls and levels of service for the study-area intersections identified for the analysis.

Table 3
Existing Levels of Service

Intersection	Delay/LOS		
	AM Peak Hour	**Midday Peak Hour**	**PM Peak Hour**
US 101 SB/Santa Maria Way			
Westbound Left Turns	8.5 Sec/LOS A	8.2 Sec/LOS A	8.2 Sec/LOS A
Southbound Left Turns	19.0 Sec/LOS C	17.8 Sec/LOS C	18.4 Sec/LOS C
Southbound Right Turns (a)	0.0 Sec/LOS A	0.0 Sec/LOS A	0.0 Sec/LOS A
Intersection LOS	**18.0 Sec/LOS C**	**14.9 Sec/LOS B**	**14.6 Sec/LOS B**
US 101 NB/Morningside Drive			
Westbound Left + Right Turns	13.1 Sec/LOS B	13.8 Sec/LOS B	13.4 Sec/LOS B
Southbound Left Turns	7.9 Sec/LOS A	8.0 Sec/LOS A	8.0 Sec/LOS A
Intersection LOS	**9.2 Sec/LOS A**	**11.8 Sec/LOS B**	**11.8 Sec/LOS B**

(a) Free right-turn lane.

As shown in Table 3, the study-area intersections currently operate in the LOS A-C during the peak hours which is consistent with the County's LOS C standard. At the US 101 NB Ramps/Morningside Drive intersection, the Morningside Drive approach currently carries approximately 9 AM peak hour trips (PHT), 47 Midday PHT, and 66 PM PHT. The northbound thru movement currently carries approximately 255 AM PHT, 304 Midday PHT, and 284 PM PHT. The southbound thru- and left-turn lanes currently carry approximately 501 AM PHT, 382 Midday PHT, and 392 PM PHT. Given these volumes, vehicles have sufficient gaps to make a left- and right-turn from Morningside Drive.

COUNTY TRANSPORTATION POLICIES

The County transportation standards for the Orcutt area are based on the policies contained in the Orcutt Community Plan (OCP). These thresholds are outlined below.

[2] Highway Capacity Manual, Transportation Research Board, 7th Edition, 2022.

Policy CIRC-O-3: The County shall maintain a minimum Level of Service C or better on roadways and intersections within the Orcutt Planning Area, except that Minimum LOS shall be "D" for the following roadway segments and intersections:

- Foster Road and Highway 135 intersection
- Lakeview Road and Skyway Drive intersection
- Stillwell Road and Lakeview Road intersection
- All Clark Avenue roadway segments and intersections between Blosser Road on the west and Foxenwood Lane on the east.

EXISTING + PROJECT ANALYSIS

Project Trip Generation – Operational Data

Trip generation estimates were developed for the Famcon Project based on the operational data provided by the applicant (operation hours, number of employees, number of customers, number of deliveries, etc.). The analysis assumes a 15% carpool rate for employees based on the commute mode split data published by SBCAG for Santa Barbara County (see Technical Appendix). Table 4 summarizes the trip generation estimates for the Project based on the operational data.

Table 4
Project Trip Generation – Operational Data

Project Component	No. per Day	Shift Schedule	Trip Generation			
			ADT	AM Peak	Midday Peak	PM Peak
Employees (a)	8	6:30 AM - 5:00 PM	20	0	0	7
Trucks						
Delivery Trucks - Out (b)	10	6:30 AM - 5:00 PM	20	2	2	2
Delivery Trucks - In (c)	4	7:30 AM - 2:00 PM	8	1	0	0
Customer Trucks – AM (d)	12	6:30 AM - 2:00 PM	24	3	0	0
Customers Trucks – Midday and PM (e)	6	2:00 PM - 5:00 PM	12	0	4	4
Trucks Subtotal			64	6	6	6
Total			**84**	**6**	**6**	**13**

(a) Employees: Trip generation assume 15% carpooling based on SBCAG carpool data. ADT assumes 1 inbound + 1 outbound trip per employee vehicle and 50% of employees will leave and return for lunch. AM and Midday trips are outside of the peak hour periods.
(b) Trip generation assumes 1 inbound + 1 outbound trip per delivery truck. Peak hour trips assume 10% of ADT.
(c) Trip generation assumes 1 inbound + 1 outbound trip per delivery truck. Peak hour trips assume 15% of ADT. No trips during Midday and PM peak hours.
(d) Trip generation assumes 1 inbound + 1 outbound trip per customer truck. Peak hour trips assume 13% of ADT. No trips during Midday and PM peak hours.
(e) Trip generation assumes 1 inbound + 1 outbound trip per customer truck. Peak hour trips assume 33% of ADT. No trips during AM peak hours.

As shown in Table 4, the Project is forecast to generate 84 average daily trips (ADT), with 6 AM PHT, 6 Midday PHT, and 13 PM PHT.

Project Trip Generation – ITE Data

In order to confirm the traffic estimates developed from the operational data, trip generation estimates were also calculated using the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for Manufacturing (Land-Use Code #140). The ITE trip rates are developed based on studies conducted at similar facilities located within California and the United States. Table 5 summarizes the average daily, AM and PM peak hour trip generation estimates for the Project using ITE rates.

Table 5
Project Trip Generation – ITE Rates

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Manufacturing	11,040 SF	4.75	52	0.68	8 (6/2)	0.74	8 (2/6)

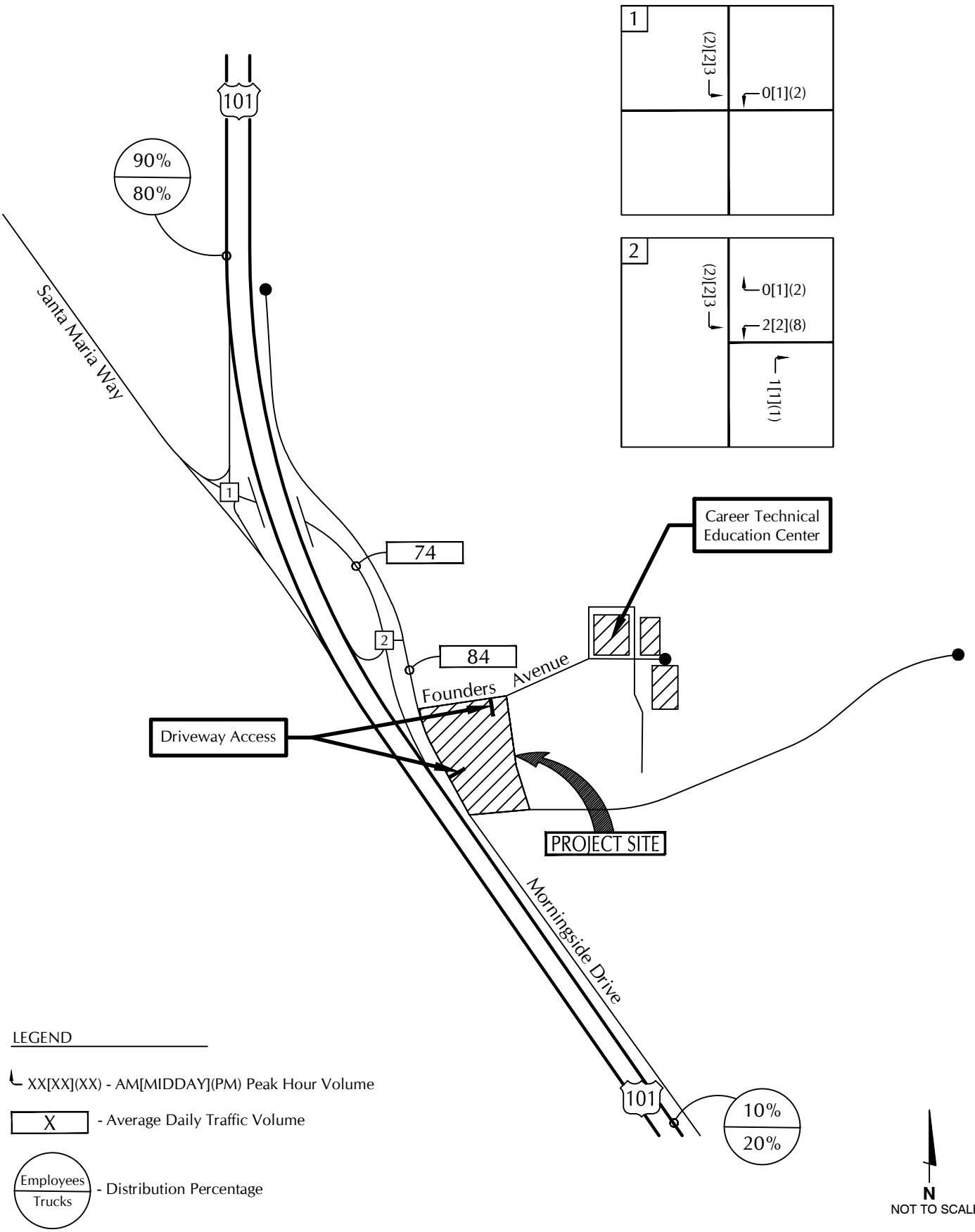
As shown in Table 5, the Project would generate 52 ADT, 8 AM peak hour trips and 8 PM peak hour trips using ITE rates. The trip generation based on operational data estimated 32 more ADT, 2 less AM peak hour trips, and 5 more PM peak hour trips which is more conservative, thus the trip generation based on the operational data was used for the analysis.

Project Trip Distribution

Trip distribution percentages were developed for the Project based on data from the applicant. Separate trip distribution patterns were developed for the employees and delivery/customer trucks. Figure 9 illustrates the trip distribution and assignment of Project traffic at the study-area intersections. Table 6 presents the trip distribution percentages developed for the Project.

Table 6
Project Trip Distribution

Origin/Destination	Direction	Employee Distribution%	Delivery/Customer Distribution%
US 101	North	90%	80%
US 101	South	10%	20%
Total		**100%**	**100%**



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 9

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EXISTING + PROJECT ANALYSIS

Roadway Operations

The Existing + Project roadway volumes are shown on Figure 10. Table 7 compares the Existing and Existing + Project roadway operations and identifies the Project's consistency with the County's roadway capacity standards.

Table 7
Existing + Project Roadway Segment Operations

Roadway Segment	Existing ADT	Project-Added ADT	Existing + Project ADT	Acceptable Capacity	Consistent?
Santa Maria Way @ Morningside Drive	5,700	74	5,774	14,300	YES
Morningside Drive @ Santa Maria Way	1,000	84	1,084	5,000	YES

As shown in Table 7, the study-area roadways are forecast to operate within the County's Acceptable Capacity designations with Existing + Project traffic. The Project would therefore be consistent with the County's standards for roadways.

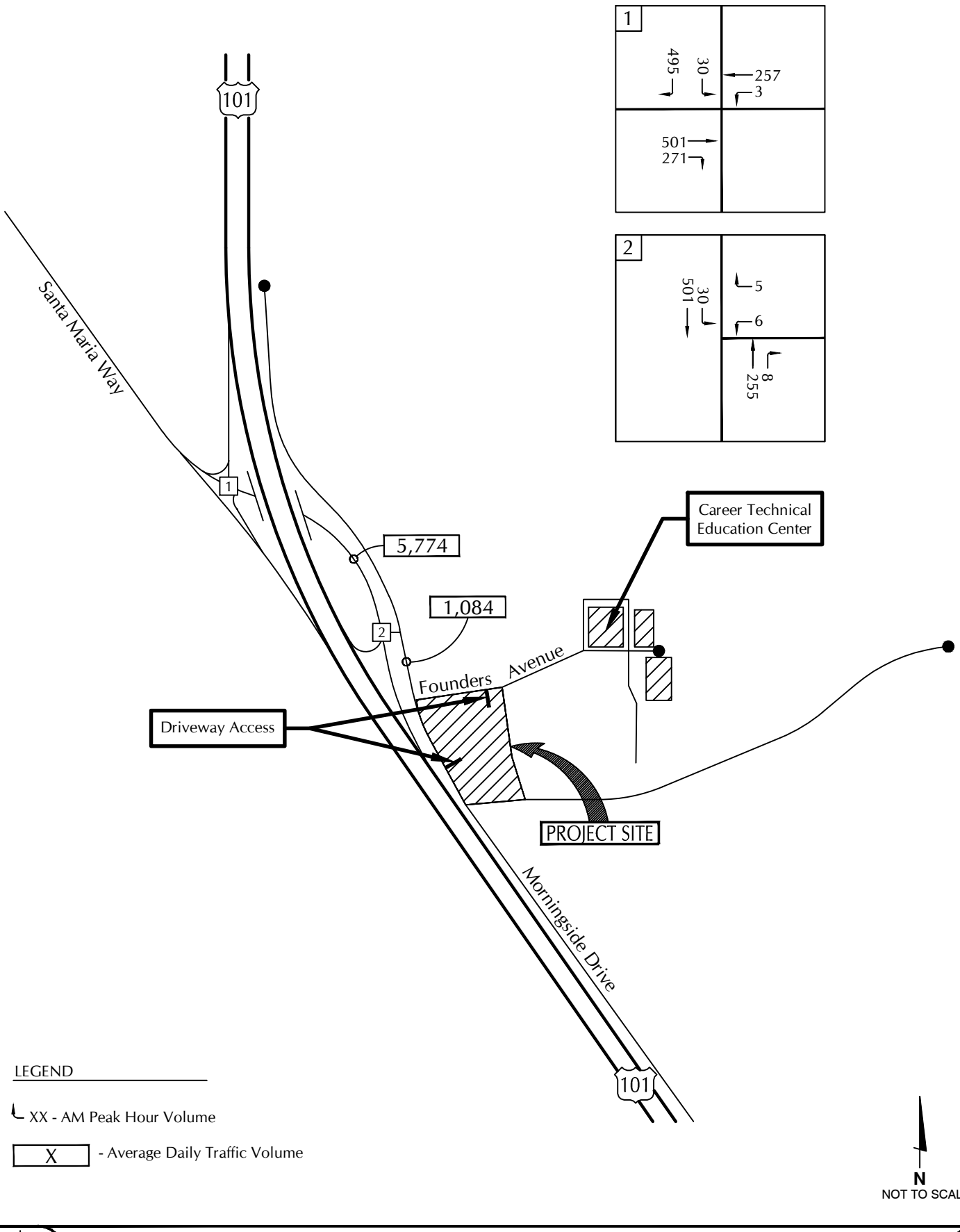
Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Existing + Project volumes shown on Figures 10-12. Tables 8-10 compare the Existing and Existing + Project delays and levels of service for the AM, Midday and PM peak hour periods. The tables also show the amount of Project traffic added to each intersection.

Table 8
Existing + Project Levels of Service – AM Peak Hour

Intersection	Delay/LOS(a)		Project Added	
	Existing	Existing + Project	Trips	Consistent?
US 101 SB/Santa Maria Way				
Westbound Left Turns	8.5 Sec/LOS A	8.5 Sec/LOS A		
Southbound Left Turns	19.0 Sec/LOS C	19.2 Sec/LOS C	3	Yes
Southbound Right Turns (a)	0.0 Sec/LOS A	0.0 Sec/LOS A		
Intersection LOS	**18.0 Sec/LOS C**	**18.3 Sec/LOS C**		
US 101 NB/Morningside Drive				
Westbound Left + Right Turns	13.1 Sec/LOS B	14.0 Sec/LOS B	6	Yes
Southbound Left Turns	7.9 Sec/LOS A	7.9 Sec/LOS A		
Intersection LOS	**9.2 Sec/LOS A**	**9.5 Sec/LOS A**		

(a) Free right-turn lane.



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EXISTING + PROJECT TRAFFIC VOLUMES - AM PEAK HOUR

FIGURE 10

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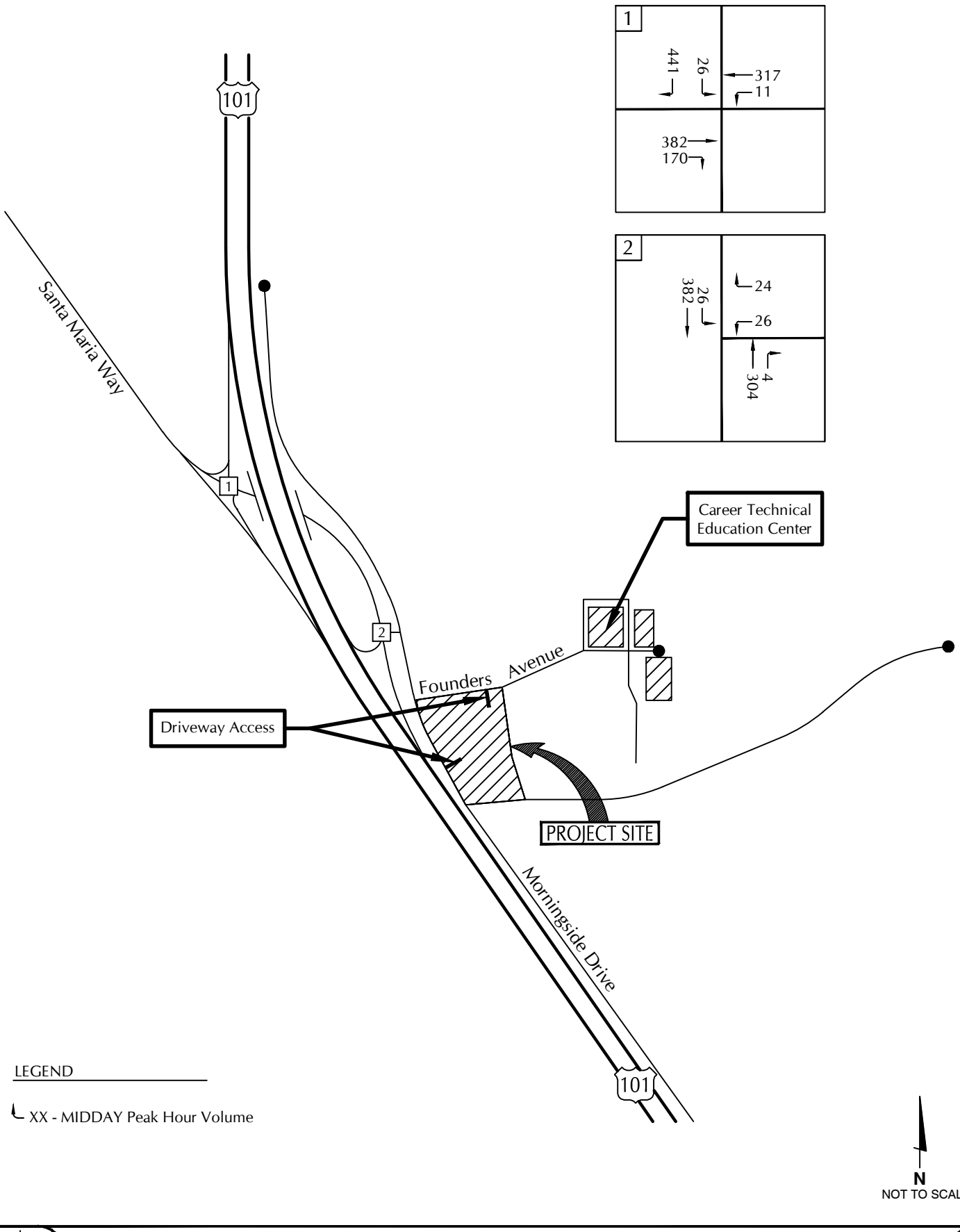

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EXISTING + PROJECT TRAFFIC VOLUMES - MIDDAY PEAK HOUR

FIGURE 11

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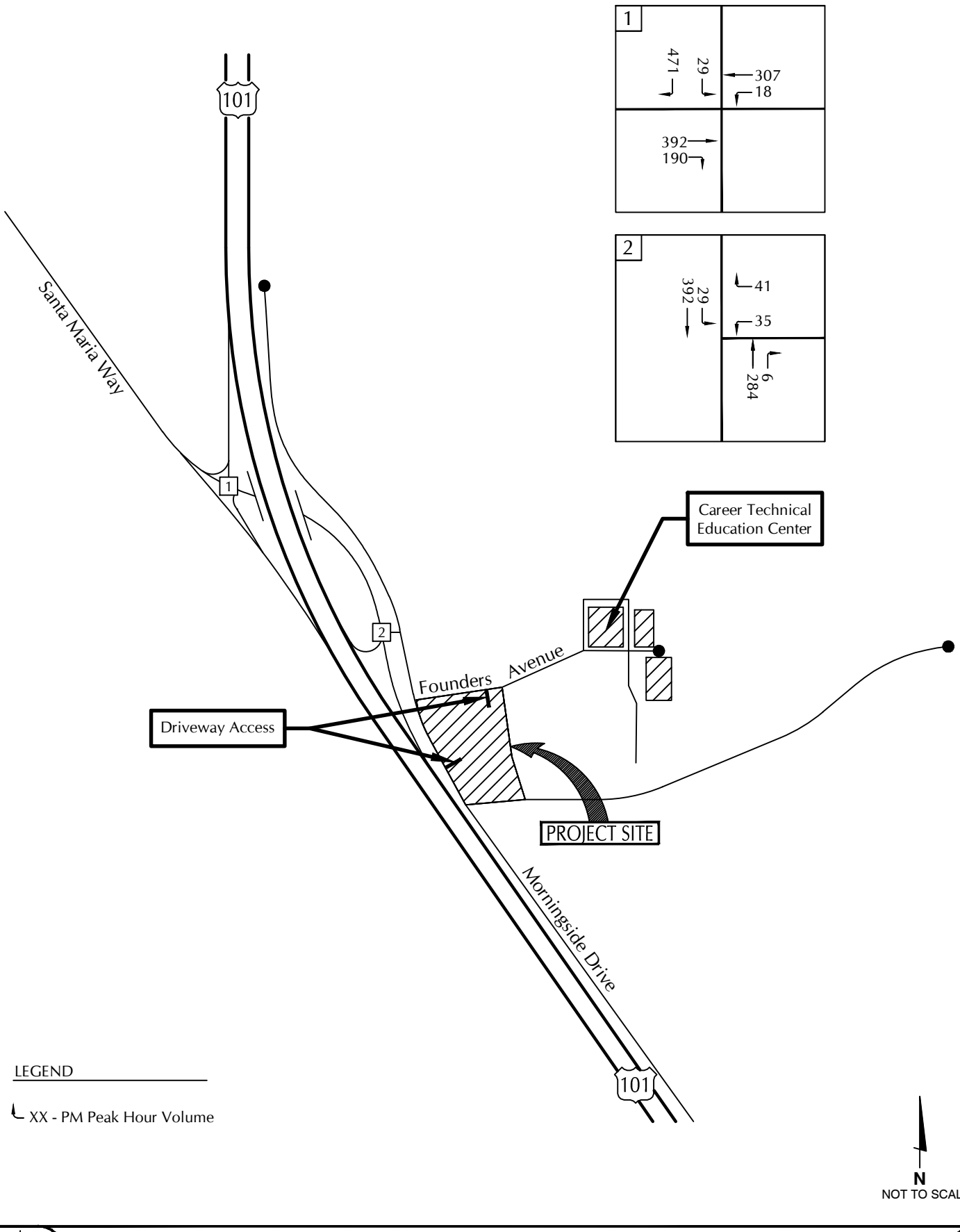

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EXISTING + PROJECT TRAFFIC VOLUMES - PM PEAK HOUR

FIGURE 12

JH - ATE#22079.01

Table 9
Existing + Project Levels of Service – Midday Peak Hour

Intersection	Delay/LOS(a)		Project Added	
	Existing	Existing + Project	Trips	Consistent?
US 101 SB/Santa Maria Way				
Westbound Left Turns	8.2 Sec/LOS A	8.2 Sec/LOS A		
Southbound Left Turns	17.8 Sec/LOS C	18.0 Sec/LOS C	3	Yes
Southbound Right Turns (a)	0.0 Sec/LOS A	0.0 Sec/LOS A		
Intersection LOS	**14.9 Sec/LOS B**	**15.1 Sec/LOS C**		
US 101 NB/Morningside Drive				
Westbound Left + Right Turns	13.8 Sec/LOS B	14.0 Sec/LOS B	6	Yes
Southbound Left Turns	8.0 Sec/LOS A	8.0 Sec/LOS A		
Intersection LOS	**11.8 Sec/LOS B**	**12.0 Sec/LOS B**		

(a) Free right-turn lane.

Table 10
Existing + Project Levels of Service – PM Peak Hour

Intersection	Delay/LOS(a)		Project Added	
	Existing	Existing + Project	Trips	Consistent?
US 101 SB/Santa Maria Way				
Westbound Left Turns	8.2 Sec/LOS A	8.2 Sec/LOS A		
Southbound Left Turns	18.4 Sec/LOS C	18.6 Sec/LOS C	4	Yes
Southbound Right Turns (a)	0.0 Sec/LOS A	0.0 Sec/LOS A		
Intersection LOS	**14.6 Sec/LOS B**	**14.6 Sec/LOS B**		
US 101 NB/Morningside Drive				
Westbound Left + Right Turns	13.4 Sec/LOS B	14.1 Sec/LOS B	13	Yes
Southbound Left Turns	8.0 Sec/LOS A	8.0 Sec/LOS A		
Intersection LOS	**11.8 Sec/LOS B**	**12.4 Sec/LOS B**		

(a) Free right-turn lane.

The data presented in Tables 8-10 show that the study-area intersections are forecast to operate in the LOS A-C range with Existing + Project traffic which is consistent with the County's LOS C standard. The Project is forecast to add 3 AM PHT, 3 Midday PHT, and 4 PM PHT to the US 101 SB/Santa Maria Way intersection and 6 AM PHT, 6 Midday PHT, and 13 PM PHT to the US 101 NB/Morningside Drive intersection which would not significantly increase the delays experienced.

CUMULATIVE CONDITIONS

Cumulative traffic volumes were forecast for the study-area roadways and intersections assuming development of the approved and pending projects located in the adjacent portions of the City and the County (list of cumulative projects is contained in the Technical Appendix). Trip generation estimates were developed for the cumulative projects using ITE rates or from traffic studies prepared for the cumulative projects (cumulative trip generation calculations are contained in the Technical Appendix). The traffic generated by the cumulative projects was then added to the Existing volumes to produce the Cumulative traffic forecasts. Figures 13-15 show the Cumulative traffic volumes and Figures 16-18 show the Cumulative + Project volumes.

Cumulative Roadway Operations

The Cumulative and Cumulative + Project roadway volumes are shown on Figures 13 and 16. Table 11 compares the Cumulative and Cumulative + Project roadway operations and identifies the Project's consistency with the County's roadway capacity standards.

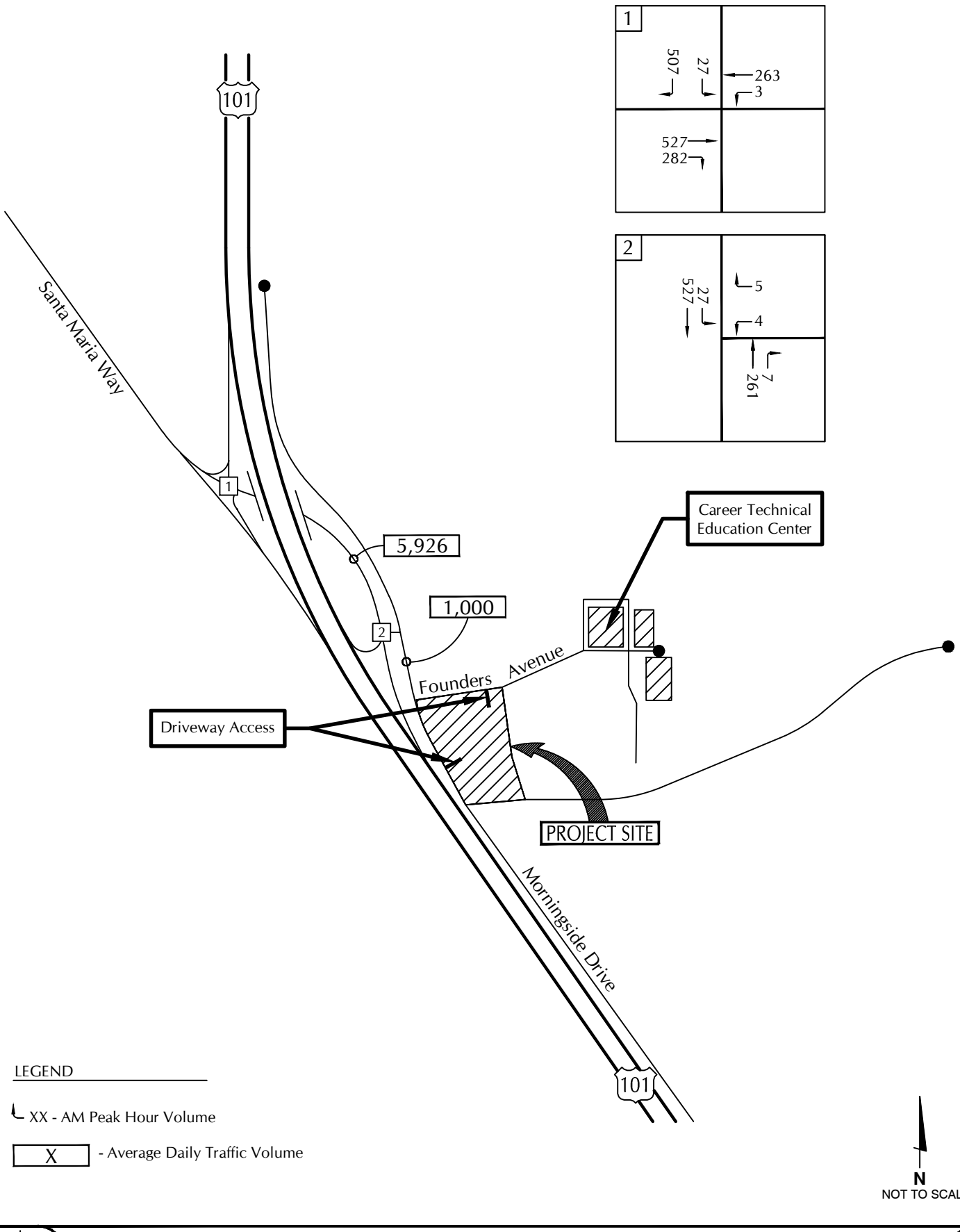
Table 11
Cumulative and Cumulative + Project Roadway Segment Operations

Roadway Segment	Cumulative ADT	Cumulative + Project ADT	Acceptable Capacity	Consistent?
Santa Maria Way @ Morningside Drive	5,926	6,000	14,300	YES
Morningside Drive @ Santa Maria Way	1,000	1,084	1,000	YES

As shown in Table 11, the study-area roadways are forecast to operate within the County's Acceptable Capacity designations with Cumulative and Cumulative + Project traffic. The Project would therefore be consistent with the County's standards for roadways.

Cumulative Intersection Operations

Tables 12-14 compare the Cumulative and Cumulative + Project delays and levels of service for the AM, Midday and PM peak hour periods. The tables also show the amount of Project traffic added to each intersection.



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CUMULATIVE TRAFFIC VOLUMES - AM PEAK HOUR

FIGURE 13

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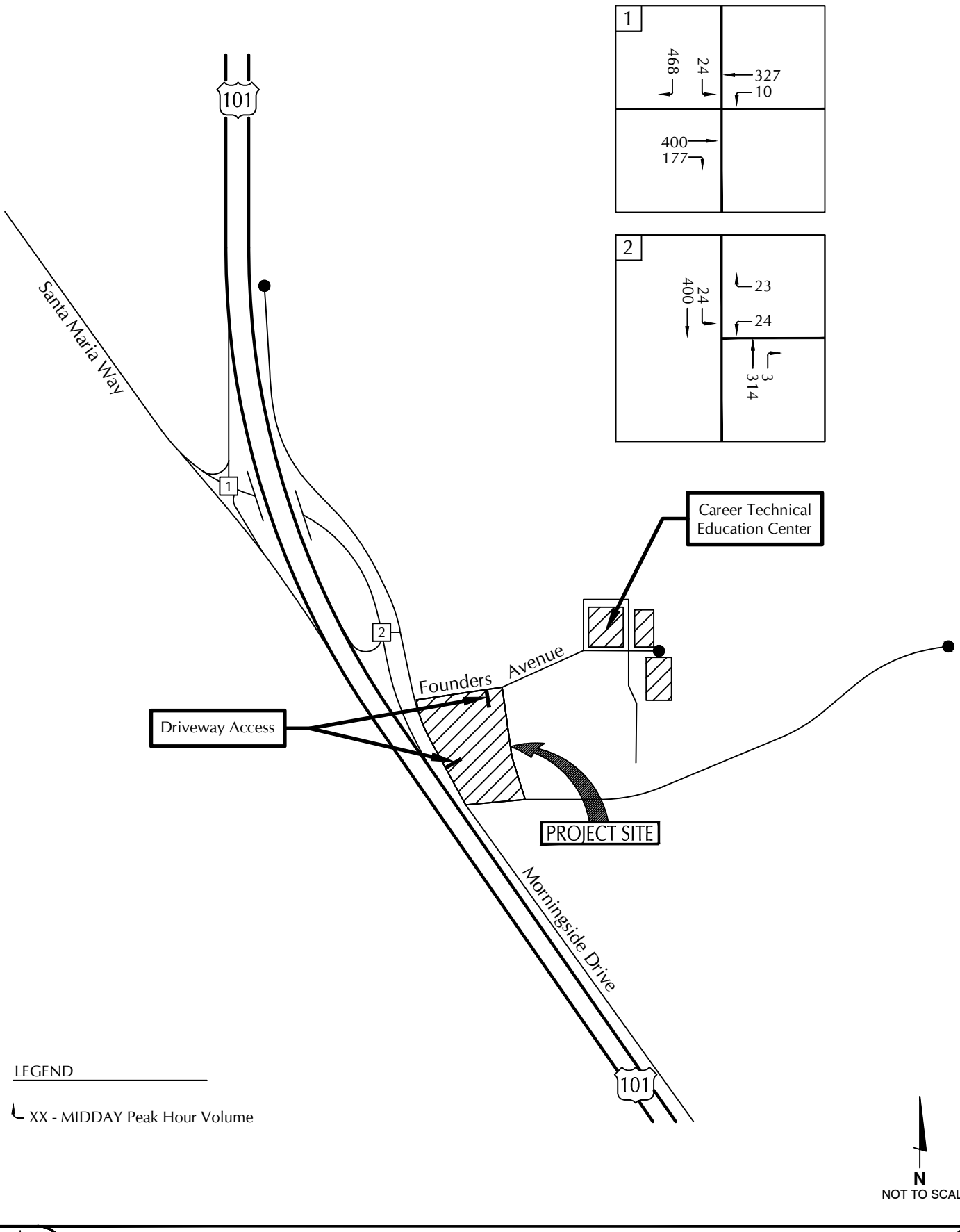

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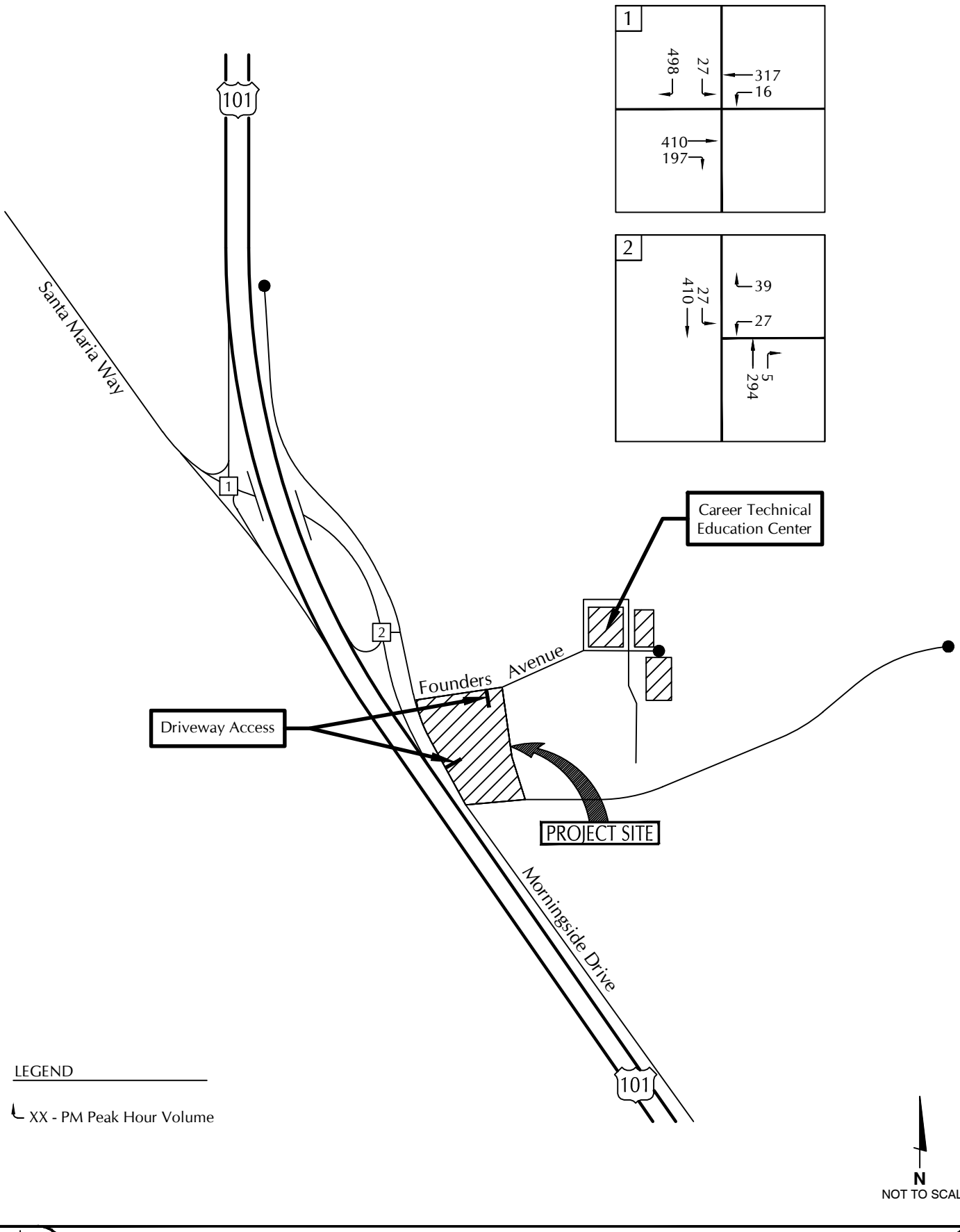
CUMULATIVE TRAFFIC VOLUMES - MIDDAY PEAK HOUR

FIGURE 14

JH - ATE#22079.01



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CUMULATIVE TRAFFIC VOLUMES - PM PEAK HOUR

FIGURE 15

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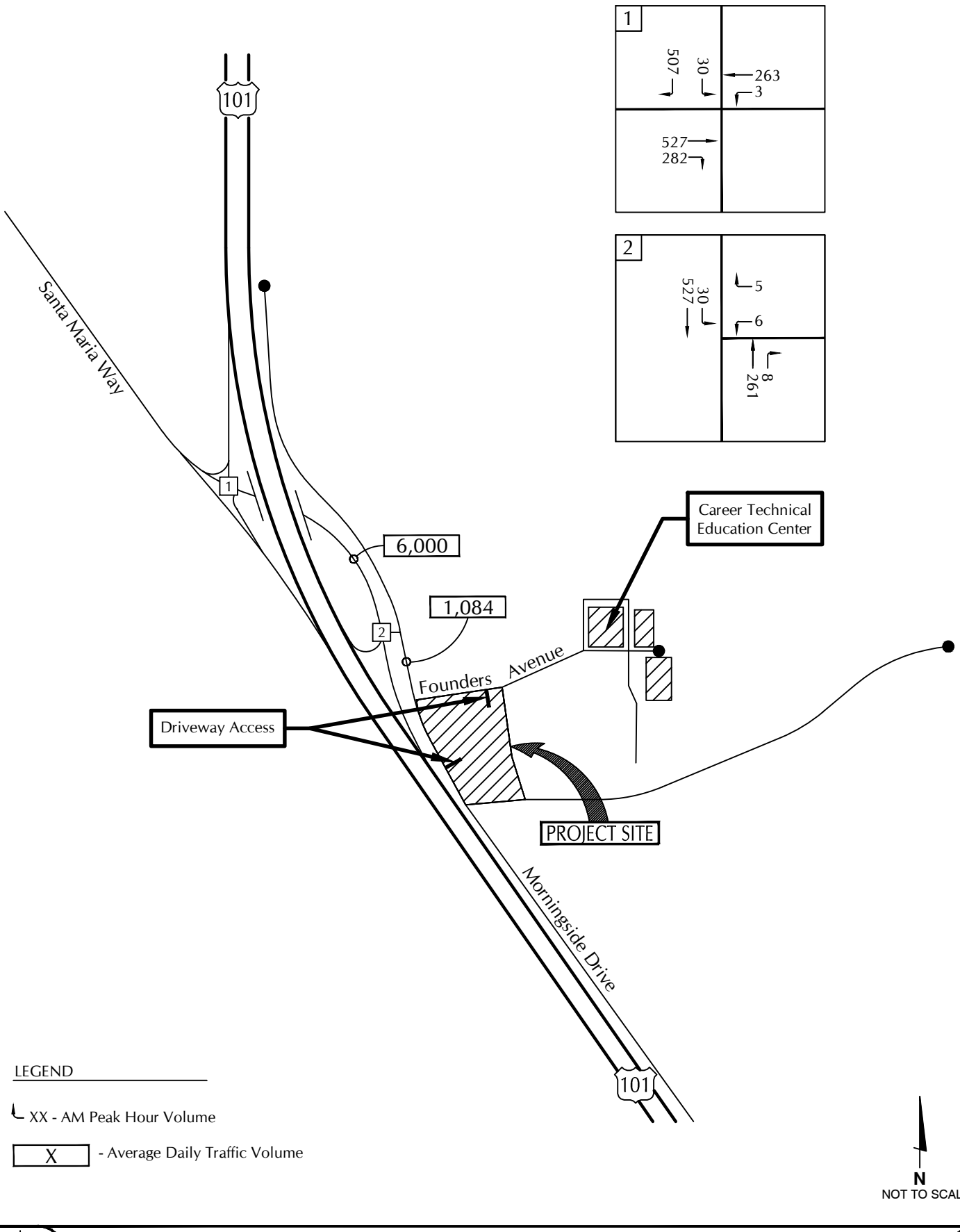

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CUMULATIVE + PROJECT TRAFFIC VOLUMES - AM PEAK HOUR

FIGURE 16

JH - ATE#22079.01

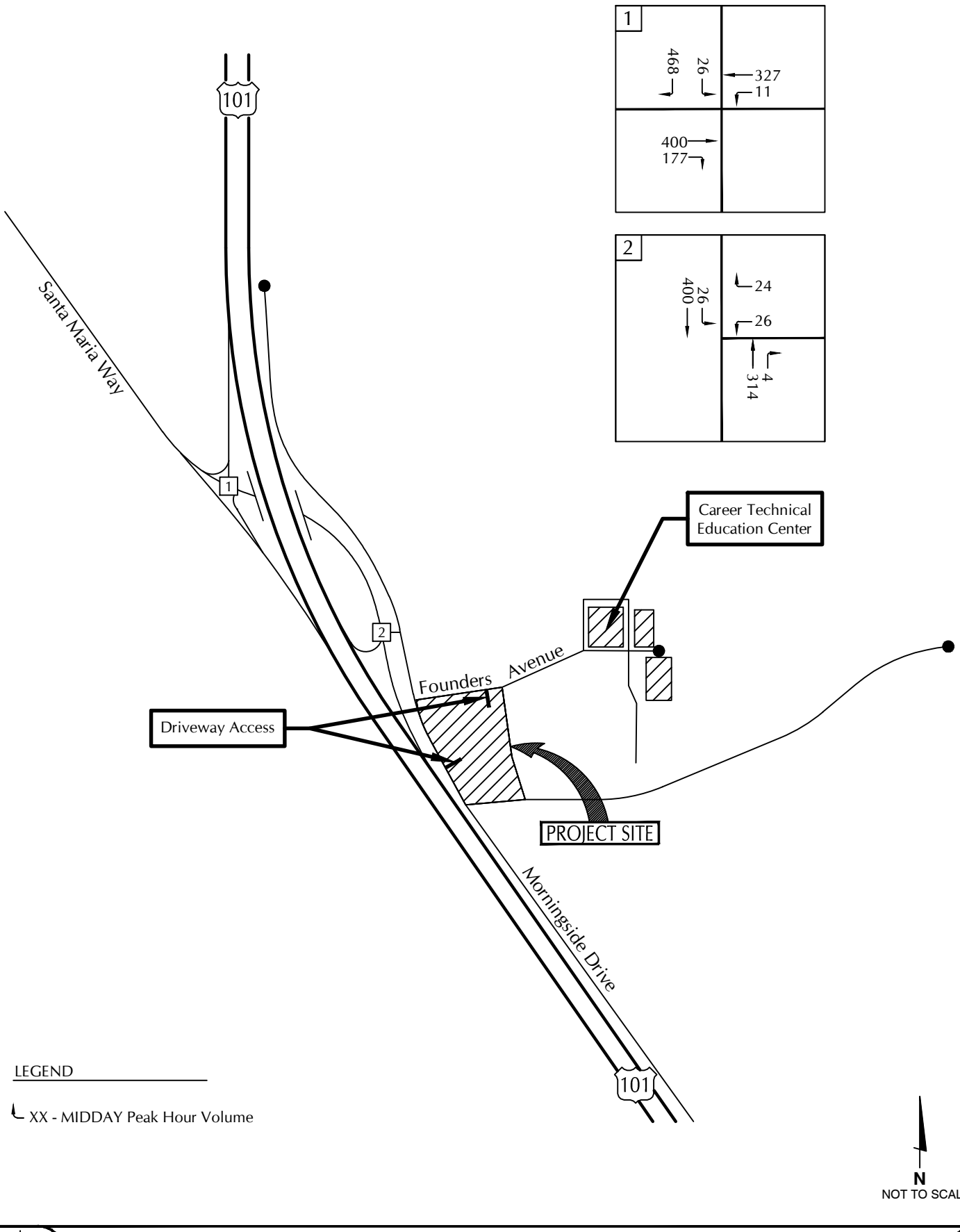

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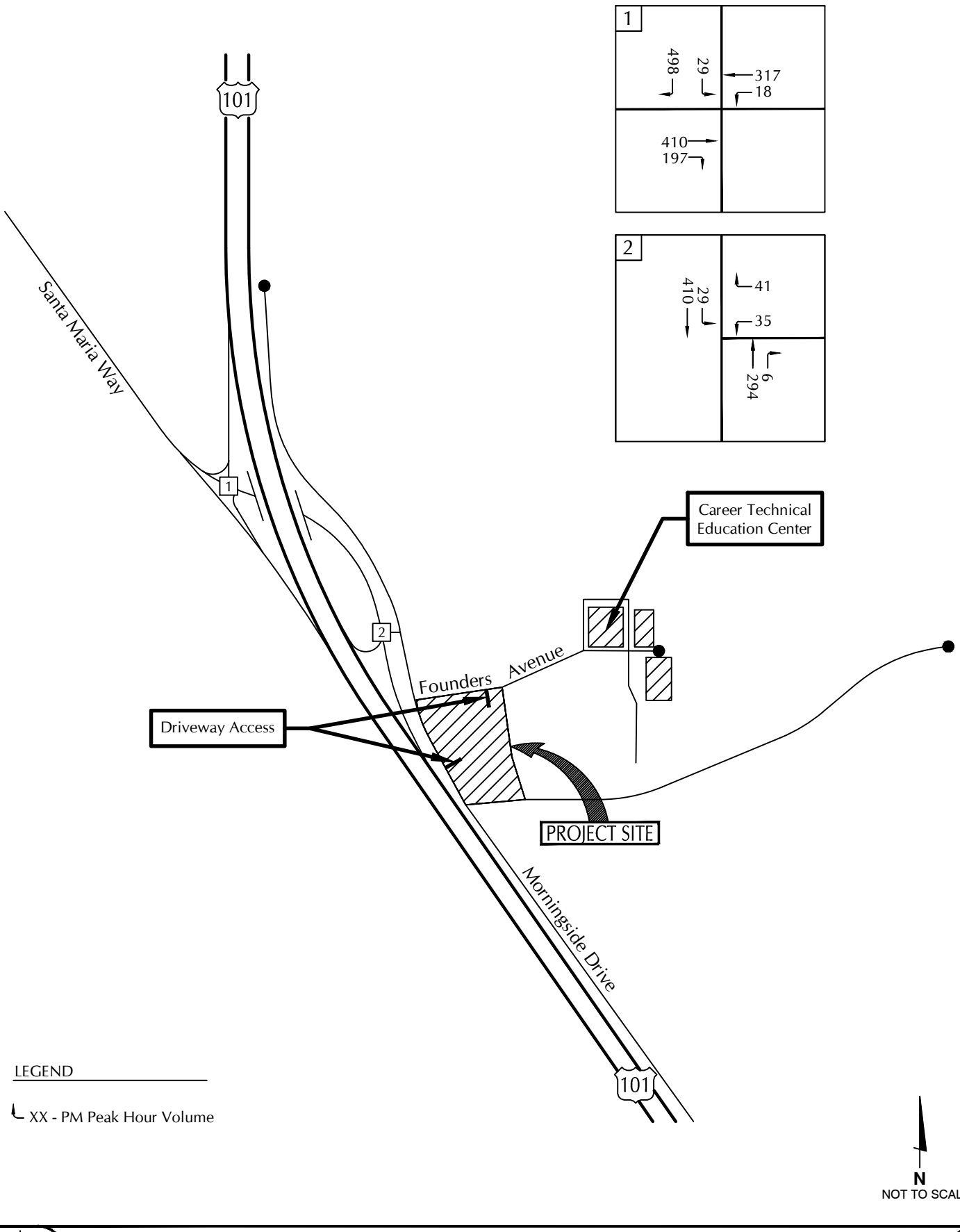
FIGURE 17

CUMULATIVE + PROJECT TRAFFIC VOLUMES - MIDDAY PEAK HOUR

JH - ATE#22079.01



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CUMULATIVE + PROJECT TRAFFIC VOLUMES - PM PEAK HOUR

FIGURE 18

JH - ATE#22079.01

Table 12
Cumulative + Project Levels of Service – AM Peak Hour

Intersection	Delay/LOS(a)		Project Added	Consistent?
	Cumulative	Cumulative + Project	Trips	
US 101 SB/Santa Maria Way				
Westbound Left Turns	8.6 Sec/LOS A	8.6 Sec/LOS A	3	Yes
Southbound Left Turns	19.8 Sec/LOS C	20.0 Sec/LOS C		
Southbound Right Turns (a)	0.0 Sec/LOS A	0.0 Sec/LOS A		
Intersection LOS	**18.8 Sec/LOS C**	**19.1 Sec/LOS C**		
US 101 NB/Morningside Drive				
Westbound Left + Right Turns	13.4 Sec/LOS B	14.3 Sec/LOS B	6	Yes
Southbound Left Turns	7.9 Sec/LOS A	7.9 Sec/LOS A		
Intersection LOS	**9.3 Sec/LOS A**	**9.6 Sec/LOS A**		

(a) Free right-turn lane.

Table 13
Cumulative + Project Levels of Service – Midday Peak Hour

Intersection	Delay/LOS(a)		Project Added	Consistent?
	Cumulative	Cumulative + Project	Trips	
US 101 SB/Santa Maria Way				
Westbound Left Turns	8.2 Sec/LOS A	8.3 Sec/LOS A	3	Yes
Southbound Left Turns	18.5 Sec/LOS C	18.7 Sec/LOS C		
Southbound Right Turns (a)	0.0 Sec/LOS A	0.0 Sec/LOS A		
Intersection LOS	**15.4 Sec/LOS C**	**15.6 Sec/LOS C**		
US 101 NB/Morningside Drive				
Westbound Left + Right Turns	14.2 Sec/LOS B	14.4 Sec/LOS B	6	Yes
Southbound Left Turns	8.0 Sec/LOS A	8.1 Sec/LOS A		
Intersection LOS	**12.1 Sec/LOS B**	**12.2 Sec/LOS B**		

(a) Free right-turn lane.

Table 14
Cumulative + Project Levels of Service – PM Peak Hour

Intersection	Delay/LOS(a)		Project Added	Consistent?
	Cumulative	Cumulative + Project	Trips	
US 101 SB/Santa Maria Way				
Westbound Left Turns	8.3 Sec/LOS A	8.3 Sec/LOS A		
Southbound Left Turns	19.1 Sec/LOS C	19.4 Sec/LOS C	4	Yes
Southbound Right Turns (a)	0.0 Sec/LOS A	0.0 Sec/LOS A		
Intersection LOS	**15.1 Sec/LOS C**	**15.1 Sec/LOS C**		
US 101 NB/Morningside Drive				
Westbound Left + Right Turns	13.7 Sec/LOS B	14.5 Sec/LOS B	13	Yes
Southbound Left Turns	8.0 Sec/LOS A	8.0 Sec/LOS A		
Intersection LOS	**12.1 Sec/LOS B**	**12.7 Sec/LOS B**		

(a) Free right-turn lane.

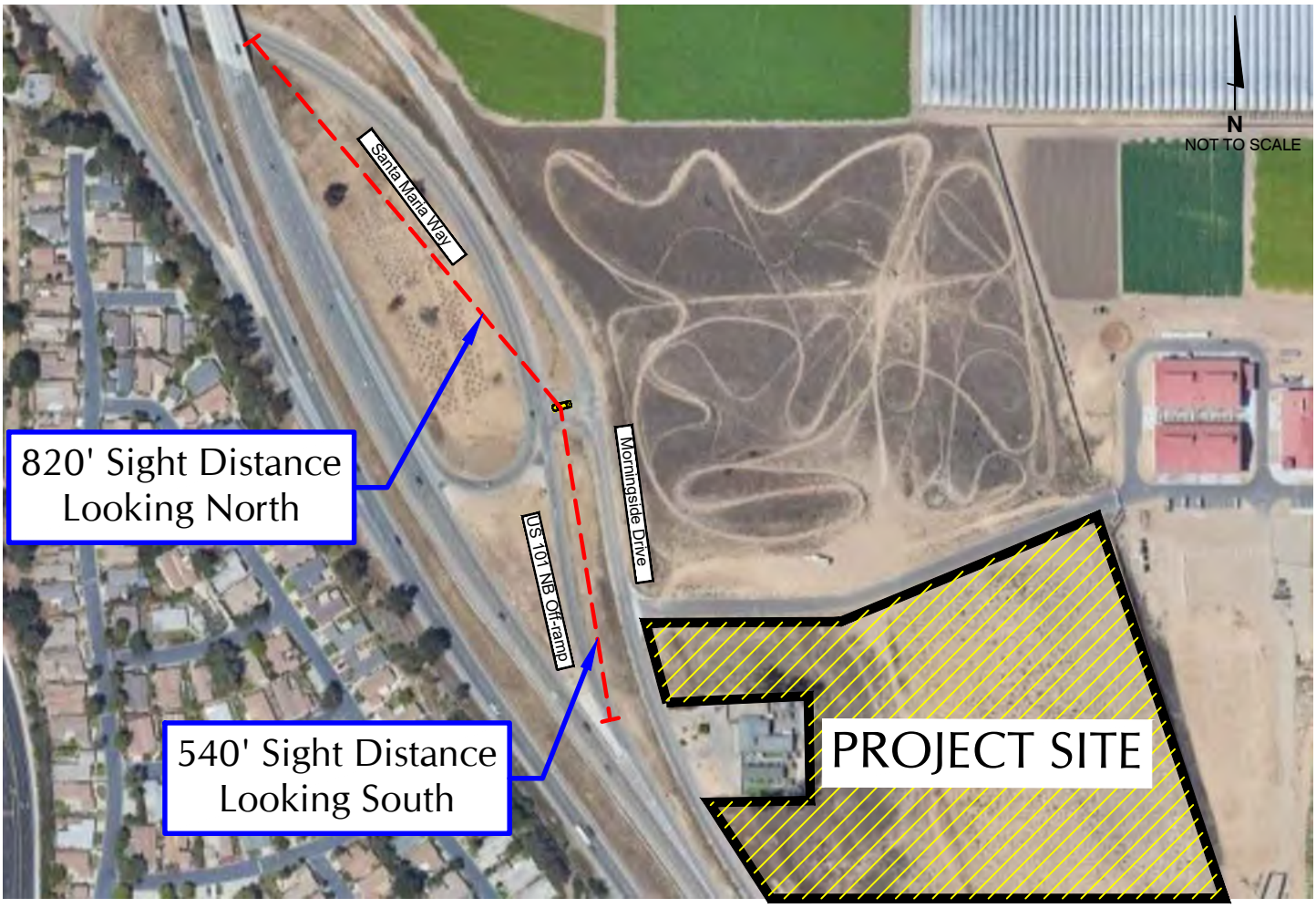
The data presented in Tables 12-14 show that the study-area intersections are forecast to operate in the LOS A-C range with Cumulative and Cumulative+ Project traffic which is consistent with the County's LOS C standard. The Project is forecast to add 3 AM PHT, 3 Midday PHT, and 4 PM PHT to the US 101 SB/Santa Maria Way intersection and 6 AM PHT, 6 Midday PHT, and 13 PM PHT to the US 101 NB/Morningside Drive intersection which would not significantly increase the delays experienced.

SITE ACCESS AND CIRCULATION

Sight Distance Analysis

Sight distances were evaluated at the US 101 Northbound Ramps/Morningside Drive intersection. The driver of a vehicle turning from the frontage road connector should have an unobstructed view along Santa Maria Way and the US 101 Northbound off-ramp sufficient in length to permit the driver to anticipate and avoid potential collisions. The unobstructed views form triangular areas known as sight triangles. The Caltrans Highway Design Manual[3] corner and stopping sight distance standards were used to determine minimum sight distance requirements at the intersection. Speed surveys were conducted at the intersection to ascertain vehicle speeds on Santa Maria Way and the US 101 northbound off-ramp (speed survey data contained in the Technical Appendix). The sight distance analysis looking to the north and south from the intersection are illustrated on Figure 19 and discussed below.

[3] Highway Design Manual, California Department of Transportation, Sixth Edition, Updated May 2012.



Looking South

Looking North

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MORNINGSIDE DRIVE SIGHT DISTANCES

FIGURE 19

JH - ATE#22079.01

Sight Distance to North. Field review determined that there is about 820 feet of sight distance looking to the north from the intersection along Santa Maria Way. The speed surveys measured the 85th percentile speed at 35 MPH for southbound traffic (from Santa Maria area) approaching the intersection. For 35 MPH, the Caltrans recommended stopping sight distance is 250 feet and the recommended corner sight distance is 385 feet. The 820 feet of sight distance provided at the intersection exceeds the Caltrans recommended stopping and corner sight distances.

Sight Distance to South. Field review determined that there is about 540 feet of sight distance looking to the south from the intersection along the US 101 northbound off-ramp. There is a horizontal curve to the south of the intersection which restricts the sight distance to 540 feet. There is a 45 MPH speed sign on the US 101 northbound off-ramp approaching the intersection. The speed surveys measured the 85th percentile speed at 51 MPH for northbound traffic exiting US 101 approaching the intersection. For 51 MPH, the Caltrans recommended stopping sight distance is 444 feet and the recommended corner sight distance is 561 feet. The 540 feet of sight distance provided at the intersection meets the Caltrans recommended stopping sight distance, but is 21 feet less than the recommended corner sight distance.

ACCIDENT ANALYSIS

An accident analysis was completed to evaluate the accident rates for the US 101 NB Ramps/Morningside Drive and US 101 SB Ramps/Santa Maria Way intersections. Accident data was obtained from the Department of California Highway Patrol for the most current 3-year period of accident records available (copy of 2020-2022 accident data is attached).

It is important to note that accident data is used as a screening tool to identify potential safety problems. The rate of accidents was calculated for each intersection and then compared to California statewide averages for similar facilities to identify potential safety issues. By nature, accident rates experienced on a facility are often higher than the statewide average rate for similar facilities since the statewide averages are comprised of lower-than-average rates + higher-than-average rates (lower + higher = average).

If the accident rate experienced on a facility is higher than the statewide average, the Caltrans significance test is performed to determine if the number of accidents that occurred on the facility is statistically significant. If the number of accidents experienced is statistically significant, more detailed safety investigations are performed to determine if there are accident patterns that can be corrected by changing design features of the facility (e.g., widen traffic lanes, widen roadway shoulders, change roadway curvatures, add signs, install traffic signals, etc.).

Accident rates were calculated for the two intersections using the 3-year accident history. The "area of influence" for each intersection is defined as within 250 feet of the intersection. The rate of accidents was calculated and then compared to the California statewide average for similar facilities. Table 15 lists the actual rate of accidents for the 3-year period and compares the rates to the California statewide averages for similar intersections (see attached accident rate calculations for more details).

Table 15
Project Intersections - Accident Rates

Location	# Accidents	Accident Rate(a)	Statewide Average Rate(a)
US 101 SB/Santa Maria Way	7 Accidents	**0.53 per mev**	**0.22 per mev**
US 101 NB/Morningside Drive	3 Accidents	**0.48 per mev**	**0.22 per mev**

(a) Accident rates per million entering vehicles (mev).

US 101 SB/Santa Maria Way. As shown in Table 15, there were 7 accidents at this intersection within the 3-year period. The rate of accidents was 0.53 accidents per million entering vehicles and the California statewide average for similar intersections is 0.22 accidents per million entering vehicles. Thus, the rate of accidents is higher than the statewide average. The Caltrans significance test was performed to determine if the number of accidents that occurred is statistically significant (a worksheet showing the Caltrans formula and the significance test is included in the Technical Appendix). The results show that the number of accidents required to be statistically significant is 9 accidents within the 3-year period. The number of accidents that occurred during the 3-year period was 7, which is statistically insignificant.

Review of the accident data provided shows that there following types of accidents occurred at the intersection:

- Broadside 4 Collisions
- Sideswipe 1 Collision
- Hit Object 2 Collisions

It is noted that of the 4 broadside collisions, 3 of the collisions involved a westbound vehicle turning left onto the US 101 southbound on-ramp and 1 collision involved a southbound vehicle turning left from the off-ramp onto Santa Maria Way. The sideswipe collision involved a westbound vehicle on Santa Maria Way and a vehicle merging onto Santa Maria Way from the US 101 southbound off-ramp.

US 101 NB/Morningside Drive. As shown in Table 15, there were 3 accidents at this intersection within the 3-year period. The rate of accidents was 0.48 accidents per million entering vehicles and the California statewide average for similar intersections is 0.22 accidents per million entering vehicles. Thus, the rate of accidents is higher than the statewide average. The Caltrans significance test was performed to determine if the number of accidents that occurred is statistically significant (a worksheet showing the Caltrans formula and the significance test is included in the Technical Appendix). The results show that the number of accidents required to be statistically significant is 6 accidents within the 3-year period. The number of accidents that occurred during the 3-year period was 3, which is statistically insignificant.

Review of the accident data provided shows that there following types of accidents occurred at the intersection:

- Hit Object 2 Collisions
- Overturned 1 Vehicle

POTENTIAL IMPROVEMENT OPTIONS

As noted previously, the sight distance from Morningside Drive looking to the south does not meet the Caltrans recommended corner sight distance of 561 feet. Two options were developed for the US 101 northbound off-ramp to address the sight distance and operation issues.

Option 1 – Slope Modifications and Signage

The 85th percentile speed measured at the Morningside Drive intersection was 51 MPH, which requires a corner sight distance of 561 feet. The sight distance constraint at the intersection is related to the slope on the side of the ramp which restricts the view around the roadway curve. One option to increase the sight distance is to modify the grade of the slope on the east side of the ramp to secure a minimum sight distance of 561 feet (see Figure 20). Additionally, it is recommended that the existing vegetation to the south of the intersection be kept below 3.5 feet to maintain the sight distance.

The US 101 northbound off-ramp currently has a posted exit speed limit sign of 45 MPH approximately 865 feet south of the US 101 Northbound Ramps/Morningside Drive intersection. There are no other signs or markings to alert drivers of the upcoming Morningside Drive. It is therefore recommended that a W2-2R sign with a flashing beacon be installed on the on the US 101 northbound off-ramp approximately 350 feet south of the intersection as shown on Figure 20. These improvements would be located within Caltrans right-of-way which would require an encroachment permit from Caltrans

Example of advanced warning sign with flashing beacon

N
NOT TO SCALE

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US 101 NORTHBOUND OFF-RAMP IMPROVEMENT - OPTION 1

FIGURE 20

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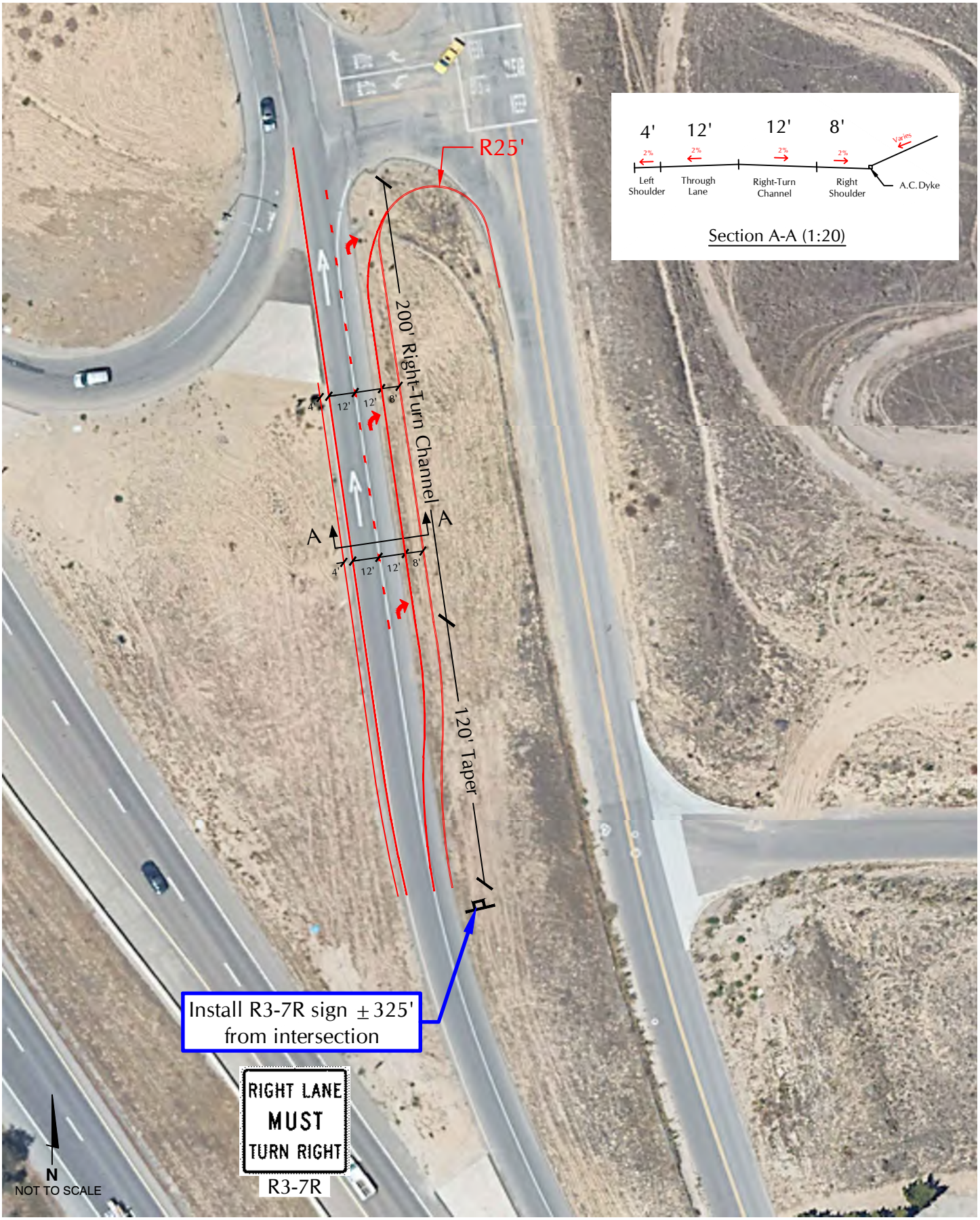
Option 2 – Right-Turn Lane Implementation

The second option to improve the operations at the US 101 Northbound Ramps/Morningside Drive intersection would be to widen the US 101 northbound off-ramp to add a northbound right-turn lane. As shown on Figure 21, the US 101 northbound off-ramp would be widened for approximately 320 feet south from Morningside Drive to provide a thru-lane and a 200 foot right-turn lane. The right-turn lane would allow vehicles on the US 101 northbound off-ramp turning right onto Morningside Drive to decelerate without impeding thru traffic. The widening would be located within Caltrans right-of-way which would require an encroachment permit along with plans and possibly surveying. This option would also modify the trade on the slope adjacent to the ramp to secure a minimum sight distance of 561 feet looking south from Morningside Drive. As noted previously, the existing vegetation to the south of the intersection would be kept below 3.5 feet to maintain the sight distance.

POTENTIAL CEQA IMPACTS – VEHICLE MILES TRAVELLED

Santa Barbara County adopted a new set of CEQA analysis guidelines[4] in compliance with Senate Bill 743, which are based on a Vehicle Miles Traveled (VMT) metric rather than the traditional Level of Service (LOS) metric. Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, VMT has been designated as the most appropriate measure of transportation impacts. "Vehicle Miles Traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.

[4] Transportation Analysis Updates in Santa Barbara County, Santa Barbara County, Fehr & Peers, July 2020.



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US 101 NORTHBOUND OFF-RAMP IMPROVEMENT - OPTION 2

FIGURE 21

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VMT Screening Criteria

The OPR Technical Advisory provides "screening thresholds" that lead agencies may use to determine when a land use or transportation project would typically be expected to cause a less than significant transportation impact. The County and Fehr & Peers reviewed OPR's screening thresholds for their applicability in the County. The screening criteria would apply to projects that would likely reduce VMT in the County or generate a low amount of VMT in comparison to the County VMT. A project that meets at least one of the screening criteria, absent substantial evidence to the contrary, would not require further VMT analysis.

Table 16 provides a summary of the County's VMT screening criteria for land use projects. The table contains separate rows and columns that list each project type and the applicable screening criteria. A project that meets at least one of these screening criteria would have a less than significant impact on VMT and, therefore, would not require further VMT analysis.

Table 16
Screening Criteria for Land Use Projects

SCREENING CATEGORIES	PROJECT REQUIREMENTS TO MEET SCREENING CRITERIA
Project Size	A project that generates 110 or fewer daily trips.
Local Serving Retail	A project that has locally serving retail uses that are 50,000 square feet or less, such as specialty retail, shopping center, grocery/food store, bank/financial facilities, fitness center, restaurant, or cafe. If a project also contains a nonlocally serving retail use(s), that use(s) must meet other applicable screening criteria
Project Located in a VMT Efficient Area	A residential or employment project that is located in an area that is already 15 percent below the county VMT (i.e., "VMT efficient area"). The County's Project Level VMT Calculator determines whether a proposed residential or employment project is located within a VMT efficient area.
Transit Proximity	A project that is located within a ½ mile of a major transit stop or within a ½ mile of a bus stop on a high-quality transit corridor (HQTC). A major transit stop is a rail station or a bus stop with two or more intersecting bus routes with service frequency of 15 minutes or less during peak commute periods. A HQTC is a corridor with fixed route bus service with frequency of 15 minutes or less during peak commute periods. However, these screening criteria do not apply if project-specific or location-specific information indicates the project will still generate significant levels of VMT. Therefore, in addition to the screening criteria listed above, the project should also have the following characteristics: • Floor area ratio (FAR) of 0.75 or greater; • Consistent with the applicable SBCAG Sustainable Communities Strategy (as determined by the County); • Does not provide more parking than required by the County's Comprehensive Plan and zoning ordinances; and • Does not replace affordable housing units (units set aside for very low income and low income households) with a smaller number of moderate or high-income housing units.
Affordable Housing	A residential project that provides 100 percent affordable housing units (units set aside for very low income and low income households); if part of a larger development, only those units that meet the definition of affordable housing satisfy the screening criteria.

CEQA Guidelines -Trucks.

The VMT thresholds and analysis procedures outlined in the California Governor's Office of Planning and Research (OPR) Technical Advisory on Transportation Impacts in CEQA[5] provide the following guidance on the types of vehicles that are subject to the VMT significance criteria:

> **"Vehicle Types**. Proposed Section 15064.3, subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks."

VMT Analysis

The trip generation estimates developed for the Project indicate that there would be 56 ADT generated by employees and customers. The remaining 28 ADT would be from delivery trucks. This level of traffic generation would not exceed the County's "Project Size" screening criteria of 110 ADT (see Table 16). The Project would therefore have a less than significant impact based on County Thresholds.

REQUIRED IMPROVEMENT MEASURES

Transportation Impact Mitigation Fees

The Project will be required to pay transportation impact mitigation fees to Santa Barbara County based on the number of PM peak hour trips generated (see Table 4). The fees are used to implement the transportation improvements in the County required to accommodate future development.

Frontage Improvements

The Project will be required to implement frontage improvements along Morningside Drive and Founders Avenue pursuant to County standards. The frontage improvement requirements will be determined by County staff as part of the Project's approval process.

■ ■ ■

[5] Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, Principal Transportation Planner
Glenn O. Manaois, Transportation Engineer I
Jiho Ha, Transportation Engineer II
Richard L. Pool, Principal Engineer

References

Caltrans Traffic Census Program, https://dot.ca.gov/programs/traffic-operations/census

Highway Capacity Manual, Transportation Research Board, 7th Edition, 2022.

Highway Design Manual, California Department of Transportation, Sixth Edition, Updated May 2012.

Transportation Analysis Updates in Santa Barbara County, Santa Barbara County, Fehr & Peers, July 2020.

Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

Persons Contacted

Robertson, William – County of Santa Barbara

TECHNICAL APPENDIX

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CUMULATIVE PROJECT INFORMATION

SPEED SURVEY DATA

ACCIDENT DATA

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 – US 101 SB Ramps/Santa Maria Way
Reference 2 – US 101 NB Ramps-Santa Maria Way/Morningside Drive

LEVEL OF SERVICE DEFINITIONS

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805)687-4418 • FAX (805)682-8509 • main@atesb.com

Since 1978

Richard L. Pool, P.E.
Scott A. Schell

Signalized Intersection Level of Service Definitions

LOS	Delay (a)	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

(a) Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM[1] uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

[1] Highway Capacity Manual, National Research Board, 2016.

ORCUTT COMMUNITY PLAN ROADWAY DESIGN CAPACITIES

Table 34
Definitions Of Roadway Classifications

Classification	Purpose and Design Factors	Design Capacity		LOS C Threshold[1]	
		2 Lane	4 Lane	2 Lane	4 Lane
Primary 1	Roadways designed to serve primarily non-residential development. Roadways would have a minimum of 12-foot wide lanes with shoulders and few curb cuts. Signals would be spaced at 1 mile or more intervals.	19,990	47,800	15,900	38,200
Primary 2	Roadways which serve a high proportion of non-residential development with some residential lots and few or no driveway curb cuts. Lane widths are a minimum of 12 feet with well spaced curb cuts. Signals intervals at a minimum of 1/2 mile.	17,900	42,500	14,300	34,000
Primary 3	Roadways designed to serve non-residential development and residential development. More frequent driveways are acceptable. Potential signal intervals of 1/2-1/4 mile.	15,700	37,700	12,500	30,100
Secondary 1	Roadways designed to primarily serve non-residential development and large lot residential development with well spaced driveways. Roadways would be 2 lanes with infrequent driveways. Signal would generally occur at intersections with primary roads.	11,600	NA	9,300	NA
Secondary 2	Roadways designed to serve residential and non-residential land uses. Roadways would be 2 lanes with close to moderately spaced driveways.	9,100	NA	7,300	NA
Secondary 3	Roadways designed to primarily serve residential with small to medium lots. Roadways are 2 lanes with more frequent driveways.	7,900	NA	6,300	NA

[1] Defined as 80% of Design Capacity.
Source: Santa Barbara County Public Works, Transportation Division.

TRAFFIC COUNT DATA

ASSOCIATED TRANSPORTATION ENGINEERS

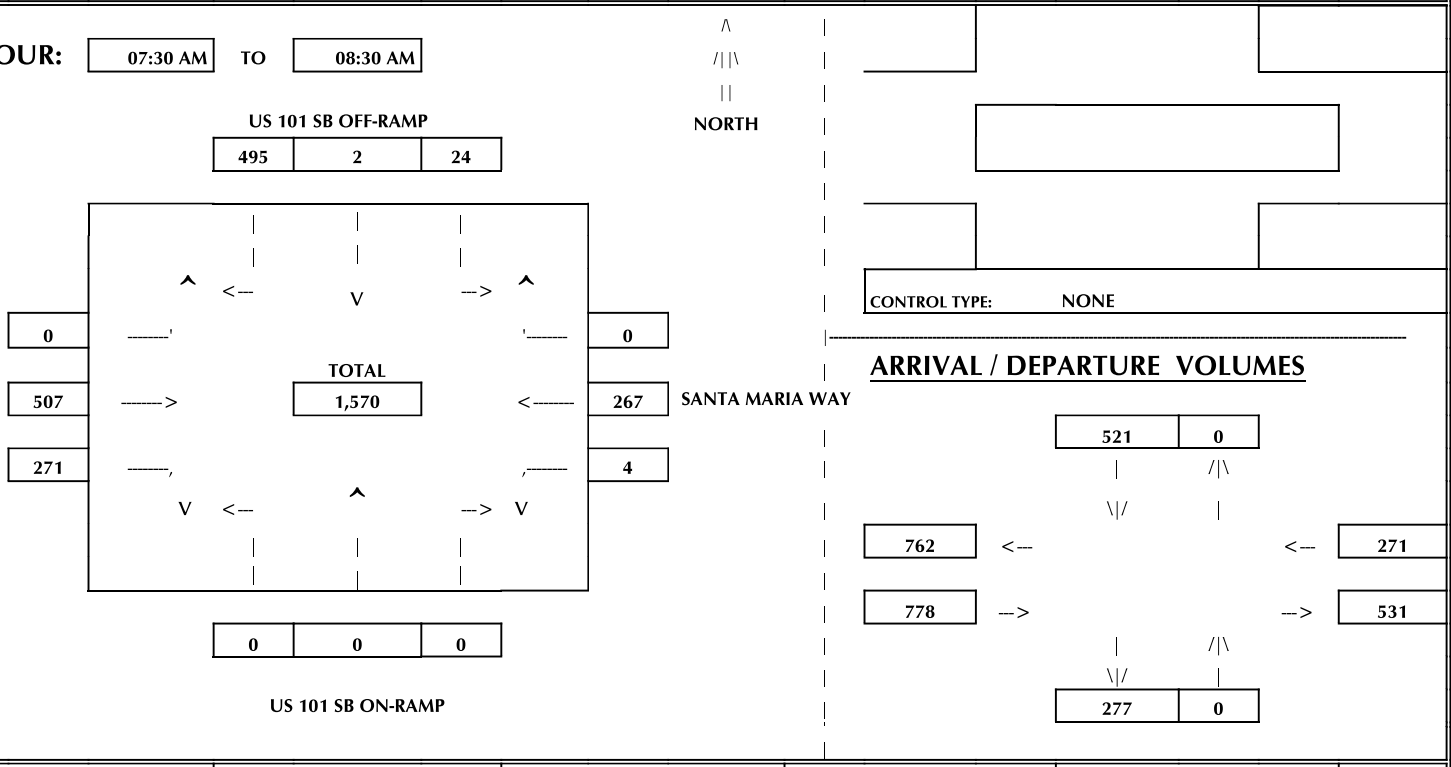
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: FAMCON PIPE AND SUPPLY **PROJECT #:** 22079.01 **COUNT DATE:** 6-1-23 **FILE NAME:** AM

N-S Approach: US 101 SB RAMPS **COUNT TIME:** 07:00 AM TO 9:00

E-W Approach: SANTA MARIA WAY **CITY:** SANTA MARIA **WEATHER:** SUNNY

PEAK HOUR: 07:30 AM TO 08:30 AM



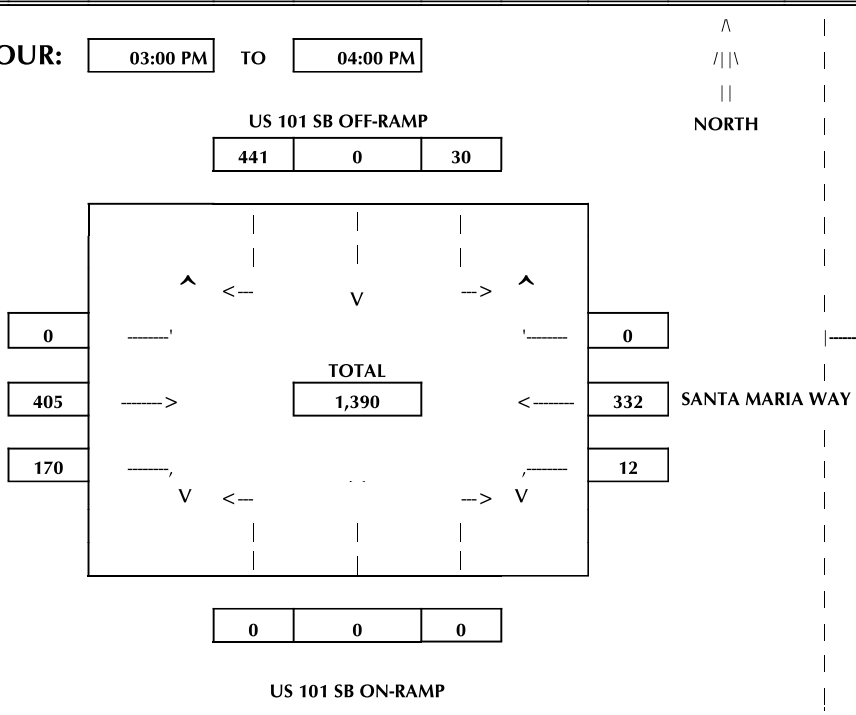
TIME PERIOD			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	---	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
COUNT DATA															
07:00 AM	---	07:15 AM	0	0	0	5	0	50	0	75	33	1	26	0	190
07:15 AM	---	07:30 AM	0	0	0	11	0	109	0	188	80	3	55	0	446
07:30 AM	---	07:45 AM	0	0	0	13	0	215	0	295	153	3	106	0	785
07:45 AM	---	08:00 AM	0	0	0	20	2	344	0	427	216	4	190	0	1203
08:00 AM	---	08:15 AM	0	0	0	25	2	469	0	552	276	6	265	0	1595
08:15 AM	---	08:30 AM	0	0	0	35	2	604	0	695	351	7	322	0	2016
08:30 AM	---	08:45 AM	0	0	0	39	2	670	0	803	400	9	367	0	2290
08:45 AM	---	09:00 AM	0	0	0	46	2	759	0	887	438	11	404	0	2547
TOTAL BY PERIOD															
07:00 AM	---	07:15 AM	0	0	0	5	0	50	0	75	33	1	26	0	190
07:15 AM	---	07:30 AM	0	0	0	6	0	59	0	113	47	2	29	0	256
07:30 AM	---	07:45 AM	0	0	0	2	0	106	0	107	73	0	51	0	339
07:45 AM	---	08:00 AM	0	0	0	7	2	129	0	132	63	1	84	0	418
08:00 AM	---	08:15 AM	0	0	0	5	0	125	0	125	60	2	75	0	392
08:15 AM	---	08:30 AM	0	0	0	10	0	135	0	143	75	1	57	0	421
08:30 AM	---	08:45 AM	0	0	0	4	0	66	0	108	49	2	45	0	274
08:45 AM	---	09:00 AM	0	0	0	7	0	89	0	84	38	2	37	0	257
HOURLY TOTALS															
07:00 AM	---	08:00 AM	0	0	0	20	2	344	0	427	216	4	190	0	1203
07:15 AM	---	08:15 AM	0	0	0	20	2	419	0	477	243	5	239	0	1405
07:30 AM	---	08:30 AM	0	0	0	24	2	495	0	507	271	4	267	0	1570
07:45 AM	---	08:45 AM	0	0	0	26	2	455	0	508	247	6	261	0	1505
08:00 AM	---	09:00 AM	0	0	0	26	0	415	0	460	222	7	214	0	1344

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: FAMCON PIPE AND SUPPLY **PROJECT #:** 22079.01 **COUNT DATE:** 5-31-23 **FILE NAME:** MIDDAY
N-S Approach: US 101 SB RAMPS **COUNT TIME:** 02:00 PM TO 4:00
E-W Approach: SANTA MARIA WAY **CITY:** SANTA MARIA **WEATHER:** SUNNY

PEAK HOUR: 03:00 PM TO 04:00 PM



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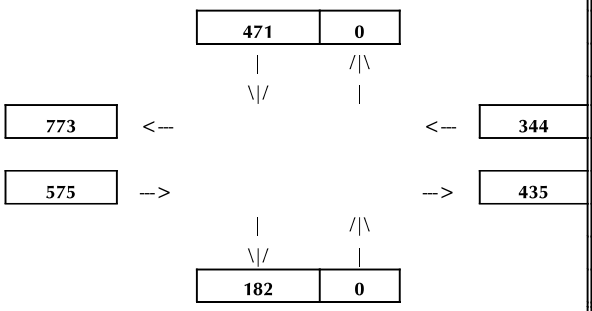
ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	---	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
COUNT DATA															
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02:15 PM	---	02:30 PM	0	0	0	12	0	163	0	143	63	5	81	0	467
02:30 PM	---	02:45 PM	0	0	0	20	0	266	0	210	98	14	154	0	762
02:45 PM	---	03:00 PM	0	0	0	25	0	370	0	290	141	20	207	0	1053
03:00 PM	---	03:15 PM	0	0	0	30	0	478	0	402	185	21	283	0	1399
03:15 PM	---	03:30 PM	0	0	0	36	0	585	0	490	231	26	352	0	1720
03:30 PM	---	03:45 PM	0	0	0	43	0	692	0	619	263	29	443	0	2089
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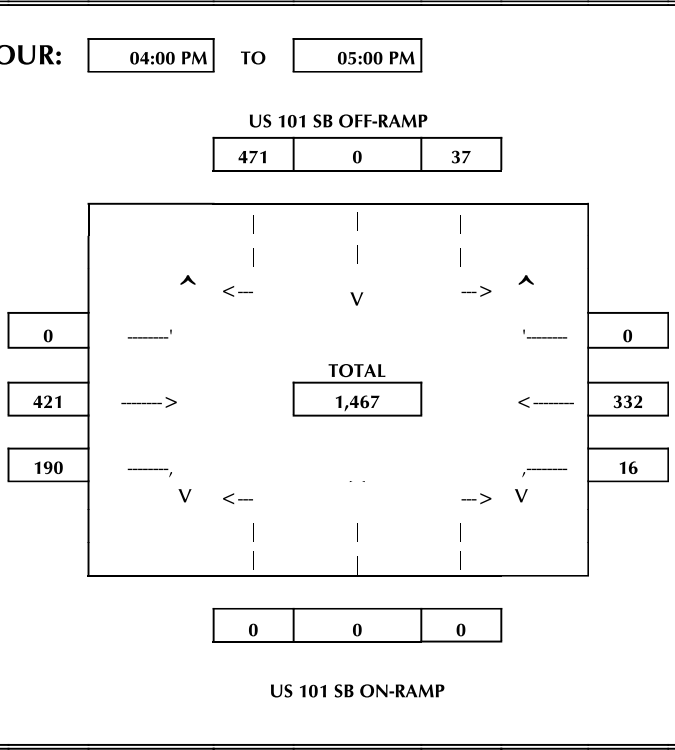
02:15 PM	---	02:30 PM	0	0	0	3	0	73	0	67	27	3	40	0	213
02:30 PM	---	02:45 PM	0	0	0	8	0	103	0	67	35	9	73	0	295
02:45 PM	---	03:00 PM	0	0	0	5	0	104	0	80	43	6	53	0	291
03:00 PM	---	03:15 PM	0	0	0	5	0	108	0	112	44	1	76	0	346
03:15 PM	---	03:30 PM	0	0	0	6	0	107	0	88	46	5	69	0	321
03:30 PM	---	03:45 PM	0	0	0	7	0	107	0	129	32	3	91	0	369
03:45 PM	---	04:00 PM	0	0	0	12	0	119	0	76	48	3	96	0	354
HOURLY TOTALS															
02:00 PM	---	03:00 PM	0	0	0	25	0	370	0	290	141	20	207	0	1053
02:15 PM	---	03:15 PM	0	0	0	21	0	388	0	326	149	19	242	0	1145
02:30 PM	---	03:30 PM	0	0	0	24	0	422	0	347	168	21	271	0	1253
02:45 PM	---	03:45 PM	0	0	0	23	0	426	0	409	165	15	289	0	1327
03:00 PM	---	04:00 PM	0	0	0	30	0	441	0	405	170	12	332	0	1390

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: FAMCON PIPE AND SUPPLY **PROJECT #:** 22079.01 **COUNT DATE:** 5-31-23 **FILE NAME:** PM
N-S Approach: US 101 SB RAMPS **COUNT TIME:** 04:00 PM TO 6:00
E-W Approach: SANTA MARIA WAY **CITY:** SANTA MARIA **WEATHER:** SUNNY

PEAK HOUR: 04:00 PM TO 05:00 PM



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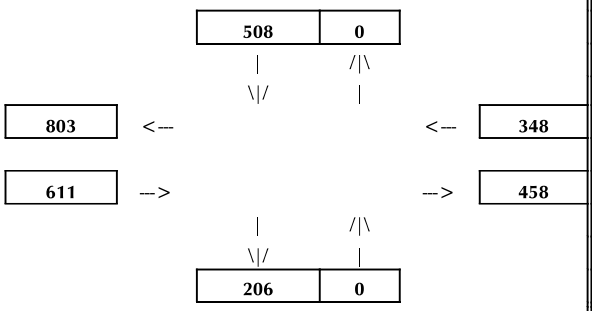
ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	---	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL VOLUMES
COUNT DATA															
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04:15 PM	---	04:30 PM	0	0	0	22	0	213	0	232	97	11	175	0	750
04:30 PM	---	04:45 PM	0	0	0	32	0	334	0	320	149	14	268	0	1117
04:45 PM	---	05:00 PM	0	0	0	37	0	471	0	421	190	16	332	0	1467
05:00 PM	---	05:15 PM	0	0	0	43	0	615	0	541	233	18	399	0	1849
05:15 PM	---	05:30 PM	0	0	0	57	0	741	0	607	291	20	445	0	2161
05:30 PM	---	05:45 PM	0	0	0	60	0	854	0	675	335	25	505	0	2454
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TOTAL BY PERIOD															
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04:30 PM	---	04:45 PM	0	0	0	10	0	121	0	88	52	3	93	0	367
04:45 PM	---	05:00 PM	0	0	0	5	0	137	0	101	41	2	64	0	350
05:00 PM	---	05:15 PM	0	0	0	6	0	144	0	120	43	2	67	0	382
05:15 PM	---	05:30 PM	0	0	0	14	0	126	0	66	58	2	46	0	312
05:30 PM	---	05:45 PM	0	0	0	3	0	113	0	68	44	5	60	0	293
05:45 PM	---	06:00 PM	0	0	0	5	0	106	0	62	34	3	67	0	277
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04:15 PM	---	05:15 PM	0	0	0	32	0	496	0	409	190	9	314	0	1450
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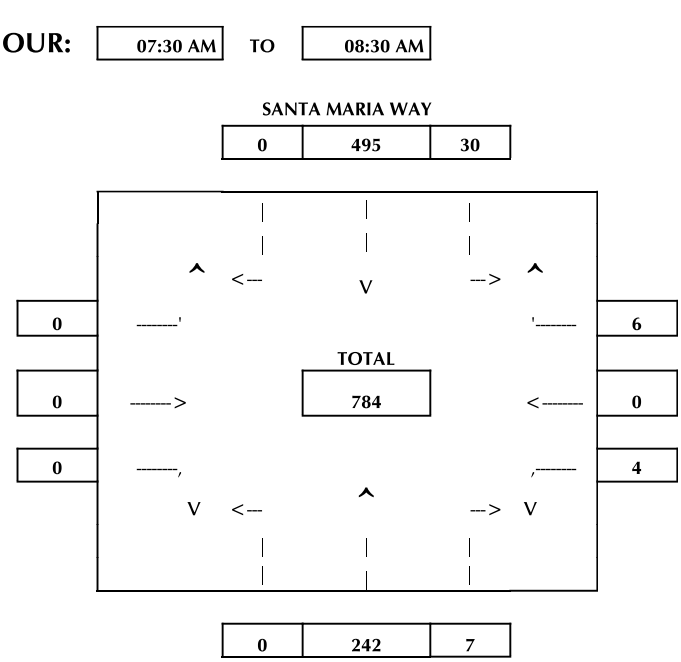
04:45 PM	---	05:45 PM	0	0	0	28	0	520	0	355	186	11	237	0	1337
05:00 PM	---	06:00 PM	0	0	0	28	0	489	0	316	179	12	240	0	1264

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

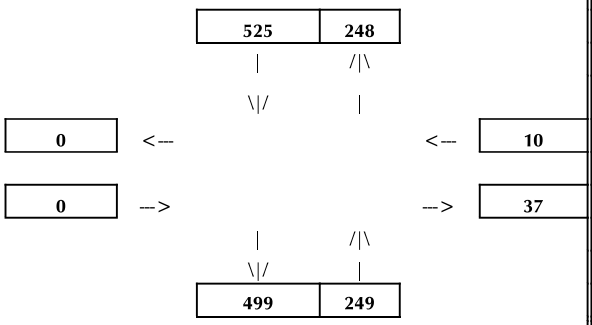
PROJECT:	FAMCON PIPE AND SUPPLY	**PROJECT #:**	22079	**COUNT DATE:**	10-21-22	**FILE NAME:**	AM
N-S Approach:	SANTA MARIA WAY			**COUNT TIME:**	07:00 AM TO 9:00		
E-W Approach:	MORNINGSIDE DRIVE			**CITY:**	SANTA MARIA	**WEATHER:**	SUNNY

PEAK HOUR: 07:30 AM TO 08:30 AM



CONTROL TYPE: NONE

ARRIVAL / DEPARTURE VOLUMES



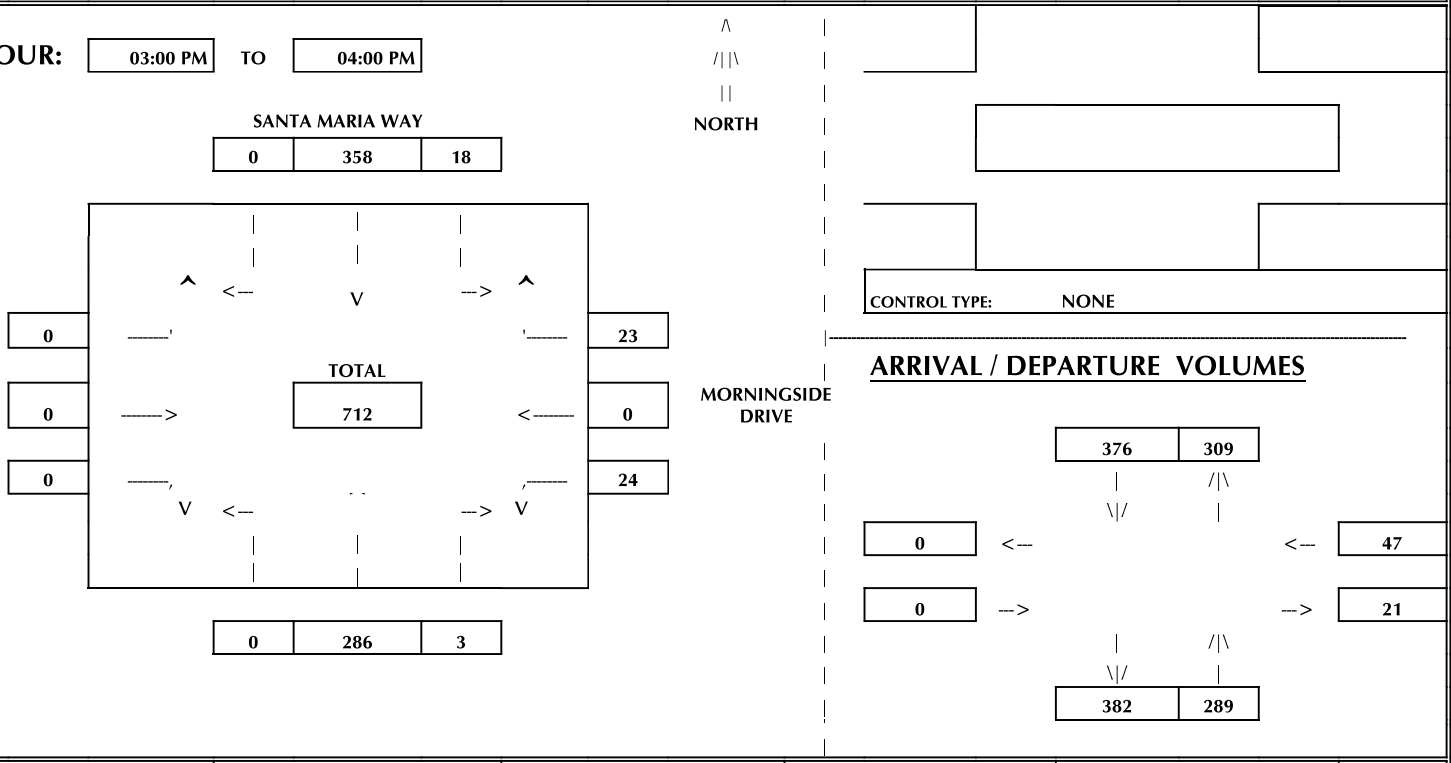
TIME PERIOD			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	---	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
COUNT DATA															
07:00 AM	---	07:15 AM	0	20	1	25	61	0	0	0	0	1	0	0	108
07:15 AM	---	07:30 AM	0	55	4	35	134	0	0	0	0	3	0	3	234
07:30 AM	---	07:45 AM	0	103	4	44	253	0	0	0	0	3	0	4	411
07:45 AM	---	08:00 AM	0	171	7	51	389	0	0	0	0	3	0	6	627
08:00 AM	---	08:15 AM	0	242	8	59	509	0	0	0	0	5	0	6	829
08:15 AM	---	08:30 AM	0	297	11	65	629	0	0	0	0	7	0	9	1018
08:30 AM	---	08:45 AM	0	335	14	71	709	0	0	0	0	9	0	13	1151
08:45 AM	---	09:00 AM	0	370	15	80	781	0	0	0	0	9	0	21	1276
TOTAL BY PERIOD															
07:00 AM	---	07:15 AM	0	20	1	25	61	0	0	0	0	1	0	0	108
07:15 AM	---	07:30 AM	0	35	3	10	73	0	0	0	0	2	0	3	126
07:30 AM	---	07:45 AM	0	48	0	9	119	0	0	0	0	0	0	1	177
07:45 AM	---	08:00 AM	0	68	3	7	136	0	0	0	0	0	0	2	216
08:00 AM	---	08:15 AM	0	71	1	8	120	0	0	0	0	2	0	0	202
08:15 AM	---	08:30 AM	0	55	3	6	120	0	0	0	0	2	0	3	189
08:30 AM	---	08:45 AM	0	38	3	6	80	0	0	0	0	2	0	4	133
08:45 AM	---	09:00 AM	0	35	1	9	72	0	0	0	0	0	0	8	125
HOURLY TOTALS															
07:00 AM	---	08:00 AM	0	171	7	51	389	0	0	0	0	3	0	6	627
07:15 AM	---	08:15 AM	0	222	7	34	448	0	0	0	0	4	0	6	721
07:30 AM	---	08:30 AM	0	242	7	30	495	0	0	0	0	4	0	6	784
07:45 AM	---	08:45 AM	0	232	10	27	456	0	0	0	0	6	0	9	740
08:00 AM	---	09:00 AM	0	199	8	29	392	0	0	0	0	6	0	15	649

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: FAMCON PIPE AND SUPPLY **PROJECT #:** 22079 **COUNT DATE:** 10-20-22 **FILE NAME:** MIDDAY
N-S Approach: SANTA MARIA WAY **COUNT TIME:** 02:00 PM TO 4:00
E-W Approach: MORNINGSIDE DRIVE **CITY:** SANTA MARIA **WEATHER:** SUNNY

PEAK HOUR: 03:00 PM TO 04:00 PM



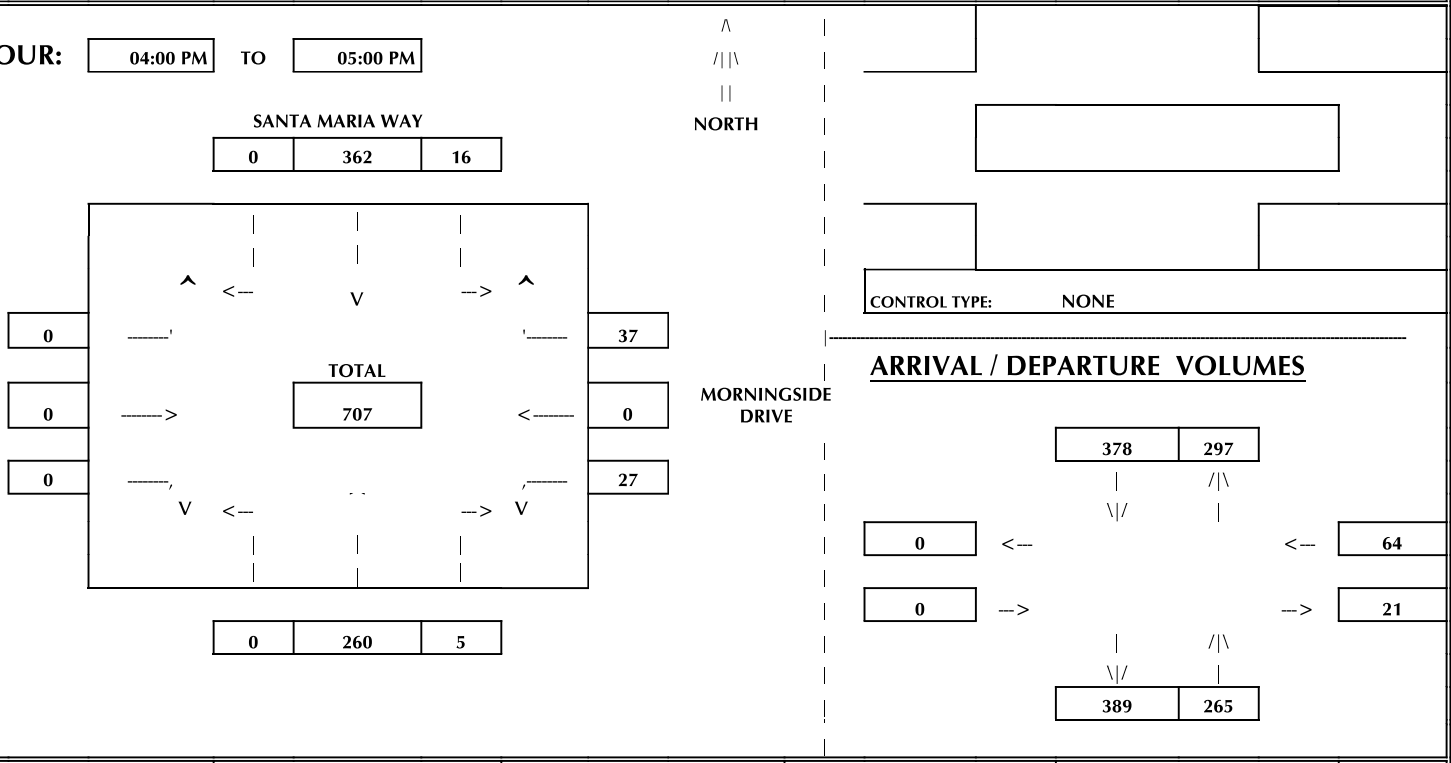
TIME PERIOD			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	---	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
COUNT DATA															
02:00 PM	---	02:15 PM	0	47	0	7	75	0	0	0	0	10	0	5	144
02:15 PM	---	02:30 PM	0	93	2	11	156	0	0	0	0	16	0	12	290
02:30 PM	---	02:45 PM	0	139	6	13	215	0	0	0	0	20	0	23	416
02:45 PM	---	03:00 PM	0	191	7	16	289	0	0	0	0	24	0	31	558
03:00 PM	---	03:15 PM	0	260	8	21	381	0	0	0	0	30	0	35	735
03:15 PM	---	03:30 PM	0	316	8	28	467	0	0	0	0	33	0	39	891
03:30 PM	---	03:45 PM	0	385	9	29	566	0	0	0	0	44	0	48	1081
03:45 PM	---	04:00 PM	0	477	10	34	647	0	0	0	0	48	0	54	1270
TOTAL BY PERIOD															
02:00 PM	---	02:15 PM	0	47	0	7	75	0	0	0	0	10	0	5	144
02:15 PM	---	02:30 PM	0	46	2	4	81	0	0	0	0	6	0	7	146
02:30 PM	---	02:45 PM	0	46	4	2	59	0	0	0	0	4	0	11	126
02:45 PM	---	03:00 PM	0	52	1	3	74	0	0	0	0	4	0	8	142
03:00 PM	---	03:15 PM	0	69	1	5	92	0	0	0	0	6	0	4	177
03:15 PM	---	03:30 PM	0	56	0	7	86	0	0	0	0	3	0	4	156
03:30 PM	---	03:45 PM	0	69	1	1	99	0	0	0	0	11	0	9	190
03:45 PM	---	04:00 PM	0	92	1	5	81	0	0	0	0	4	0	6	189
HOURLY TOTALS															
02:00 PM	---	03:00 PM	0	191	7	16	289	0	0	0	0	24	0	31	558
02:15 PM	---	03:15 PM	0	213	8	14	306	0	0	0	0	20	0	30	591
02:30 PM	---	03:30 PM	0	223	6	17	311	0	0	0	0	17	0	27	601
02:45 PM	---	03:45 PM	0	246	3	16	351	0	0	0	0	24	0	25	665
03:00 PM	---	04:00 PM	0	286	3	18	358	0	0	0	0	24	0	23	712

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: FAMCON PIPE AND SUPPLY **PROJECT #:** 22079 **COUNT DATE:** 10-20-22 **FILE NAME:** PM
N-S Approach: SANTA MARIA WAY **COUNT TIME:** 04:00 PM TO 6:00
E-W Approach: MORNINGSIDE DRIVE **CITY:** SANTA MARIA **WEATHER:** SUNNY

PEAK HOUR: 04:00 PM TO 05:00 PM



TIME PERIOD			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	---	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
COUNT DATA															
04:00 PM	---	04:15 PM	0	73	2	2	97	0	0	0	0	2	0	12	188
04:15 PM	---	04:30 PM	0	137	3	6	182	0	0	0	0	10	0	26	364
04:30 PM	---	04:45 PM	0	208	4	13	283	0	0	0	0	22	0	33	563
04:45 PM	---	05:00 PM	0	260	5	16	362	0	0	0	0	27	0	37	707
05:00 PM	---	05:15 PM	0	312	6	17	453	0	0	0	0	27	0	38	853
05:15 PM	---	05:30 PM	0	381	7	21	543	0	0	0	0	29	0	42	1023
05:30 PM	---	05:45 PM	0	429	8	23	620	0	0	0	0	30	0	48	1158
05:45 PM	---	06:00 PM	0	492	8	27	688	0	0	0	0	31	0	55	1301
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	0	73	2	2	97	0	0	0	0	2	0	12	188
04:15 PM	---	04:30 PM	0	64	1	4	85	0	0	0	0	8	0	14	176
04:30 PM	---	04:45 PM	0	71	1	7	101	0	0	0	0	12	0	7	199
04:45 PM	---	05:00 PM	0	52	1	3	79	0	0	0	0	5	0	4	144
05:00 PM	---	05:15 PM	0	52	1	1	91	0	0	0	0	0	0	1	146
05:15 PM	---	05:30 PM	0	69	1	4	90	0	0	0	0	2	0	4	170
05:30 PM	---	05:45 PM	0	48	1	2	77	0	0	0	0	1	0	6	135
05:45 PM	---	06:00 PM	0	63	0	4	68	0	0	0	0	1	0	7	143
HOURLY TOTALS															
04:00 PM	---	05:00 PM	0	260	5	16	362	0	0	0	0	27	0	37	707
04:15 PM	---	05:15 PM	0	239	4	15	356	0	0	0	0	25	0	26	665
04:30 PM	---	05:30 PM	0	244	4	15	361	0	0	0	0	19	0	16	659
04:45 PM	---	05:45 PM	0	221	4	10	337	0	0	0	0	8	0	15	595
05:00 PM	---	06:00 PM	0	232	3	11	326	0	0	0	0	4	0	18	594

PROJECT TRIP GENERATION CALCULATIONS

Associated Transportation Engineers
Trip Generation Worksheet #22079.01

FAMCON PIPE AND SUPPLY PROJECT (#22079.01)

Project Component	# Per Day	Shift Schedule	ADT		AM Peak Hour (7:30am - 8:30am)			MIDDAY Peak Hour (3:00pm - 4:00pm)			PM Peak Hour (4:00pm - 5:00pm)		
					Trips			Trips			Trips		
			Rate	Trips	Total	In	Out	Total	In	Out	Total	In	Out
Employees (a)	**8**	6:30 AM - 5:00 PM	2.0	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**7**
Delivery Truck Out (b)	10	6:30 AM - 5:00 PM	2.0	20	2	1	1	2	1	1	2	1	1
Delivery Truck In (c)	4	7:30 AM - 2:00 PM	2.0	8	1	1	0	0	0	0	0	0	0
Delivery Truck Subtotal	**14**			**28**	**3**	**2**	**1**	**2**	**1**	**1**	**2**	**1**	**1**
Customers - AM (d)	12	6:30 AM - 2:00 PM	2.0	24	3	2	1	0	0	0	0	0	0
Customers - Midday and PM (e)	6	2:00 PM - 5:00 PM	2.0	12	0	0	0	4	2	2	4	2	2
Customers Subtotal	18			**36**	**3**	**2**	**1**	**4**	**2**	**2**	**4**	**2**	**2**
Total	**40**			**84**	**6**	**4**	**2**	**6**	**3**	**3**	**13**	**3**	**10**

(a) ADT Assumes 1 inbound + 1 outbound trip per employee (50% of staff will leave and return for lunch).
ADT and Peak Hour trips assume 85% factor. AM and Midday Trips are outside of the peak hours.

(b) Assumes 1 inbound + 1 outbound trip per delivery truck. Peak hour trips assume 10% of ADT.

(c) Assumes 1 inbound + 1 outbound trip per delivery truck. Peak hour trips assume 15% of ADT. No trips during Midday and PM peak hours.

(d) Assumes 1 inbound + 1 outbound trip per customer truck. Peak hour trips assume 13% of ADT. No trips during Midday and PM peak hours.

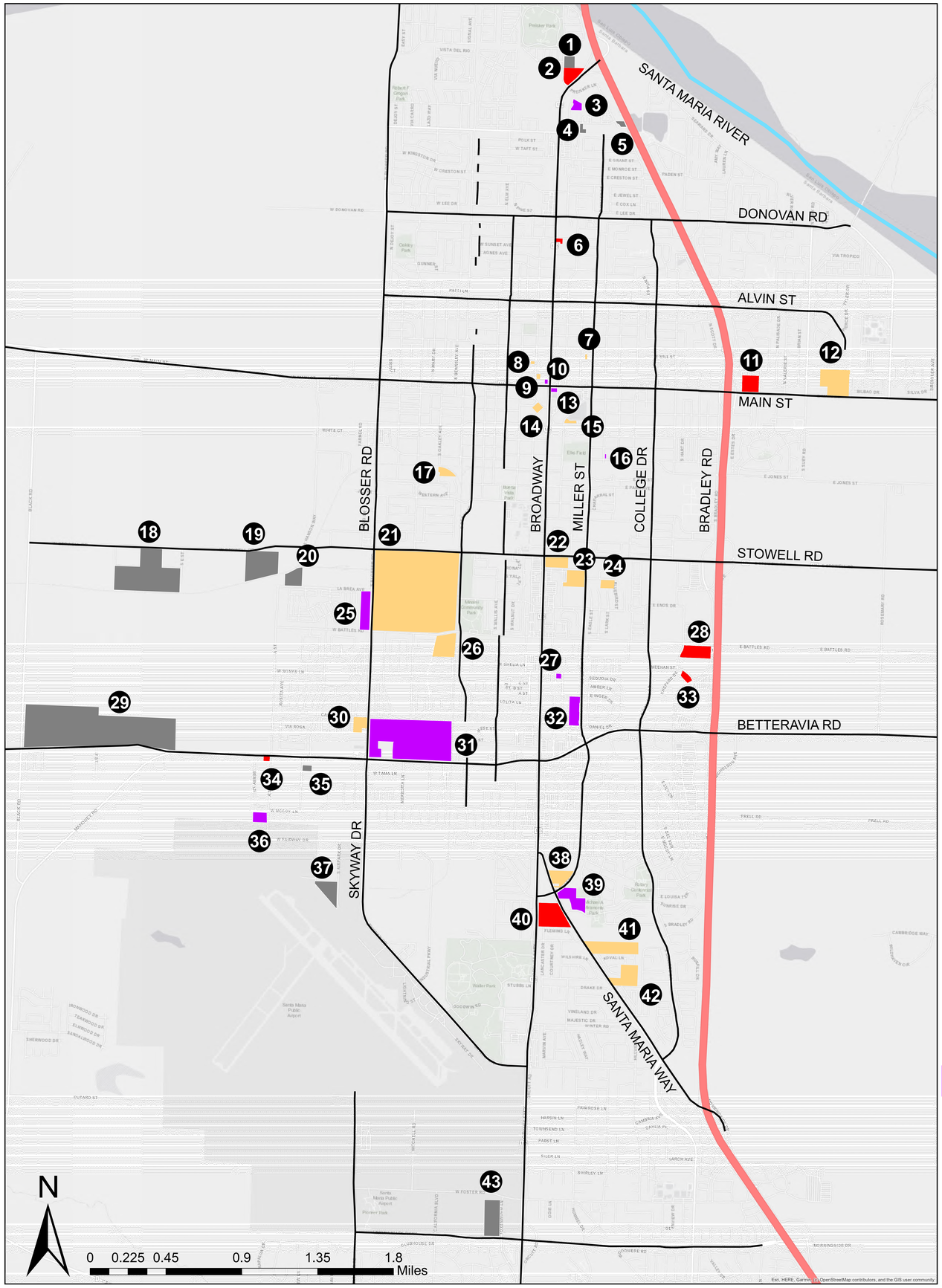
(e) Assumes 1 inbound + 1 outbound trip per customer truck. Peak hour trips assume 33% of ADT. No trips during AM peak hours.

CUMULATIVE PROJECT LIST

Associated Transportation Engineers
Pending and Approved Projects - Trip Generation Worksheet

FAMCON PIPE AND SUPPLY PROJECT - CUMULATIVE CITY LIST (#22079.01)																	
Land-Use		Size		Pass-By Factor	ADT		AM Peak						PM Peak					
					Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
38	Santa Maria Studios (a)	378	DU	1.00	3.24	1,225	0.20	76	34%	26	66%	50	0.25	95	56%	53	44%	42
39	Park Edge Apartments - Residential (b)	140	DU	1.00	6.74	944	0.40	56	24%	13	76%	43	0.51	71	63%	45	37%	26
39	Park Edge Apartments - Commercial (c)	5,435	SF	0.50	467.48	1,270	44.61	121	51%	62	49%	59	33.03	90	52%	47	48%	43
41	Northman Residential (d)	63	DU	1.00	-	576	-	45	-	11	-	34	-	60	-	38	-	22
42	Skylight Homes (e)	49	DU	1.00	-	463	-	36	-	9	-	27	-	49	-	31	-	18

(a) Trip generation based on rates for Senior Adult Housing - Multifamily (#252).
(b) Trip generation based on rates for Multifamily Housing Low-Rise (#220).
(c) Trip generation based on rates for Fast-Food Restaurant with Drive-Through (#934).
(d) Traffic and Circulation Study, ATE, February 2019.
(d) Traffic and Circulation Study, ATE, December 2020.



Residential

7 309 Mill Apartments
309 E Mill St
23 unit apartments

8 200 Mill Apartments
200 W Mill St
20 unit apartments

9 Vino Bella Apartments
120 W Chapel St
32 unit apartments

12 Paradiso Residences
1571 E Main St
90 duplexes and 150 senior apts

14 Heritage Walk Lofts
201 Town Center West
102 residential units

15 Cook Street Apartments
N of Cook & E of McClelland
114 unit apartments

17 Oakley Court Apartments
600 Block S Oackley Ct
30 unit apartments

21 Blosser Ranch
NE/c Blosser Rd &
W Battles Rd
105 "for rent" single family homes
& 96 ADUs

22 Vandenberg Senior Residence
1314 S Broadway
52 unit senior apartment addition

23 Centennial Square
SW/c Miller St & Plaza Dr
184 unit affordable apartments

24 Barcellus Senior Apartments
502 E Barcellus Ave
80 unit senior apartments

26 Centennial Gardens
SW/c Battles St & Depot St
160 unit affordable apartments

30 Avante Apartments
SW/c of Carmen Ln & S Blosser Rd
86 unit apartments

38 Santa Maria Studios
2660 Santa Maria Way
378 Senior Affordable Units

41 Northman Residential
SM Way btw Sunrise Dr & E Dauphin St
63 single family residences

42 Skylight Homes
3170 Santa Maria Way
49 single family homes

Commercial

2 Preisker Commercial Center
N Broadway at Preisker Ln
108 rm hotel, drive thru rest, retail

6 Orchard Street Corner Market
1334 N Broadway
1,043 sq ft addition

11 Starbucks at Home Motors
1313 E Main St
Coffee shop & drive-thru

28 Enos Auto Center North
Lots 2-7 of Enos Ranch
Design/layout of auto center

28 Home Motors
1004 E Battles Rd
52,000 sq ft auto dealership

33 Enos Auto Center South
Lots 8-11 Enos Ranch
Design/layout of auto center

33 Splash N Dash
Lot 8 Enos Ranch
8,200 sq ft car wash

34 A Street Deli
W Betteravia Rd at A St
4,420 sq ft retail bldg

40 U-Haul
2875 Santa Maria Way
Ministorage and office

Industrial

1 Preisker RV Storage
2210 N Preisker Lane
RV storage for 150 trailers

4 SMOOTH Bus Wash
240 E Roemer Way
1,134 sq ft bus wash building

5 Donahue Truck Center
Preisker Lane
Rental facility, truck sales & service

18 Bonita Packing Expansion
1850 W Stowell Rd
173,720 sq ft cooler addition

19 Maxco Box Facility
1550 W Stowell Rd
60,000 sq ft & outdoor storage

20 Seaside Warehouse
La Brea Ave
40,854 sq ft facility

29 Windset Farms Greenhouse
1650 Black Rd
4.3 mil sq ft greenhouse & 93k bldg

35 DMS Electric
2224 S Westgate Rd
10,000 sq ft bldg

37 2811 Center
2811 Airpark Dr
51,200 sq ft of office in 2 bldgs

43 SM Airport Foxenwood Self Storage
3335 Corsair Circle
101,450 sq ft mini-warehouse facility

Mixed Use/Other

3 Holiday Inn Express & Suites
Roemer Court
Four story hotel

10 Gateway Mixed Use
101 N Broadway
33,700 sq ft 4 story mixed use bldg

13 Alvin Newton Apartments
SEC Main St and Broadway
5 story mixed use bldg

16 Boone Street Market
501 E Boone St
2,280 sq ft add & 2 units

25 Westgate Village
S Blosser Rd & W Battles Rd
126 apts & 16k sq ft retail

27 Crucified Life Church
NW/c S McClelland St
11,700 sq ft church bldg

31 Betteravia Plaza
W Betteravia Rd at SMVRR
443 apts & 291,278 sq ft retail/office

32 Celebration I, II, III
S Miller St at E Inger Dr
56 homes/33 senior/7,000 sq ft comm

32 Caring Hands Veterinary Clinic
1995 S Miller St
7,000 sq ft veterinary bldg

36 VTC Enterprises (Phase 2)
2445 A St
6,187 sq ft vocational training bldg

39 Park Edge Apartments
SE/c Santa Maria Way & S Miller St
140 apts & 5,435 sq ft comm

City of Santa Maria

MAJOR DEVELOPMENTS (JANUARY 2023)

RESIDENTIAL
COMMERCIAL
INDUSTRIAL
MIXED USE/OTHER

City of Santa Maria

MAJOR DEVELOPMENTS (JANUARY 2023)

1	*Project*	**Preisker RV Storage**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	RV storage for 150 RV/trailers. Pumping site & modular unit for attendant	*Acreage*	3.3	**PD2022-0004**	**11/16/2022**	Planning permit expiration 11/16/2025.
	Location	2210 N Preisker Lane	*District*	PD/C-2	**U2022-0004**	**1/16/2022**	
	APN(s)	128-002-035	*Planner*	Cody Graybehl			
	Contact	Jacob Weintraub, Applicant, 805-441-0332					
2	*Project*	**Preisker Commercial Center**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	108 rm hotel, 15,000 sq. ft. drive thru, rest., retail	*Acreage*	5	**PD2015-0011**	**5/18/2016**	Under construction.
	Location	NW/c N. Broadway and Preisker Ln	*District*	PD-f/C-2	**TR2016-0001**	**9/7/2016**	
	APN(s)	128-002-048, -049 & -050	*Planner*	Carol Ziesenhenne	**A2019-0004**	**2/18/2019**	
	Contact	Jody Walker Belsick, Applicant, 702-786-1829			**A2022-0009**	**Pending**	
3	*Project*	**Holiday Inn Express & Suites**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	New 4 story hotel, wood construction	*Acreage*	2.13	**PD2022-0001**	**Pending**	Planning permits under review.
	Location	Roemer Ct.	*District*	CM	**GPZ2022-0001**	**Pending**	
	APN(s)	128-003-047, -048	*Planner*	Cody Graybehl			
	Contact	Prakash Patel, Applicant, 669-333-1880					
4	*Project*	**SMOOTH Bus Wash**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	1,134 sq. ft. bus wash building	*Acreage*	1.2	**PD2017-0023**	**5/16/2018**	Planning permit expiration on 5/16/2023
	Location	240 E. Roemer Way	*District*	PD/M-1	**A2021-0004**	**8/4/2021**	
	APN(s)	128-003-046	*Planner*	Dana Eady			
	Contact	Tom Martinez, Architect, 805-934-5737					
5	*Project*	**Donahue Truck Center**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Rental facility, truck sales and service	*Acreage*	1.53	**PD2022-0016**	**Pending**	Planning permits under review.
	Location	Preisker Lane	*District*	PD-F/CM			
	APN(s)	128-003-008	*Planner*	Cody Graybehl			
	Contact	Thele-Donahue, LLC					
6	*Project*	**Orchard Street Corner Market**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	1,043 sq ft addition to existing corner market	*Acreage*	0.45	**PD2019-0005**	**10/2/2019**	Planning permit expiration on 10/2/2022.
	Location	1334 N. Broadway	*District*	PD/C-2			
	APN(s)	121-031-004	*Planner*	Cody Graybehl			
	Contact	Rami Zakour, Applicant					
7	*Project*	**309 Mill Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct a 23 unit, 9750 sq. ft. apartment building	*Acreage*	0.2	**DT2020-0015**	**Pending**	Planning permits under review.
	Location	309 E Mill St	*District*	DTSP - Bungalow District			
	APN(s)	121-193-011	*Planner*	Carol Ziesenhenne			
	Contact	Jason Heyward, Consultant, 805-928-8948					
8	*Project*	**200 Mill Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct a 20 unit, 3-story building	*Acreage*	0.17	**DT2022-0019**	**Pending**	Planning permits under review.
	Location	200 W Mill Street	*District*	DTSP- Bungalow			
	APN(s)	119-273-007	*Planner*	Frank Albro			
	Contact	CHG South Pine, LLC, Applicant					
9	*Project*	**Vino Bella Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct a 32 unit, 3-story apartment building	*Acreage*	0.3	**DT2020-0017**	**12/16/2020**	Building permits submitted. Planning permit expiration on 12/16/2023.
	Location	120 W Chapel St	*District*	DTSP - Bungalow District			
	APN(s)	119-276-015	*Planner*	Frank Albro			
	Contact	Ben Nikfarjam, Applicant, 310-215-4882					
10	*Project*	**Gateway Mixed Use**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	33,700 sq. ft., four-story mixed use development	*Acreage*	0.3	**DT2017-0033**	**1/16/2018**	Under construction.
	Location	101 N. Broadway	*District*	DTSP - Gateway	**A2019-0032**	**9/4/2019**	
	APN(s)	119-276-019	*Planner*	Frank Albro			
	Contact	Ben Nikfarjam, Developer, 310-251-4882					

11	*Project*	**Starbucks at Home Motors**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Coffee shop and drive-thru	*Acreage*	5.81	**PD2021-0011**	**11/16/2022**	Planning permit expiration on 11/16/2025.
	Location	1313 E Main St	*District*	PD/C-2	**U2021-0019**	**11/16/2022**	
	APN(s)	128-120-003	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Applicant, 805-441-0332					
12	*Project*	**Paradiso Residences**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	90 duplex units and 150 senior (age restricted to 62 years old)	*Acreage*	14.58	**GPZ 2022-0003**	**Pending**	Planning permits under review.
	Location	1571 E Main Street	*District*	PD/R-1	**PD2022-0008**	**Pending**	
	APN(s)	128-052-014 & 023	*Planner*	Frank Albro	**PD2022-0009**	**Pending**	
	Contact	Cam Boyd, Applicant, 805-556-3060x164			**TR2022-0007**	**Pending**	
13	*Project*	**Alvin Newton Apartments**	*Category*	**Mixed Use/ Other**	*File #s*	*Approved*	*Status*
	Description	5 story mixed-use (1 floor commercial and 4 floors apartments)	*Acreage*	1.49	**DT2022-0022**	**Pending**	Planning permits under review.
	Location	SWC Main St. and Broadway	*District*	DTSP- Gateway			
	APN(s)	125-320-050	*Planner*	Carol Ziesenhenne			
	Contact	The Vernon Grop, Applicant, 805-963-1244					
14	*Project*	**Heritage Walk Lofts**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Re-purpose structure for 102 residential units	*Acreage*	1.29	**DT2022-0018**	**Pending**	Planning permits under review.
	Location	201 Town Center West	*District*	DTSP- Town Center			
	APN(s)	123-280-003	*Planner*	Carol Ziesenhenne			
	Contact	Vernon Property Group, LLC, Applicant					
15	*Project*	**Cook Street Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Six story building to accommodate up to 114 residential apartment units	*Acreage*	0.44	**DT2022-0017**	**Pending**	Planning permits under review.
	Location	N of Cook Street and E of McClelland Street	*District*	DTSP - Gateway			
	APN(s)	125-320-018, -019	*Planner*	Frank Albro			
	Contact	Brian Schwartz, Principal Planner, 805-934-5760					
16	*Project*	**Boone Street Market**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	2,280 sq. ft. addition to market, and 2 new units	*Acreage*	0.2	**GPZ2016-0004**	**5/2/2017**	Building permits issued. Planning permit expiration on 3/20/2022.
	Location	501 E. Boone St	*District*	DTSP - Railroad Loft	**SPZ2016-0003**	**5/2/2017**	
	APN(s)	125-114-015	*Planner*	Carol Ziesenhenne	**DT2016-0040**	**8/21/2017**	
	Contact	Brian Schwartz, Consultant, 805-934-5760			**A2019-0006**	**3/4/2019**	
					A2020-0012	**6/8/2020**	
17	*Project*	**Oakley Court Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	30 apartment units with on-site manager's unit	*Acreage*	2.1	**GPZ2019-0001**	**10/1/2019**	Planning permit expiration on 7/17/2022
	Location	600 Block S. Oakley Ct	*District*	PD/R-3	**PD2019-0002**	**7/17/2019**	
	APN(s)	123-140-036	*Planner*	Frank Albro	**A2022-0010**	**Pending**	
	Contact	Lupe & Gustavo, Applicant, 805-937-1108					
18	*Project*	**Bonita Packing Expansion**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	173,270 sq. ft. cooler addition in 4 phases	*Acreage*	45.4	**PD2012-0007**	**5/1/2013**	Phase 1 (45,935 sq. ft.) is completed.
	Location	1850 W. Stowell Rd	*District*	PD/CM	**A2022-0011**	**Pending**	
	APN(s)	117-820-028	*Planner*	Dana Eady			
	Contact	John Smith, Engineer, 805-466-5660					
19	*Project*	**Maxco Box Facility**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Construct a new 60,000 sq. ft. box facility and outdoor storage yard	*Acreage*	19.8	**PD2021-0007**	**9/21/2022**	Building permits submitted. Planning permit expiration on 9/21/2025.
	Location	1550 W Stowell Rd	*District*	PD/CM-AG	**U2021-0020**	**9/21/2022**	
	APN(s)	117-820-015	*Planner*	Cody Graybehl			
	Contact	Steve Rigor, Applicant, (503) 477-8328 x 112					
20	*Project*	**Seaside Packaging Warehouse**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	40, 854 square-foot packaging warehouse	*Acreage*	6.18	**U2021-0002**	**3/16/2022**	Building permits submitted. Planning permit expiration on 3/16/2025.
	Location	La Brea Avenue	*District*	M-2			
	APN(s)	117-240-034	*Planner*	Cody Graybehl			
	Contact	Suzanne D. Winslow, Applicant, (805) 544-9700					

21	*Project*	**Blosser Ranch**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	Phase 1 - Construct 105 "for rent" single-family residences with 96 ADUs on Lots 8 and 10.	*Acreage*	155.5	**GPZ2016-0003**	**10/20/2020**	Planning permits under review.
	Location	NE/c of S. Blosser Rd and W. Battles Rd	*District*	Blosser SE SP	**SPZ2016-0002**	**10/20/2020**	
	APN(s)	117-240-028	*Planner*	Dana Eady	**TR2019-0003**	**10/20/2020**	
	Contact	Laurie Tamura, Consultant, 805-934-5760			**TR2022-0006**	**Pending**	
					PD2022-0007	**Pending**	
					PD2022-0013	**Pending**	
22	*Project*	**Vandenberg Senior Residences**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	52 unit senior apartment addition	*Acreage*	4.9	**PD2017-0002**	**7/18/2018**	Building permit approved. Planning permit expiration on 7/18/2023.
	Location	1314 S. Broadway	*District*	PD/C-1	**A2021-0008**	**11/17/2021**	
	APN(s)	128-065-008	*Planner*	Carol Ziesenhenne			
	Contact	Barry Williams, Architect, 805-459-7353					
23	*Project*	**Centennial Square Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	184 affordable apartments	*Acreage*	6.35	**PD2020-0009**	**8/4/2021**	Under construction.
	Location	SW/c Miller St and Plaza Dr	*District*	PD/R-3			
	APN(s)	128-066-003	*Planner*	Carol Ziesenhenne			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
24	*Project*	**Barcellus Senior Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	80 unit senior apartments	*Acreage*	2.3	**GPZ2016-0002**	**12/7/2016**	Planning permits under review.
	Location	502 E. Barcellus Ave	*District*	PD/R-3	**PD2022-0015**	**Pending**	
	APN(s)	128-067-032, -033, -034	*Planner*	Cody Graybehl			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
25	*Project*	**Westgate Village**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
					PD2007-012	**7/2/2008**	Planning permit under review.
	Description	126 multifamily units and 16,000 sq. ft. retail (including gas station)	*Acreage*	7.6	**A2017-0029**	**2/7/2018**	
					A2018-0023	**1/16/2019**	
	Location	NW/c S. Blosser Rd and W. Battles Rd	*District*	PD/CC	**A2020-0003**	**5/20/2020**	
					A2021-0013	**3/14/2022**	
	APN(s)	117-240-046, -045	*Planner*	Carol Ziesenhenne	**GPZ2022-0002**	**Pending**	
					PD2022-0005	**Pending**	
	Contact	Craig Minus, Developer, 805-962-2121			**U2022-0007**	**Pending**	
					TR2022-0004	**Pending**	
26	*Project*	**Centennial Gardens**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct 160 affordable apartment units	*Acreage*	8.36	**PD2020-0006**	**11/18/2020**	Under construction.
	Location	SW/c Battles and Depot	*District*	PD/R-3			
	APN(s)	118-010-058	*Planner*	Frank Albro			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
27	*Project*	**Crucified Life Church**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	11,700 sq. ft. building	*Acreage*	0.6	**PD2017-0017**	**2/21/2018**	Building permits submitted. Planning permit expiration on 2/21/2023.
	Location	NW/c S. McClelland St	*District*	PD/C-2	**A2019-0041**	**12/18/2019**	
	APN(s)	128-114-069	*Planner*	Frank Albro	**A2020-0017**	**2/3/2021**	
	Contact	Cordelia Raymond, Architect, 805-786-4391					
28	*Project*	**Enos Auto Center North Campus**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Overall site design and layout of an auto center	*Acreage*	17.7	**PD2018-0006**	**5/16/2018**	Under construction.
	Location	Lots 2-7 of Enos Ranchos Specific Plan	*District*	Enos Ranchos SP	**TU2019-0153**	**6/17/2020**	
	APN(s)	128-189-002, 003, 004, 005, 006, 007	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Consultant, 805-441-0332					
28(a)	*Project*	**Home Motors**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	52,000 sq. ft. auto dealership	*Acreage*	7.2	**PD2018-0004**	**5/16/2018**	Under construction.
	Location	1004 E. Battles Rd	*District*	Enos Ranchos SP			
	APN(s)	128-189-002	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Consultant, 805-441-0332					

29	*Project*	**Windset Farms Greenhouses 7-9**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	4.3 mil sq. ft. greenhouse and 93,000 sq. ft. bldg.	*Acreage*	49	**PD2017-0009**	**Pending**	Planning permit under review.
	Location	1650 Black Rd	*District*	Area 9 SP			
	APN(s)	117-310-018	*Planner*	Dana Eady			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
30	*Project*	**Avante Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	86 unit apartment complex	*Acreage*	3.91	**PD2021-0013**	**11/16/2022**	Planning permit expiration 11/16/2025.
	Location	SW/c of Carmen Lane and South Blosser Road	*District*	PD/R-3	**TR2022-0002**	**11/16/2022**	
	APN(s)	117-770-047	*Planner*	Cody Graybehl			
	Contact	Steve Simoulis, Applicant, 805-440-9876					
31	*Project*	**Betteravia Plaza**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	Up to 443 units and 291,278 sq. ft. of retail/office	*Acreage*	55.2	**DA2015-0001**	**2/2/2016**	Planning permit under review
	Location	NW/c of W. Betteravia Rd & SMVRR tracks	*District*	Multiple	**TR2016-0007**	**11/21/2018**	
	APN(s)	117-990-001	*Planner*	Carol Ziesenhenne	**GPZ2021-0002**	**Pending**	
	Contact	Dan Blough, Consultant, 805-680-9666			**PD2021-0006**	**Pending**	
					PD2022-0011	**Pending**	
32	*Project*	**Celebration I, II, III**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	56 single family units, 33 unit senior apt,	*Acreage*	6.8	**Tract 5893, 5921**	**Recorded**	Phase III (rooftop gardens) building permits submitted and planning permits expiration on 8/15/2021.
		7,000 sq. ft. office bldg, 1 mixed use bldg	*District*	PD/R-2	**PD2005-023**	**12/21/2005**	
	Location	NW/c S. Miller St and E. Inger Dr	*Planner*	Cody Graybehl	**PD2006-019**	**9/20/2006**	
	APN(s)	128-177 (all) and 128-178 (all)			**PD2013-0010**	**7/1/2014**	
	Contact	Frances Romero, Agent, 805-469-9510			**Tract 5993**	**7/1/2014**	
					PD2018-0001	**8/15/2018**	
32(a)	*Project*	**Caring Hands Veterinary Clinic**	*Category*	**Mixed/Other**	**U2021-0006**	**6/15/2022**	*Status*
	Description	Establishment of a Veterinary Clinic	*Acreage*	0.17	**A2021-0010**	**6/15/2022**	Planning permit expiration 6/15/2025
	Location	1995 S. Miller St Suite 103	*District*	PD/R-2			
	APN(s)	128-185-005	*Planner*	Carol Ziesenhenne			
	Contact	Tom Martinez, Architect, 805-934-5737					
33	*Project*	**Enos Auto Center South Campus**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Overall site design and layout of an auto center	*Acreage*	15.2	**PD2018-0007**	**5/16/2018**	Under construction.
	Location	Lots 8-11 of the Enos Ranch Specific Plan	*District*	Enos Ranchos SP			
	APN(s)	128-189-008, 009, 010, 011	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Consultant, 805-441-0332					
33(a)	*Project*	**Splash N Dash**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	8,200 sq ft carwash	*Acreage*	1.6	**PD2018-0005**	**9/4/2019**	Grading permits submitted. Planning permit expiration on 9/4/2022.
	Location	Lot 8	*District*	Enos Ranchos SP			
	APN(s)	128-189-008	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Consultant, 805-441-0332					
34	*Project*	**A Street Deli**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	4,420 sq. ft. retail building	*Acreage*	0.5	**GPZ2015-0005**	**9/20/2016**	Building permits issued.
	Location	1500 W Betteravia	*District*	PD/C-2	**PD2015-0019**	**9/21/2016**	
	APN(s)	111-040-006	*Planner*	Carol Ziesenhenne	**A2018-0002**	**3/21/2018**	
	Contact	Gil Rodriguez, Applicant, 805-478-1674			**A2019-0025**	**9/4/2019**	
35	*Project*	**DMS Electric**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	10,000 sq. ft. new construction	*Acreage*	1.26	**PD96-17**	**1/22/1997**	Phase 1 (5,000 sq. ft.) is complete, no building permit submittal for Phase 2 (5,000 sq. ft.)
	Location	2224 S. Westgate Rd	*District*	PD/CM	**A2014-0001**	**Approved**	
	APN(s)	111-400-050	*Planner*	Dana Eady			
	Contact	David Shahrabani, Owner, 805-922-6033 *					
36	*Project*	**VTC Enterprises (Phase 2)**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	6,187 sq. ft. vocational training buildings	*Acreage*	3.3	**U2008-0004**	**7/2/2008**	Classroom building built (12,023 sq. ft.). Building permits submitted for Phase 2 (5,277 sq. ft. office)
	Location	2445 A St	*TAZ*	30091			
	APN(s)	111-040-043, -044	*District*	PF			
	Contact	Gil Palacios, Architect, 805-928-8008	*Planner*	Cody Graybehl			

37	*Project*	**2811 Center**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	51,200 sq. ft. of office in 2 buildings	*Acreage*	7	**PD2017-0003**	**6/7/2017**	One 25,600 sq. ft. building constructed. Second building pending.
	Location	2815 Airpark Dr	*District*	PD/M-1	**TR2017-0002**	**3/21/2018**	
	APN(s)	111-231-003	*Planner*	Carol Ziesenhenne	**A2022-0001**	**1/25/2022**	
	Contact	Steve Simoulis, Developer, 805-541-9004					
38	*Project*	**Santa Maria Studios**	*Category*	**Residential**	*Files #s*	*Approved*	*Status*
	Description	378 affordable senior units (Phase 1= 160 + Phase 2 = 218)	*Acreage*	5.5	**PD2020-0001**	**N/A**	Phase 1 is under construction.
	Location	2660 Santa Maria Way, Santa Maria, CA	*District*	PD/C-2			
	APN(s)	128-090-011	*Planner*	Dana Eady			
	Contact	AMG & Associates, LLC, 818-380-2600					
39	*Project*	**Park Edge Apartments**	*Category*	**Mixed Use/Other**	*File #s*	*Approved*	*Status*
	Description	140 apt units, clubhouse and 5,435 sq. ft. multi-tennant commercial	*Acreage*	7.45	**PD2020-0008**	**6/16/2022**	Building permits submitted. Planning permits expiration on 6/16/2025.
	Location	2770 Santa Maria Way	*District*	PD/C-2 & PD/R-3	**U2020-0012**	**6/16/2022**	
	APN(s)	128-090-022, -023 & 109-010-039	*Planner*	Cody Graybehl			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
40	*Project*	**U-Haul Ministorage and Office**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Exterior improvements to the building and interior remodel to include mini-storage	*Acreage*	13	**U2019-0008**	**6/19/2019**	Under construction.
	Location	2875 Santa Maria Way	*District*	PD/C-2	**U2019-0021**	**6/17/2020**	
	APN(s)	109-010-008	*Planner*	Cody Graybehl	**PD2020-0002**	**6/17/2020**	
	Contact	Tom Martinez, Architect, 805-934-5737					
41	*Project*	**Northman Residential**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	63 single family residences	*Acreage*	13.2	**GPZ2018-0004**	**8/6/2019**	Under construction.
	Location	Santa Maria Wy btw Sunrise Dr & E Dauphin St	*District*	PD/R-1	**TR2018-0003**	**7/16/2019**	
	APN(s)	109-010-005, -006	*Planner*	Dana Eady	**PD2018-0013**	**6/19/2019**	
	Contact	Brian Schwartz, Consultant			**A2021-0012**	**4/28/2022**	
42	*Project*	**Skylight Homes**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	49 single family homes in 50 parcels	*Acreage*	8.89	**GPZ2021-0001**	**1/4/2022**	Planning permits under review.
	Location	3170 Santa Maria Way	*District*	PD/R-1	**PD2022-0006**	**Pending**	
	APN(s)	109-010-012	*Planner*	Cody Graybehl	**TR2022-0005**	**Pending**	
	Contact	Sheryl Flores, Applicant, 805-540-2465					
43	*Project*	**Santa Maria Airport Foxenwood Self Storage**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Mini-warehouse facilty	*Acreage*	608.01	**PD2022-0017**	**Pending**	Planning permits under review
	Location	3335 Corsair Circle	*District*	AA,PD/AS-1	**SPZ2022-0001**	**Pending**	
	APN(s)	111-231-011	*Planner*	Frank Albro			
	Contact	Santa Maria Public Airport District, 805-922-1726					

Santa Maria Valley

continued ...

Not within a Community/Specific Plan Area

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Ag Development (excluding wineries)	06DVP-OOOOO-00009 E. Briggs	OSR ENTERPRISES/NRG ENTERPRISES LP 128-096-001 128-096-004 128-096-005	Approved	0	0	0	237,636	0
Institutional (schools, churches, etc)	07GPA-OOOOO-00011 J. Karamitsos	NORTH COUNTY JAIL GENERAL PLAN AMENDMENT 113-210-004 113-210-013	Approved	0	0	0	0	250465
Oil and Gas	12DVP-OOOOO-00005 E. Briggs	ERG OIL & GAS PIPELINE DEVELOPMENT PLAN 129-080-006 129-080-007 129-090-016 129-090-021 129-090-032 129-090-033 129-090-037 129-090-038 129-100-014 129-100-015 129-100-025 129-100-034 129-100-035 129-100-036 129-180-007 129-180-008 129-180-013 129-180-015	In Process					2.9 Mile Oil Pipeline

Note: To appear on this report, a CAP must have a primary parcel designated.
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(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Santa Maria Valley

continued ...

Not within a Community/Specific Plan Area

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Ag Development (excluding wineries)	15CUP-OOOOO-00011 N. Campbell	CURLETTI FARM EMPLOYE HOUSING 113-240-009	Approved				50,000	
Wineries	15DVP-OOOOO-00007 F. Trotter	RANCHO SISQUOC WINERY TIER III 133-040-011	Built					
Oil and Gas	15PPP-OOOOO-00001 K. Lehr	EAST CAT CANYON OIL FIELD REDEVELOPMENT 101-040-005	Proposed					
Oil and Gas	15PPP-OOOOO-00002 J. Ybarra	UCCB PRODUCTION PLAN 101-030-011 101-040-026 129-180-018 129-180-037 129-180-038	Proposed					
Oil and Gas	15TRM-OOOOO-00003 K. Lehr	EAST CAT CANYON OIL FIELD REDEVELOPMENT (TRM 14,813) 101-040-005	Proposed					
Oil and Gas	16AMD-OOOOO-00010 K. Lehr	NORTH GAREY OIL & GAS DRILLING PRODUCTION PLAN 129-180-007	Approved	0	0	0	0	56 wells

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Santa Maria Valley

continued ...

Not within a Community/Specific Plan Area

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Mines	17RPP-OOOOO-00001 J. Ybarra	GORDON SAND COMPANY RECLAMATION PLAN 113-020-009 113-020-013 113-020-020 113-020-021	Proposed					
Oil and Gas	18EIR-OOOOO-00002 K. Lehr	EAST CAT CANYON OIL FIELD REDEVELOPMENT (TRM 14,813) 101-040-005	Proposed					
Oil and Gas	18ZCI-OOOOO-00163 N. Minick	ERG OIL & GAS PIPELINE 129-040-010 129-040-015 129-080-006 129-080-007 129-090-016 129-090-021 129-090-032 129-090-033 129-090-037 129-090-038 129-100-015 129-100-025 129-100-036 129-180-007 129-180-008 129-180-015 129-180-039 129-180-040	In Process					2.9 Mile Oil Pipeline

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Santa Maria Valley

continued ...

Not within a Community/Specific Plan Area

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Utilities	19CUP-OOOOO-00059 T. Mitchell	GOLDEN STATE WATER COMPANY WATER STORAGE TANK AND ACCESS ROAD 129-190-007						200,000 gal storage tank
Ag Development (excluding wineries)	19RVP-OOOOO-00115 T. Mitchell	PLANTEL NURSERIES DEVELOPMENT PLAN REVISION 129-170-004	Proposed	0			1,596,480	
Industrial	20CUP-OOOOO-00005 S. Conner	ARCTIC COLD 128-097-001				449,248		
Mines	20NGD-OOOOO-00009 J. Ybarra	GORDON SAND COMPANY RECLAMATION PLAN 113-020-009	Proposed					
Oil and Gas	20TEX-OOOOO-00003 J. Ybarra	TIME EXTENSION ERG OIL & GAS PIPELINE DEVELOPMENT PLAN 129-180-015	In Process					2.9 Mile Oil Pipeline
Industrial	22CUP-OOOOO-00021 S. Conner	ARCTIC COLD - FRUIT PUREE PROCESSING 128-097-001				449,248		
Industrial	22GPA-OOOOO-00006 S. Conner	ARCTIC COLD - AG INDUSTRIAL OVERLAY 128-097-001				449,248		

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Santa Maria Valley

continued ...

Not within a Community/Specific Plan Area

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Ag Development (excluding wineries)	22NGD-OOOOO-00010 T. Mitchell	PLANTEL NURSERIES DEVELOPMENT PLAN REVISION 129-170-004	Proposed	0			1,596,480	
Industrial	22PMC-OOOOO-00027 T. Weber	ARCTIC COLD 128-097-001				449,248		
Industrial	22ZCI-OOOOO-00037 S. Conner	ARCTIC COLD ROUGH GRADING 128-097-001 128-097-002				449,248		
Industrial	22ZCI-OOOOO-00038 S. Conner	ARCTIC COLD STORAGE FACILITY 128-097-001				449,248		

Not within a Community/Specific Plan Area Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0			3,192,960
In Process				
Approved	0	0	0	287,636
Under Construction				
Built				
Totals	***0***	***0***	***2,695,488***	***3,480,596***

Old Town Orcutt & OCPlan

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc

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Santa Maria Valley
continued ...

Old Town Orcutt & OCPlan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	16AMD-OOOOO-00005 D. Eady	ORCUTT UNION PLAZA PHASE II AMENDMENT 105-121-006	Approved	19	16,880	0	0	0
Commercial	21DVP-OOOOO-00006 A. Vosburg	OUSD SENIOR HOUSING (KEY SITE 17) DEVELOPMENT PLAN 105-134-004	Proposed		7,745			community center building primarily for use by residents
		105-134-005 105-330-005 105-330-006	Proposed		7,252			Nonresidential daycare center for 36 students and 10 employees
			Proposed					0.75-acre public park
			Proposed	76				75 dwelling units (20 for employees, the rest for seniors) + 1 special care home with 102 beds (memory care + assisted living)

Note: To appear on this report, a CAP must have a primary parcel designated.
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(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Santa Maria Valley

continued ...

Old Town Orcutt & OCPlan

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	22GOV-OOOOO-00001 A. Vosburg	OUSD SENIOR HOUSING (KEY SITE 17) GOV CODE CONSISTENCY 105-134-004 105-134-005 105-330-005 105-330-006	Proposed		7,745			community center building primarily for use by residents
			Proposed		7,252			Nonresidential daycare center for 36 students and 10 employees
			Proposed					0.75-acre public park
			Proposed	76				75 dwelling units (20 for employees, the rest for seniors) + 1 special care home with 102 beds (memory care + assisted living)

Old Town Orcutt & OCPlan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	152	29,994		
In Process				
Approved	19	16,880	0	0
Under Construction				
Built				
Totals	***171***	***46,874***	***0***	***0***

Orcutt Community Plan

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc

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For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Santa Maria Valley
continued ...

Orcutt Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	02TRM-OOOOO-00010 K. Probert	ADDAMO WINERY/DIAMANTE [TM 14,616] 129-151-042	Under Construction	5	0	0	0	0
Residential	03DVP-OOOOO-00009 J. Zorovich	RICE RANCH DEVELOPMENT PLAN 101-010-013 101-020-004 105-140-016	Under Construction	725	0	0	0	
Commercial – Special Events	06CUP-OOOOO-00054 D. Eady	ADDAMO SPECIAL EVENTS 129-151-042 129-151-082	Built	0				
Commercial	09DVP-OOOOO-00029 J. Gerber	CLARK AVENUE COMMERCIAL 103-750-038	Approved	0	12,875	0	0	0
Residential	10DVP-OOOOO-00002 D. Eady	KEY SITE 30 DEVELOPMENT PLAN 107-250-008	Approved	69	0	0	0	0

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(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	10TRM-OOOOO-00003 D. Eady	TERRACE VILLAS TRACT MAP 14,770 129-300-001 129-300-002 129-300-003 129-300-004 129-300-005 129-300-006 129-300-007 129-300-008 129-300-009 129-300-010 129-300-011 129-300-012 129-300-013 129-300-014 129-300-015 129-300-016 129-300-017 129-300-018 129-300-019 129-300-020	Approved	16	0	0	0	0
Residential	13DVP-OOOOO-00010 T. Mitchell	KEY SITE 3 DEVELOPMENT PLANS 129-151-026	In Process	0	0	0	0	
Commercial	14GPA-OOOOO-00020 S. Reese	Oasis General Plan Amendment 105-020-063 105-020-064	Approved		15,333			

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For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Santa Maria Valley
continued ...

Orcutt Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	15DVP-OOOOO-00009 S. Reese	ORCUTT PUBLIC MARKETPLACE 129-120-024	Proposed	252	211,264			
Residential	15TRM-OOOOO-00002 D. Eady	VINTAGE RANCH TRACT MAP (TM 14,812) 101-400-008	In Process	41				
Residential	15ZCI-OOOOO-00031 D. Eady	KEY SITE 30 MR-O APARTMENTS AND FINE GRADING 107-250-008	Under Construction	214				
Commercial	16DVP-OOOOO-00009 D. Eady	ORCUTT GATEWAY RETAIL CENTER (KEY SITE 2) 129-280-001	In Process		49,921			
Residential	16SPP-OOOOO-00001 A. Vosburg	THE NEIGHBORHOODS OF WILLOW CREEK & HIDDEN CANYON SPECIFIC PLAN 113-250-015 113-250-016 113-250-017	In Process	143				
Residential	16ZCI-OOOOO-00002 T. Mitchell	KEY SITE 3 NEW MULTI-FAMILY RESIDENTIAL PROJECT 129-151-026	In Process	160				
Commercial	18DVP-OOOOO-00001 G. Beyeler	ORCUTT GAS STATION 107-011-026	Approved		7,868			

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For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Santa Maria Valley
continued ...

Orcutt Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	18TPM-OOOOO-00005 T. Mitchell	GUY TENTATIVE PARCEL MAP (TPM 14,836) 129-151-019	In Process	2				TPM 14,836 to subdivide a 10-acre parcel (129-151-019) into two five (5) acre parcels.
Residential	19EIR-OOOOO-00002 A. Vosburg	THE NEIGHBORHOODS OF WILLOW CREEK & HIDDEN CANYON SPECIFIC PLAN 113-250-016	In Process	146				
Commercial	19EIR-OOOOO-00003 S. Reese	OASIS Meeting Center (Orcutt Key Site 18) 105-020-064			15,333			
Residential	20GOV-OOOOO-00004 A. Vosburg	THE NEIGHBORHOODS OF WILLOW CREEK & HIDDEN CANYON SPECIFIC PLAN 113-250-016	In Process	143				
Residential	20TPM-OOOOO-00002 T. Mitchell	FREEBOURN TENTATIVE PARCEL MAP (TPM 14,847) 111-251-001	Approved	3				subdivision of one (1) 3.84-acre (gross) parcel into three (3) new lots
Commercial	21APL-OOOOO-00001 G. Beyeler	PR INVESTMENTS, LLC APPEAL OF THE ORCUTT GAS STATION 107-011-026	In Process		7,868			

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Santa Maria Valley

continued ...

Orcutt Community Plan

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	21APL-OOOOO-00002 G. Beyeler	FAR WESTERN LIQUOR, INC APPEAL OF THE ORCUTT GAS STATION 107-011-026	In Process		7,868			
Commercial	21APL-OOOOO-00062 G. Beyeler	PR INVESTMENTS, LLC APPEAL OF THE ORCUTT GAS STATION 107-011-026	In Process		7,868			
Commercial	21APL-OOOOO-00063 G. Beyeler	FAR WESTERN LIQUOR, INC APPEAL OF THE ORCUTT GAS STATION 107-011-026	In Process		7,868			
Residential	21ZCI-OOOOO-00232 S. Reese	AMG & ASSOCIATES, LLC AFFORDABLE HOUSING (KEY SITE H) 107-240-040	Proposed	58				58 affordable housing units (one is a manager unit)
Commercial	22PMC-OOOOO-00062	ORCUTT GATEWAY RETAIL CENTER (KEY SITE 2) PERMIT COMPLIANCE 129-280-001	In Process		49,921			
Commercial	22RVP-OOOOO-00130 B. Singer	REVISION OF ORCUTT GATEWAY RETAIL CENTER (KEY SITE 2) GRADING 129-280-001	In Process		49,921			
Commercial	22ZCI-OOOOO-00073 B. Singer	ORCUTT GATEWAY RETAIL CENTER (KEY SITE 2) GRADING 129-280-001	In Process		49,921			

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(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Santa Maria Valley
continued ...

Orcutt Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	22ZCI-OOOOO-00121 G. Beyeler	ORCUTT GAS STATION 107-011-026	Approved		7,868			
Commercial	22ZCI-OOOOO-00213 B. Singer	ORCUTT GATEWAY RETAIL CENTER (KEY SITE 2) SITE IMPROVEMENTS AND LANDSCAPING 129-280-001	In Process		49,921			

Orcutt Community Plan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	310	211,264		
In Process	635	281,077	0	0
Approved	88	43,944	0	0
Under Construction	944	0	0	0
Built	0			
Totals	***1,977***	***551,618***	***0***	***0***

Santa Maria Valley Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	462	241,258		3,192,960
In Process	635	281,077	0	0
Approved	107	60,824	0	287,636
Under Construction	944	0	0	0
Built	0			
Totals	***2,148***	***598,492***	***2,695,488***	***3,480,596***

Note: To appear on this report, a CAP must have a primary parcel designated.
For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

SPEED SURVEY DATA

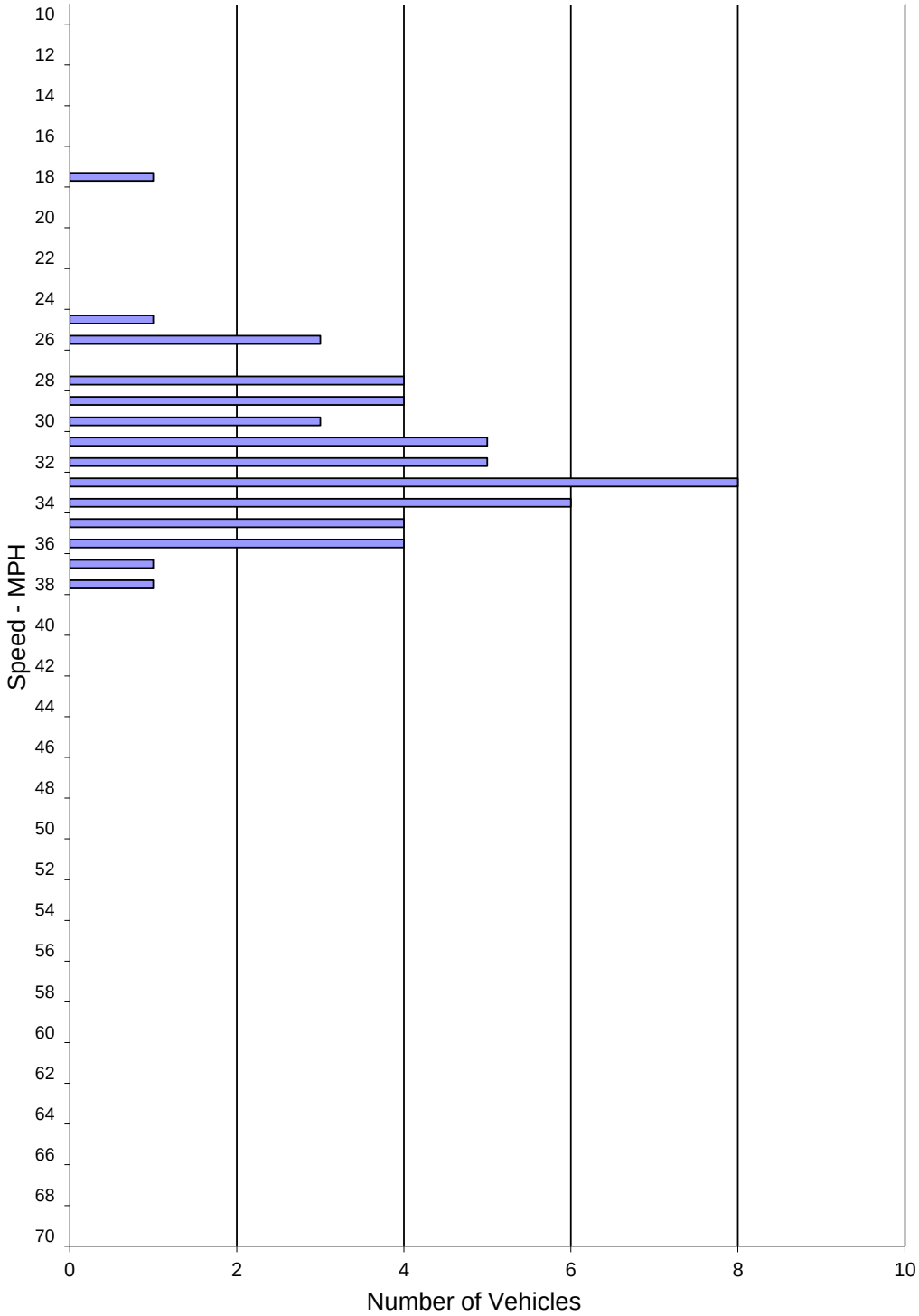
Spot Speed Study

Prepared by: Associated Transportation Engineers

DATE: 5/31/2023 **Location:** U.S. 101 NB On-Ramp/Santa Maria Way @ Morningside Drive
DAY: Wednesday **Posted Speed:** N/A **Project #:** 22079.01

Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	1
19	
20	
21	
22	
23	
24	
25	1
26	3
27	
28	4
29	4
30	3
31	5
32	5
33	8
34	6
35	4
36	4
37	1
38	1
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	# / % Below Pace	# / % Above Pace
ALL	50	31.6	18 - 38	32 mph	35 mph	28 - 37	44	88%	10% / 5	2% / 1

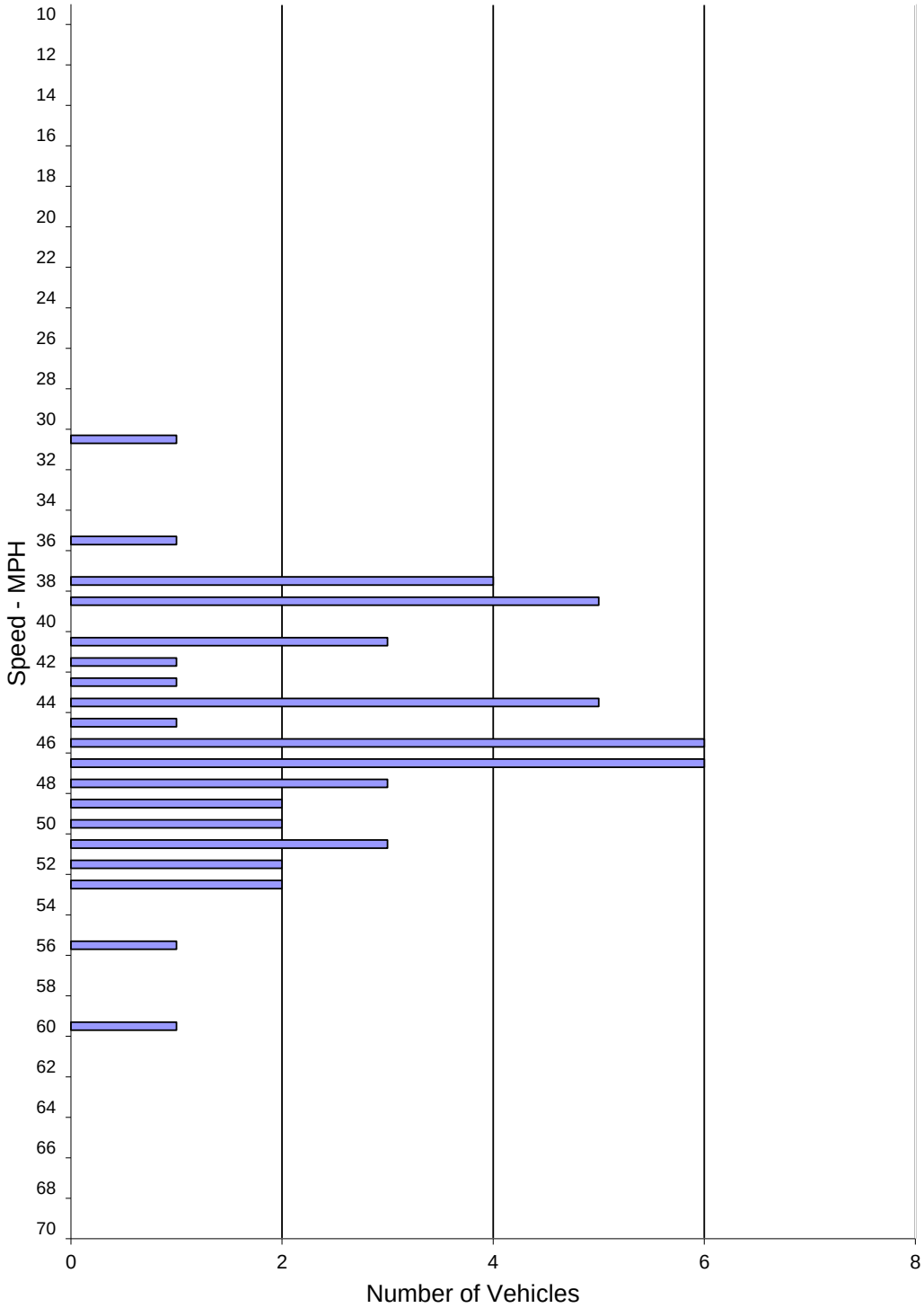
Spot Speed Study

Prepared by: Associated Transportation Engineers

DATE: 5/31/2023 **Location:** U.S. 101 NB Off-Ramps @ Morningside Drive
DAY: Wednesday **Posted Speed:** 45 MPH **Project #:** 22079.01

Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	1
32	
33	
34	
35	
36	1
37	
38	4
39	5
40	
41	3
42	1
43	1
44	5
45	1
46	6
47	6
48	3
49	2
50	2
51	3
52	2
53	2
54	
55	
56	1
57	
58	
59	
60	1
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	# / % Below Pace	# / % Above Pace
ALL	50	45.3	31 - 60	46 mph	51 mph	38 - 47	32	64%	4% / 2	32% / 16

ACCIDENT DATA

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 ● (805) 687-4418 ● (805) 682-8509-F

ACCIDENT RATE CALCULATION SHEET - FOR INTERSECTIONS

Project: Famcon Pipe & Supply
File Name: Accident Rate Worksheet 3 Year
Project #: 22079.01
Analyst: GOM
Date: 8/7/2023

N/S Street: US 101 SB Ramps
E/W Street: Santa Maria Way
Weekday:
PM Peak Hour Entering Volume: NA
Peak Hour Factor: NA
----------OR----------
Total Approach ADT: 12900
Weekend:
PM Peak Hour Entering Volume OR ADT: 75% (as a percentage of Weekday PM Peak Hour Entering Volume OR ADT)

Period Analyzed (years): 3

Number of Accidents: 7

Million Entering Vehicle Miles: 13.12 million entering vehicle miles (mevm)

Accident Rate: **.53 accidents per million entering vehicle miles (mevm)**

Intersection Rate Group: I22
California State Average Collision Rate: 0.22

DEFINITIONS

$$\text{Number Expected} = \frac{\text{ADT} \times \text{Time} \times \text{Rate Expected} \times \text{Length}}{1000000}$$

$$\text{Number Significant} = \text{Number Expected} + (2.576 \times (\text{Number Expected})^{1/2}) + 1.329$$

NOTES: Number Significant using 99.5% confidence level.

For intersections, use annual number of entering vehicles in place of ADT and delete length. The NR is the same as for roadway segments.

CALCULATIONS - US 101 SB RAMPS/SANTA MARIA WAY INTERSECTION (Three Year Period)

$$\text{Number Expected} = \frac{4{,}373{,}100 \times 3 \times 0.22 \times 1}{1000000} = 2.88625$$

Number Significant = 8.591601

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 ● (805) 687-4418 ● (805) 682-8509-F

ACCIDENT RATE CALCULATION SHEET - FOR INTERSECTIONS

Project: Famcon Pipe & Supply
Project #: 22079.01
Analyst: GOM
Date: 8/7/2023

File Name: Accident Rate Worksheet 3 Year

N/S Street: Santa Maria Way
E/W Street: Morningside Drive
Weekday:
PM Peak Hour Entering Volume: NA
Peak Hour Factor: NA
----------OR----------
Total Approach ADT: 6200
Weekend:
PM Peak Hour Entering Volume OR ADT: 75% (as a percentage of Weekday PM Peak Hour Entering Volume OR ADT)

Period Analyzed (years): 3

Number of Accidents: 3

Million Entering Vehicle Miles: 6.31 million entering vehicle miles (mevm)

Accident Rate: **.48 accidents per million entering vehicle miles (mevm)**

Intersection Rate Group: I22
California State Average Collision Rate: 0.22

DEFINITIONS

$$\text{Number Expected} = \frac{\text{ADT} \times \text{Time} \times \text{Rate Expected} \times \text{Length}}{1000000}$$

$$\text{Number Significant} = \text{Number Expected} + (2.576 \times (\text{Number Expected})^{1/2}) + 1.329$$

NOTES: Number Significant using 99.5% confidence level.

For intersections, use annual number of entering vehicles in place of ADT and delete length. The NR is the same as for roadway segments.

CALCULATIONS - SANTA MARIA WAY/MORNINGSIDE DRIVE INTERSECTION (Three Year Period)

$$\text{Number Expected} = \frac{2{,}101{,}800 \times 3 \times 0.22 \times 1}{1000000} = 1.38719$$

$$\text{Number Significant} = 5.750174$$

230935 2020 - Av. 2021/2022/2023 Crashes on RT 101 (El Camino Real) Santa Maria Wy/Morningside Dr, Santa Barbara Co.

Primary Rd **SANTA MARIA WAY** *Distance(ft)* **100** *Direction* **W** *Secondary Rd* **US-101** *NCIC* **9750** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORPORATED** *County* **SANTA BARBARA** *Population* **9** *Rpt Dist* *Beat* **024** *Type* **2** *CalTrans Dist* *Badge* **018616** *Crash Date* **20200222** *Time* **1545** *Day* **SAT**
Primary Crash Factor **IMPROP TURN** *Violation* **22107** *Crash Type* **SIDESWIPE** *Severity* **PDO** *# Killed* **0** *# Injured* **0** *Tow Away?* **N** *Process Date* **20200228**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Veh Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*
Latitude **34.89155** *Longitude* **120.41864** *Local Rpt #* **9750-2020-00092** *Case ID* **91198455**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	19	M	W	HNBD		RGT TURN	S	D	2200	TOYO	2005	- 3	N	-	M G
2	DRVR	55	F	W	HNBD		PROC ST	W	A	0100	TOYO	2005	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 S/B** *Distance(ft)* **528** *Direction* **S** *Secondary Rd* **SANTA MARIA WAY** *NCIC* **9750** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORPORATED** *County* **SANTA BARBARA** *Population* **9** *Rpt Dist* *Beat* **001** *Type* **1** *CalTrans Dist* *Badge* **020549** *Crash Date* **20200315** *Time* **2355** *Day* **SUN**
Primary Crash Factor **UNSAFE SPEED** *Violation* **22350** *Crash Type* **OVERTURNED** *Severity* **INJURY** *# Killed* **0** *# Injured* **1** *Tow Away?* **Y** *Process Date* **20200323**
Weather1 **RAINING** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Veh Involved With* **NON-CLSN** *Lighting* **DARK - ST LTS** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*
Latitude **34.89008** *Longitude* **120.41753** *Local Rpt #* **9750-2020-00159** *Case ID* **91213702**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	36	M	H	HNBD		RAN OFF RD	S	D	2200	TOYO	1993	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	36	M	1	M G	0

Primary Rd **US-101 S/B (EL** *Distance(ft)* **4224** *Direction* **N** *Secondary Rd* **SANTA MARIA WAY** *NCIC* **9750** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORPORATED** *County* **SANTA BARBARA** *Population* **9** *Rpt Dist* *Beat* **001** *Type* **1** *CalTrans Dist* *Badge* **018009** *Crash Date* **20200322** *Time* **1723** *Day* **SUN**
Primary Crash Factor **UNSAFE SPEED** *Violation* **22350** *Crash Type* **SIDESWIPE** *Severity* **PDO** *# Killed* **0** *# Injured* **0** *Tow Away?* **Y** *Process Date* **20200325**
Weather1 **CLOUDY** *Weather2* **RAINING** *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Veh Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*
Latitude **34.90336** *Longitude* **120.41822** *Local Rpt #* **9750-2020-00173** *Case ID* **91215857**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	22	M	W	HNBD		PROC ST	S	A	0700	MERB	2018	- 3	N	-	L G
2	DRVR	53	F	W	HNBD		PROC ST	S	A	0100	MINI	2004	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 N/B TO** *Distance(ft)* **52** *Direction* **S** *Secondary Rd* **MORNINGSIDE DR** *NCIC* **9750** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **SANTA MARIA** *County* **SANTA BARBARA** *Population* **5** *Rpt Dist* *Beat* **001** *Type* **1** *CalTrans Dist* *Badge* **020549** *Crash Date* **20200403** *Time* **2335** *Day* **FRI**
Primary Crash Factor **IMPROP TURN** *Violation* **22107** *Crash Type* **OVERTURNED** *Severity* **PDO** *# Killed* **0** *# Injured* **0** *Tow Away?* **Y** *Process Date* **20200406**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Veh Involved With* **NON-CLSN** *Lighting* **DARK - ST LTS** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*
Latitude **34.88914** *Longitude* **120.41559** *Local Rpt #* **9750-2020-00192** *Case ID* **91220842**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	17	M	H	HNBD		RAN OFF RD	N	A	0700	TOYO	2005	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd US-101 N/B | Distance(ft) 652 | Direction S | Secondary Rd SANTA MARIA WAY | NCIC 9750 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City SANTA MARIA | County SANTA BARBARA | Population 5 | Rpt Dist | Beat 001 | Type 1 | CalTrans Dist | Badge 016469 | Crash Date 20200729 | Time 0620 | Day WED
Primary Crash Factor IMPROP TURN | Violation 22107 | Crash Type HIT OBJECT | Severity PDO | # Killed 0 | # Injured 0 | Tow Away? N | Process Date 20200803
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Veh Involved With FIXED OBJ | Lighting DUSK/DAWN | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int
Latitude 34.88910 | Longitude 120.41654 | Local Rpt # 9750-2020-00446 | Case ID 91280030

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	M	A	HNBD	FATG	PROC ST	N	A	0800	TOYOT	2004	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd US-101 S/B | Distance(ft) 500 | Direction S | Secondary Rd SANTA MARIA WAY | NCIC 9750 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORPORATED | County SANTA BARBARA | Population 9 | Rpt Dist | Beat 001 | Type 1 | CalTrans Dist | Badge 013267 | Crash Date 20200815 | Time 1005 | Day SAT
Primary Crash Factor UNSAFE SPEED | Violation 22350 | Crash Type SIDESWIPE | Severity PDO | # Killed 0 | # Injured 0 | Tow Away? Y | Process Date 20200821
Weather1 CLOUDY | Weather2 RAINING | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Veh Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int
Latitude 34.89016 | Longitude 120.41743 | Local Rpt # 9750-2020-00486 | Case ID 91290237

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	17	M	W	HNBD		PROC ST	S	A	0100	MAZD	1993	-	3	N	- M G
2	DRVR	51	M	W	HNBD		PROC ST	S	A	0100	HONDA	2009	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd US-101 N/B | Distance(ft) 500 | Direction S | Secondary Rd SANTA MARIA WAY | NCIC 9750 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORPORATED | County SANTA BARBARA | Population 9 | Rpt Dist | Beat 001 | Type 1 | CalTrans Dist | Badge 017496 | Crash Date 20200821 | Time 1713 | Day FRI
Primary Crash Factor LANE CHANGE | Violation 21658A | Crash Type SIDESWIPE | Severity INJURY | # Killed 0 | # Injured 1 | Tow Away? Y | Process Date 20200826
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Veh Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int
Latitude 34.88874 | Longitude 120.41611 | Local Rpt # 9750-2020-00500 | Case ID 91293117

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	64	M	H	HNBD		PROC ST	N	G	2531	PTRB	2001	-	3	N	- P G
2	DRVR	61	M	W	HNBD		PROC ST	N	D	2200	FORD	2015	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	61	M	1	L G	0

Primary Rd US-101 S/B (EL | Distance(ft) 1584 | Direction S | Secondary Rd SANTA MARIA WAY | NCIC 9750 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORPORATED | County SANTA BARBARA | Population 9 | Rpt Dist | Beat 001 | Type 1 | CalTrans Dist | Badge 015916 | Crash Date 20200823 | Time 1221 | Day SUN
Primary Crash Factor IMPROP TURN | Violation 22107 | Crash Type OVERTURNED | Severity INJURY | # Killed 0 | # Injured 1 | Tow Away? Y | Process Date 20200826
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Veh Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int
Latitude 34.88676 | Longitude 120.41507 | Local Rpt # 9750-2020-00505 | Case ID 91293227

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	20	F	W	HNBD		UNS TURN	S	A	0100	TOYOT	2007	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	20	F	1	M G	0

230935 2020 - Av. 2021/2022/2023 Crashes on RT 101 (El Camino Real) Santa Maria Wy/Morningside Dr, Santa Barbara Co.

Primary Rd US-101 N/B TO [illegible] Distance(ft) 50 Direction S Secondary Rd MORNINGSIDE DRIVE NCIC 9750 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SANTA BARBARA Population 9 Rpt Dist Beat 001 Type 1 CalTrans Dist Badge 015716 Crash Date 20200826 Time 0700 Day WED
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20200827
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 34.88934 Longitude 120.41557 Local Rpt # 9750-2020-00509 Case ID 91293318

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	HNBD		OTHER	N	A	0100	INFIN	2015	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd US 101 S/B TO [illegible] Distance(ft) 12 Direction N Secondary Rd SANTA MARIA WAY NCIC 9750 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SANTA BARBARA Population 9 Rpt Dist Beat 001 Type 1 CalTrans Dist Badge 013267 Crash Date 20200925 Time 2500 Day FRI
Primary Crash Factor UNSAFE SPEED Violation 22350 Crash Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20201001
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MISDEMEANOR Motor Veh Involved With FIXED OBJ Lighting DARK - ST LTS Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int
Latitude 34.89153 Longitude 120.41846 Local Rpt # 9750-2020-00579 Case ID 91315617

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998	-	IMP UNK	IMP UNK	PROC ST		S	-	9900	UNKNO	-	3	N	-	- -

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd US-101 [illegible] Distance(ft) 528 Direction S Secondary Rd SANTA MARIA WAY NCIC 9750 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City SANTA MARIA County SANTA BARBARA Population 5 Rpt Dist Beat 001 Type 1 CalTrans Dist Badge 017307 Crash Date 20201003 Time 1105 Day SAT
Primary Crash Factor DRVR ALC|DRG Violation 23152F Crash Type SIDESWIPE Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20201008
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 34.53229 Longitude 120.25016 Local Rpt # 9750-2020-00605 Case ID 91320265

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	69	F	W		DRUG	OTHER	S	A	0700	HONDA	2018	-	3	A 22107	- M G
2	DRVR	28	M	W	HNBD		PROC ST	S	D	2200	CHEVY	2007	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd RT 101 Distance(ft) 170 Direction N Secondary Rd SANTA MARIA WAY NCIC 9750 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SANTA BARBARA Population 9 Rpt Dist Beat 001 Type 1 CalTrans Dist Badge 013267 Crash Date 20201107 Time 0840 Day SAT
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type OVERTURNED Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20201113
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 34.89167 Longitude 120.41760 Local Rpt # 9750-2020-00708 Case ID 91345020

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	42	M	H	HNBD		OTHER	N	A	0100	HYUND	2012	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	42	M	1	M G	0
PASS	MINOR	40	F	3	M G	0

230935 2020 - Av. 2021/2022/2023 Crashes on RT 101 (El Camino Real) Santa Maria Wy/Morningside Dr, Santa Barbara Co.

Primary Rd **US 101 N/B** Distance(ft) **1584** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **015915** Crash Date **20201119** Time **1235** Day **THU**
Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **OTHER** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20201130**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **NON-CLSN** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **34.89513** Longitude **120.41817** Local Rpt # **9750-2020-00727** Case ID **91355632**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	70	M	W	HNBD		UNS TURN	N	E 2235	FORD	1993	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 N/B** Distance(ft) **500** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **016874** Crash Date **20201212** Time **1930** Day **SAT**
Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20201216**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DARK - ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **34.89004** Longitude **120.41699** Local Rpt # **9750-2020-00785** Case ID **91368701**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	28	M	H	HNBD		OTHER	N	A 0100	NISS	2006	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 S/B** Distance(ft) **2640** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **017910** Crash Date **20201223** Time **0018** Day **WED**
Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20201230**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MISDEMEANOR** Motor Veh Involved With **FIXED OBJ** Lighting **DARK - NO ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **34.89912** Longitude **120.41817** Local Rpt # **9750-2020-00806** Case ID **91377855**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	S	A 0800	HOND	2012	- 3	N	-	L G
2	DRVR	52	M	B	HNBD		PROC ST	S	G 2531	VOLV	2020	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101** Distance(ft) **5** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **018616** Crash Date **20210118** Time **1635** Day **MON**
Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20210121**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MISDEMEANOR** Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **34.89152** Longitude **120.41845** Local Rpt # **9750-2021-00032** Case ID **91392090**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	S	- 9900	UNKNO	-	3	N	-	B B

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

230935 2020 - Av. 2021/2022/2023 Crashes on RT 101 (El Camino Real) Santa Maria Wy/Morningside Dr, Santa Barbara Co.

Primary Rd **US-101 N/B FROM** Distance(ft) **125** Direction **S** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **016874** Crash Date **20210319** Time **0435** Day **FRI**
Primary Crash Factor **DRVR ALC|DRG** Violation **23152A** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20210329**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DARK - ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **34.89040** Longitude **120.41770** Local Rpt # **9750-2021-00144** Case ID **91438172**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	47	M	W	HBD-UI		RAN OFF RD	N	A	0800	DODGE	2019	-	3 A 22107	F	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101** Distance(ft) **1584** Direction **N** Secondary Rd **SANTA MARIA WY.** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **017379** Crash Date **20210408** Time **1610** Day **THU**
Primary Crash Factor **LANE CHANGE** Violation **21658A** Crash Type **SIDESWIPE** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20210415**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **34.89658** Longitude **120.41805** Local Rpt # **9750-2021-00212** Case ID **91451388**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	27	M	H	HNBD		CHANG LN	N	A	0100	CHEVY	2007	-	3 N	-	M G
2	DRVR	33	F	W	HNBD		PROC ST	N	A	0100	FIAT	2015	-	3 N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	27	M	1	M G	0

Primary Rd **US-101 S/B (EL** Distance(ft) **1848** Direction **S** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **015916** Crash Date **20210511** Time **0625** Day **TUE**
Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20210518**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT FNCT** Loc Type Ramp/Int
Latitude **34.88673** Longitude **120.41499** Local Rpt # **9750-2021-00296** Case ID **91475991**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	M	H	HNBD		OTHER	S	A	0100	FORD/	2008	-	3 L	-	M G
2	PRKD	998	-				PARKED	E	A	0100	SMART	2009	-	3 N	-	- -
3	PRKD	998	-				PARKED	E	A	0100	NISSA	2016	-	3 N	-	- -

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	21	M	1	M G	0

230935 2020 - Av. 2021/2022/2023 Crashes on RT 101 (El Camino Real) Santa Maria Wy/Morningside Dr, Santa Barbara Co.

Primary Rd **US-101 S/B FROM** Distance(ft) **630** Direction **S** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **020511** Crash Date **20210513** Time **1300** Day **THU**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20210527**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.88910** Longitude **120.41680** Local Rpt # **9750-2021-10016** Case ID **91480903**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	56	F	W	HNBD		OTHER	S	A	0700	SUBA	2016	-	1	F	H M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 S/B** Distance(ft) **1056** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **SANTA MARIA** County **SANTA BARBARA** Population **5** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **015514** Crash Date **20210527** Time **1315** Day **THU**

Primary Crash Factor **LANE CHANGE** Violation **21658A** Crash Type **REAR END** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20210604**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.88859** Longitude **120.41653** Local Rpt # **9750-2021-10061** Case ID **91489478**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	41	M	W	HBD-NUI		CHANG LN	S	A	0100	FORD	2005	-	3	N	- M G
2	DRVR	43	M	H	HNBD		PROC ST	S	-	2900	ISU	2007	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 S/B** Distance(ft) **3696** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **019397** Crash Date **20210625** Time **1850** Day **FRI**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **REAR END** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20210702**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.90158** Longitude **120.41823** Local Rpt # **9750-2021-10139** Case ID **91511954**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	28	F	H	HNBD		PROC ST	S	A	0100	CHEV	2011	-	3	N	- M G
2	DRVR	84	M	B	HNBD		PROC ST	S	D	2200	FORD	2006	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 N/B** Distance(ft) **1056** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **020549** Crash Date **20210703** Time **1435** Day **SAT**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **OVERTURNED** Severity **INJURY** # Killed **0** # Injured **2** Tow Away? **Y** Process Date **20210712**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **NON-CLSN** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89362** Longitude **120.41800** Local Rpt # **9750-2021-10164** Case ID **91518188**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	28	M	H	HNBD		CHANG LN	N	A	0100	PONT	1995	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	28	M	1	M G	0
PASS	MINOR	31	M	3	M H	0

Primary Rd **US-101 N/B TO** Distance(ft) **I** Direction Secondary Rd **MORNINGSIDE** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **015916** Crash Date **20210715** Time **0756** Day **THU**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20210722**

Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Latitude **34.88943** Longitude **120.41561** Local Rpt # **9750-2021-10197** Case ID **91526418**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	23	M	W	HNBD		UNS TURN	N	A	0700	BUICK	2016	-	3	J	L M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 N/B** Distance(ft) **5280** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **SANTA MARIA** County **SANTA BARBARA** Population **5** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **015514** Crash Date **20210720** Time **1145** Day **TUE**

Primary Crash Factor **WRONG SIDE** Violation **21651B** Crash Type **REAR END** Severity **INJURY** # Killed **0** # Injured **2** Tow Away? **Y** Process Date **20210730**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.90576** Longitude **120.41795** Local Rpt # **9750-2021-10214** Case ID **91533561**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	86	M	W	HNBD		WRONG WY	S	C	0200	HOND	1992	-	3	N	- - W
2	DRVR	33	F	H	HNBD		CHANG LN	N	A	0100	HOND	2016	-	3	N	- M G
3	DRVR	73	F	W	HNBD		PROC ST	N	A	0700	KIA	2017	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	33	F	1	M G	0
DRVR	MINOR	73	F	1	L G	0

Primary Rd **US-101** *Distance(ft)* **2112** *Direction* **N** *Secondary Rd* **SANTA MARIA WAY** *NCIC* **9750** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*

City **UNINCORPORATED** *County* **SANTA BARBARA** *Population* **9** *Rpt Dist* *Beat* **001** *Type* **1** *CalTrans Dist* *Badge* **017709** *Crash Date* **20210727** *Time* **1717** *Day* **TUE**

Primary Crash Factor **UNSAFE SPEED** *Violation* **22350** *Crash Type* **REAR END** *Severity* **PDO** *# Killed* **0** *# Injured* **0** *Tow Away?* **N** *Process Date* **20210805**

Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**

Hit and Run *Motor Veh Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Latitude **34.89643** *Longitude* **120.41829** *Local Rpt #* **9750-2021-10238** *Case ID* **91537970**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	20	M	H	HNBD		PROC ST	S	A	0100	TOYT	2003	-	4 N	-	M G
2	DRVR	998	M	O	HNBD		PROC ST	S	A	0100	HOND	1995	-	3 N	-	P G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 S/B TO** *Distance(ft)* **I** *Direction* *Secondary Rd* **SANTA MARIA WAY** *NCIC* **9750** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*

City **UNINCORPORATED** *County* **SANTA BARBARA** *Population* **9** *Rpt Dist* *Beat* **001** *Type* **1** *CalTrans Dist* *Badge* **015916** *Crash Date* **20210802** *Time* **1259** *Day* **MON**

Primary Crash Factor **R-O-W AUTO** *Violation* **21802A** *Crash Type* **BROADSIDE** *Severity* **PDO** *# Killed* **0** *# Injured* **0** *Tow Away?* **Y** *Process Date* **20210811**

Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**

Hit and Run *Motor Veh Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Latitude **34.89147** *Longitude* **120.41841** *Local Rpt #* **9750-2021-10253** *Case ID* **91542450**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	37	M	H	HNBD		LFT TURN	S	D	2200	FORD	1999	-	3 H	-	M G
2	DRVR	21	F	W	HNBD		PROC ST	W	A	0100	HONDA	2017	-	3 N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 S/B** *Distance(ft)* **2640** *Direction* **N** *Secondary Rd* **SANTA MARIA WAY** *NCIC* **9750** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*

City **SANTA MARIA** *County* **SANTA BARBARA** *Population* **5** *Rpt Dist* *Beat* **001** *Type* **1** *CalTrans Dist* *Badge* **017379** *Crash Date* **20210817** *Time* **1940** *Day* **TUE**

Primary Crash Factor **IMPROP TURN** *Violation* **22107** *Crash Type* **HIT OBJECT** *Severity* **INJURY** *# Killed* **0** *# Injured* **1** *Tow Away?* **Y** *Process Date* **20210823**

Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**

Hit and Run *Motor Veh Involved With* **FIXED OBJ+ADDL** *Lighting* **DUSK/DAWN** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Latitude **34.89882** *Longitude* **120.41822** *Local Rpt #* **9750-2021-10292** *Case ID* **91552059**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	20	F	W	HNBD		UNS TURN	S	A	0700	MAZD	2012	-	3 N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	20	F	1	L G	0

Primary Rd **SB US-101** *Distance(ft)* **75** *Direction* **S** *Secondary Rd* **SANTA MARIA WAY** *NCIC* **9750** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*

City **UNINCORPORATED** *County* **SANTA BARBARA** *Population* **9** *Rpt Dist* *Beat* **001** *Type* **1** *CalTrans Dist* *Badge* **020511** *Crash Date* **20210912** *Time* **0208** *Day* **SUN**

Primary Crash Factor **DRVR ALC|DRG** *Violation* **23152A** *Crash Type* **HIT OBJECT** *Severity* **INJURY** *# Killed* **0** *# Injured* **1** *Tow Away?* **Y** *Process Date* **20210923**

Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**

Hit and Run *Motor Veh Involved With* **FIXED OBJ** *Lighting* **DARK - NO ST LTS** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Latitude **34.89095** *Longitude* **120.41765** *Local Rpt #* **9750-2021-10370** *Case ID* **91578187**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	22	F	H	HBD-UI		LFT TURN	N	A	0100	PONT	2001	-	3 A 22107	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	22	F	1	M G	0

Primary Rd **US-101 N/B** Distance(ft) **2640** Direction **S** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **003** Type **1** CalTrans Dist Badge **016874** Crash Date **20210913** Time **1255** Day **MON**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **SIDESWIPE** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20211103**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run **MISDEMEANOR** Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.88499** Longitude **120.41286** Local Rpt # **9750-2021-10373** Case ID **91581824**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	44	M	W	IMP UNK	IMP UNK	CHANG LN	N	D	2200	GMC	2004	- 3	N	-	M G
2	DRVR	71	F	W	HNBD		PROC ST	N	A	0100	FORD	2010	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 S/B (EL** Distance(ft) **7920** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **017307** Crash Date **20211021** Time **0630** Day **THU**

Primary Crash Factor **LANE CHANGE** Violation **21658A** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20211028**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run **MISDEMEANOR** Motor Veh Involved With **FIXED OBJ** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.90267** Longitude **120.41814** Local Rpt # **9750-2021-10480** Case ID **91608954**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	45	M	H	HNBD		PROC ST	S	A	0700	TOYT	1998	- 3	N	-	M G
2F	DRVR	998	-		IMP UNK	IMP UNK	CHANG LN	S	A	0100	-	-	4	N	-	B B

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SANTA MARIA WAY** Distance(ft) **60** Direction **E** Secondary Rd **US-101 OFF TO** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Dist Badge **016170** Crash Date **20211025** Time **0835** Day **MON**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20211103**

Weather1 **RAINING** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89140** Longitude **120.41814** Local Rpt # **9750-2021-10493** Case ID **91615290**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	34	M	H	HNBD		PROC ST	E	D	2200	ISU	2018	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 S/B (CHP** Distance(ft) **1056** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **SANTA MARIA** County **SANTA BARBARA** Population **5** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **018616** Crash Date **20211106** Time **2335** Day **SAT**

Primary Crash Factor **NOT DRIVER** Violation Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20211117**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER OBJ** Lighting **DARK - ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89644** Longitude **120.41832** Local Rpt # **9750-2021-10535** Case ID **91627450**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	23	F	B	HNBD		PROC ST	S	A	0100	VOLK	2011	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 N/B (CHP** Distance(ft) **1056** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **013267** Crash Date **20211110** Time **1245** Day **WED**

Primary Crash Factor **LANE CHANGE** Violation **21658A** Crash Type **SIDESWIPE** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20211118**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV+ADDL** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89448** Longitude **120.41815** Local Rpt # **9750-2021-10551** Case ID **91628298**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	31	M	W	HNBD		PROC ST	N	D	2200	DODG	2020	- 3	N	-	M G
2	DRVR	31	F	W	HNBD		PROC ST	N	A	0100	CHEV	2012	- 3	N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	31	F	1	L G	0

Primary Rd **US 101 N/B** Distance(ft) **528** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **016542** Crash Date **20211115** Time **0115** Day **MON**

Primary Crash Factor **DRVR ALC|DRG** Violation **23152A** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20211124**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **OBSTR ON RD** Rdwy Cond2 **CONS ZONE** Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DARK - ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89277** Longitude **120.41792** Local Rpt # **9750-2021-10558** Case ID **91634751**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	51	M	H	HBD-UI		PROC ST	N	A	0100	CHEV	2001	- 3	A 22107	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SANTA MARIA WAY** Distance(ft) **89** Direction **W** Secondary Rd **US-101 O/C** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Dist Badge **016469** Crash Date **20211130** Time **0620** Day **TUE**

Primary Crash Factor **R-O-W AUTO** Violation **21801A** Crash Type **BROADSIDE** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20211208**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run **MISDEMEANOR** Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89133** Longitude **120.41828** Local Rpt # **9750-2021-10598** Case ID **91646459**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998	M		IMP UNK	IMP UNK	LFT TURN	W	A	0700	FORD	1999	- 4	N	-	L B
2	DRVR	24	M	W	HNBD		PROC ST	E	A	0100	HOND	1993	- 3	N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US 101 S/B** Distance(ft) **1584** Direction **S** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **013267** Crash Date **20211202** Time **0830** Day **THU**
Primary Crash Factor **UNKNOWN** Violation Crash Type **SIDESWIPE** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20211207**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **34.88644** Longitude **120.41468** Local Rpt # **9750-2021-10603** Case ID **91645493**

PARTY INFO | **VICTIM INFO**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1	DRVR	29	M	H	HNBD		PROC ST	S	A	0100	MERC	2003	- 3	N	-	M G							
2	DRVR	43	F	W	HNBD		PROC ST	S	A	0700	HOND	2013	- 3	N	-	M G							

Primary Rd **US-101 N/B** Distance(ft) **5280** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **020549** Crash Date **20211218** Time **1550** Day **SAT**
Primary Crash Factor **LANE CHANGE** Violation **21658A** Crash Type **SIDESWIPE** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20211231**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int
Latitude **34.91546** Longitude **120.41785** Local Rpt # **9750-2021-10651** Case ID **91667279**

PARTY INFO | **VICTIM INFO**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	35	M	H	HNBD		CHANG LN	N	A	0100	BMW	2000	- 3	N	-	M G							
2	DRVR	18	M	H	HNBD		PROC ST	N	A	0100	LEXS	2000	- 4	N	-	M G							

Primary Rd **US-101 N/B** Distance(ft) **470** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **020549** Crash Date **20211223** Time **1540** Day **THU**
Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **REAR END** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20211231**
Weather1 **RAINING** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **34.89255** Longitude **120.41790** Local Rpt # **9750-2021-10662** Case ID **91667282**

PARTY INFO | **VICTIM INFO**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	36	M	W	HNBD		PROC ST	N	D	2200	CHEV	1997	- 3	N	-	M G							
2	DRVR	24	F	W	HNBD		STOPPED	N	A	0100	NISS	2013	- 3	N	-	M G							

Primary Rd **US-101 N/B (CHP** Distance(ft) **2640** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **015916** Crash Date **20220109** Time **1532** Day **SUN**

Primary Crash Factor **DRVR ALC|DRG** Violation **23152A** Crash Type **REAR END** Severity **INJURY** # Killed **0** # Injured **2** Tow Away? **N** Process Date **20220120**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89204** Longitude **120.41773** Local Rpt # **9750-2022-00016** Case ID **91681198**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	36	M	W	HBD-UI		PROC ST	N	D	2200	TOYOT	2018	-	3 A 22350	-	M G
2	DRVR	32	F	H	HNBD		PROC ST	N	A	0100	FORD	2018	-	3 N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	32	F	1	M G	0
PASS	POSSIBLE	5	M	6	M Q	0

Primary Rd **US-101 S/B** Distance(ft) **400** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **016874** Crash Date **20220205** Time **0050** Day **SAT**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20220214**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DARK - ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89260** Longitude **120.41842** Local Rpt # **9750-2022-00063** Case ID **91700237**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	18	M	W	HNBD	FATG	RAN OFF RD	S	A	0100	TOYT	2011	-	3 N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	18	M	1	L G	0

Primary Rd **US-101 S/B** Distance(ft) **300** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **020511** Crash Date **20220304** Time **2322** Day **FRI**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20220310**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ+ADDL** Lighting **DARK - NO ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89560** Longitude **120.41834** Local Rpt # **9750-2022-00123** Case ID **91720110**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	F	H	HNBD		UNS TURN	S	A	0100	BMW	2018	-	3 N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 N/B** *Distance(ft)* **100** *Direction* **S** *Secondary Rd* **SANTA MARIA WAY** *NCIC* **9750** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*

City **UNINCORPORATED** *County* **SANTA BARBARA** *Population* **9** *Rpt Dist* *Beat* **001** *Type* **1** *CalTrans Dist* *Badge* **016170** *Crash Date* **20220327** *Time* **1115** *Day* **SUN**

Primary Crash Factor **LANE CHANGE** *Violation* **21658A** *Crash Type* **HIT OBJECT** *Severity* **PDO** *# Killed* **0** *# Injured* **0** *Tow Away?* **Y** *Process Date* **20220405**

Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**

Hit and Run **MISDEMEANOR** *Motor Veh Involved With* **FIXED OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Latitude **34.89053** *Longitude* **120.41734** *Local Rpt #* **9750-2022-00176** *Case ID* **91741174**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	CHANG LN	N	- 9900	TOYT		- 4	N	-	B B
2	DRVR	19	M	W	HNBD		PROC ST	N	A 0700	HOND	2016	- 3	N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US 101** *Distance(ft)* **2112** *Direction* **N** *Secondary Rd* **SANTA MARIA WAY** *NCIC* **9750** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*

City **UNINCORPORATED** *County* **SANTA BARBARA** *Population* **9** *Rpt Dist* *Beat* **001** *Type* **1** *CalTrans Dist* *Badge* **013267** *Crash Date* **20220327** *Time* **1610** *Day* **SUN**

Primary Crash Factor **UNSAFE SPEED** *Violation* **22350** *Crash Type* **REAR END** *Severity* **INJURY** *# Killed* **0** *# Injured* **3** *Tow Away?* **Y** *Process Date* **20220405**

Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**

Hit and Run *Motor Veh Involved With* **MV ON OTHER RD** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Latitude **34.89765** *Longitude* **120.41853** *Local Rpt #* **9750-2022-00181** *Case ID* **91741268**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	29	M	H	HNBD		PROC ST	S	A 0100	TOYT	2013	- 3	F	-	L G
2	DRVR	62	M	H	HNBD		PROC ST	S	A 0800	FORD	1993	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	29	M	1	L G	0
DRVR	POSSIBLE	62	M	1	M G	0
PASS	POSSIBLE	63	F	3	M G	0

Primary Rd **US-101 NB TO** *Distance(ft)* **1080** *Direction* **S** *Secondary Rd* **SANTA MARIA WAY** *NCIC* **9750** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*

City **UNINCORPORATED** *County* **SANTA BARBARA** *Population* **9** *Rpt Dist* *Beat* **001** *Type* **1** *CalTrans Dist* *Badge* **016874** *Crash Date* **20220428** *Time* **2320** *Day* **THU**

Primary Crash Factor **IMPROP TURN** *Violation* **22107** *Crash Type* **HIT OBJECT** *Severity* **PDO** *# Killed* **0** *# Injured* **0** *Tow Away?* **N** *Process Date* **20220509**

Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**

Hit and Run *Motor Veh Involved With* **FIXED OBJ** *Lighting* **DARK - NO ST LTS** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Latitude **34.88850** *Longitude* **120.41550** *Local Rpt #* **9750-2022-00260** *Case ID* **91767352**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	18	M	H	HNBD		PROC ST	N	A 0100	HOND	1999	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 S/B (EL** Distance(ft) **5491** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **020511** Crash Date **20220527** Time **1625** Day **FRI**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **REAR END** Severity **INJURY** # Killed **0** # Injured **2** Tow Away? **Y** Process Date **20220606**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **OTHER** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.90660** Longitude **120.41824** Local Rpt # **9750-2022-00338** Case ID **91788490**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	29	F	H	HNBD		PROC ST	S	A	0100	CHEV	2009	- 4	G	-	L G
2	DRVR	39	M	H	HNBD		STOPPED	S	D	2200	CHEV	2007	- 3	G	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	29	F	1	L G	0
PASS	SERIOUS	9	F	3	L H	0

Primary Rd **US-101 N/B (CHP** Distance(ft) **1478** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **015916** Crash Date **20220620** Time **0645** Day **MON**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20220624**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89534** Longitude **120.41820** Local Rpt # **9750-2022-00392** Case ID **91802891**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	22	M	W	HNBD		PROC ST	N	A	0100	BMW /	1986	- 3	K	-	P G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 S/B** Distance(ft) **2112** Direction **S** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **020964** Crash Date **20220708** Time **2035** Day **FRI**

Primary Crash Factor **LANE CHANGE** Violation **21658A** Crash Type **SIDESWIPE** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20220715**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DARK - NO ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89865** Longitude **120.41832** Local Rpt # **9750-2022-00438** Case ID **91818112**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	29	M	W	HNBD	FATG	PROC ST	S	A	0100	TOYT	2007	- 3	N	-	L G
2	DRVR	28	M	H	HNBD		PROC ST	S	A	0100	TOYT	2019	- 3	N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	28	M	1	L G	0

230935 2020 - Av. 2021/2022/2023 Crashes on RT 101 (El Camino Real) Santa Maria Wy/Morningside Dr, Santa Barbara Co.

Primary Rd **US-101 S/B** Distance(ft) **150** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **SANTA MARIA** County **SANTA BARBARA** Population **5** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **020907** Crash Date **20220929** Time **0130** Day **THU**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20220930**

Weather1 **FOG** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DARK - ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89171** Longitude **120.41785** Local Rpt # **9750-2022-00649** Case ID **91879351**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	22	F	W	HNBD		OTHER	S	A	0100	TOYT	2018	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 S/B (EL** Distance(ft) **2640** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **020549** Crash Date **20221003** Time **2233** Day **MON**

Primary Crash Factor **DRVR ALC|DRG** Violation **23152A** Crash Type **HEAD-ON** Severity **FATAL** # Killed **1** # Injured **2** Tow Away? **Y** Process Date **20230207**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DARK - ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.90065** Longitude **120.41824** Local Rpt # **9750-2022-00665** Case ID **91988308**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	64	F	W	HBD-UI		WRONG WY	N	A	0700	VOLK	2012	-	4	A 21651B	- L G
2	DRVR	20	M	W	HNBD		PROC ST	S	D	2200	GMC	2014	-	3	N	- L G
3	DRVR	46	F	H	HNBD		PROC ST	S	A	0700	CHEV	1999	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	KILLED	64	F	1	L G	0
DRVR	SERIOUS	20	M	1	L G	0
DRVR	POSSIBLE	46	F	1	M G	0

Primary Rd **SANTA MARIA WAY** Distance(ft) **I** Direction Secondary Rd **US-101 S/B FROM** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Dist Badge **017910** Crash Date **20221018** Time **1235** Day **TUE**

Primary Crash Factor **R-O-W AUTO** Violation **21801A** Crash Type **BROADSIDE** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20221026**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89130** Longitude **120.41820** Local Rpt # **9750-2022-00710** Case ID **91900085**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	50	M	H	HNBD		LFT TURN	W	E	2235	FORD	2012	-	3	H	- M G
2	DRVR	23	F	W	HNBD		PROC ST	E	A	0100	TOYT	2017	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	23	F	1	L G	0

Primary Rd **US-101 S/B** Distance(ft) **3945** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **SANTA MARIA** County **SANTA BARBARA** Population **5** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **020549** Crash Date **20221114** Time **0410** Day **MON**
Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20221129**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DARK - ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **34.90250** Longitude **120.41831** Local Rpt # **9750-2022-00782** Case ID **91928323**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	23	F	W	HNBD		OTHER	S	A	0100	NISS	2019	- 3	N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	POSSIBLE	67	F	1	L G	0

Primary Rd **US-101 S/B** Distance(ft) **1584** Direction **S** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **015514** Crash Date **20221130** Time **1130** Day **WED**
Primary Crash Factor **DRVR ALC|DRG** Violation **23152A** Crash Type **SIDESWIPE** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20221207**
Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **34.88643** Longitude **120.41419** Local Rpt # **9750-2022-00817** Case ID **91936125**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	35	M	H	HBD-UI		CHANG LN	N	A	0700	MITS	2004	- 3	A 21658A	-	M G
2	DRVR	43	M	W	HNBD		PROC ST	N	G	2531	KW	2020	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SANTA MARIA WAY** Distance(ft) **15** Direction **S** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **016874** Crash Date **20221207** Time **2256** Day **WED**
Primary Crash Factor **DRVR ALC|DRG** Violation **23152A** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20221216**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MISDEMEANOR** Motor Veh Involved With **FIXED OBJ** Lighting **DARK - ST LTS** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int
Latitude **34.89131** Longitude **120.41830** Local Rpt # **9750-2022-00839** Case ID **91944130**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	26	M	B	HBD-UI		PROC ST	S	A	0100	HOND	2013	- 4	A 22350	H	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 S/B FROM** Distance(ft) **212** Direction **S** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **020510** Crash Date **20221209** Time **2316** Day **FRI**
Primary Crash Factor **DRVR ALC|DRG** Violation **23152A** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20221219**
Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DARK - ST LTS** Ped Action Cntrl Dev **NT FNCT** Loc Type Ramp/Int
Latitude **34.89094** Longitude **120.41834** Local Rpt # **9750-2022-00844** Case ID **91945795**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	35	M	O	HBD-UI		PROC ST	S	A	0100	DODG	2016	- 3	A 22350	H	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

230935 2020 - Av. 2021/2022/2023 Crashes on RT 101 (El Camino Real) Santa Maria Wy/Morningside Dr, Santa Barbara Co.

Primary Rd US-101 N/B (EL [illegible] Distance(ft) 2112 Direction S Secondary Rd SANTA MARIA WAY NCIC 9750 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SANTA BARBARA Population 9 Rpt Dist Beat 001 Type 1 CalTrans Dist Badge 020964 Crash Date 20221210 Time 2120 Day SAT
Primary Crash Factor NOT DRIVER Violation Crash Type OTHER Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20221220
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With ANIMAL Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 34.88658 Longitude 120.41433 Local Rpt # 9750-2022-00851 Case ID 91946664

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	55	F	H	HNBD		PROC ST	N	A	0100	NISS	2015	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd US-101 N/B (EL [illegible] Distance(ft) 6 Direction S Secondary Rd SANTA MARIA WAY NCIC 9750 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SANTA BARBARA Population 9 Rpt Dist Beat 001 Type 1 CalTrans Dist Badge 017496 Crash Date 20230122 Time 0115 Day SUN
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20230131
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 34.89098 Longitude 120.41750 Local Rpt # 9745-2023-00076 Case ID 91982772

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	38	M	H	HNBD		PROC ST	N	A	0100	HOND	2005	-	3	L	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA MARIA WAY Distance(ft) I Direction Secondary Rd US-101 S/B TO [illegible] NCIC 9750 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SANTA BARBARA Population 9 Rpt Dist Beat 024 Type 2 CalTrans Dist Badge 015514 Crash Date 20230130 Time 0850 Day MON
Primary Crash Factor R-O-W AUTO Violation 21802A Crash Type BROADSIDE Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20230208
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int
Latitude 34.89140 Longitude 120.41838 Local Rpt # 9750-2023-00074 Case ID 91989387

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	32	M	H	HNBD		LFT TURN	S	A	0100	HOND	2005	-	3	H	- M G
2	DRVR	52	M	W	HNBD		PROC ST	E	D	2200	FORD	2016	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	32	M	1	M G	0

Primary Rd US-101 S/B (EL [illegible] Distance(ft) 5808 Direction N Secondary Rd SANTA MARIA WAY NCIC 9750 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City SANTA MARIA County SANTA BARBARA Population 5 Rpt Dist Beat 001 Type 1 CalTrans Dist Badge 020765 Crash Date 20230202 Time 1630 Day THU
Primary Crash Factor LANE CHANGE Violation 21658A Crash Type SIDESWIPE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20230209
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 34.90735 Longitude 120.41817 Local Rpt # 9750-2023-00084 Case ID 91990482

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	22	F	H	HNBD		CHANG LN	S	A	0700	JEEP	2020	-	3	N	- M G
2	DRVR	60	M	W	HNBD		PROC ST	S	A	0100	KIA	2021	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd US-101 S/B (EL CAMINO REAL) Distance(ft) 200 Direction N Secondary Rd SANTA MARIA WAY NCIC 9750 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SANTA BARBARA Population 9 Rpt Dist Beat 001 Type 1 CalTrans Dist Badge 020964 Crash Date 20230226 Time 0100 Day SUN
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20230405
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MISDEMEANOR Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 34.89203 Longitude 120.41801 Local Rpt # 9750-2023-00142 Case ID 92037597

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998	M	H	IMP UNK	IMP UNK	PROC ST	S	A	0100	HOND	1999	-	4	N	- L B

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd US-101 S/B (EL CAMINO REAL) Distance(ft) 3168 Direction S Secondary Rd SANTA MARIA WAY NCIC 9750 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SANTA BARBARA Population 9 Rpt Dist Beat 001 Type 1 CalTrans Dist Badge 015915 Crash Date 20230227 Time 0816 Day MON
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20230302
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 34.90315 Longitude 120.41816 Local Rpt # 9750-2023-00145 Case ID 92007863

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	16	M	W	HNBD		UNS TURN	S	A	0100	HOND	2003	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd US-101 N/B (EL CAMINO REAL) Distance(ft) 222 Direction N Secondary Rd SANTA MARIA WAY NCIC 9750 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SANTA BARBARA Population 9 Rpt Dist Beat 001 Type 1 CalTrans Dist Badge 020549 Crash Date 20230314 Time 2210 Day TUE
Primary Crash Factor UNSAFE SPEED Violation 22350 Crash Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20230322
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 34.89180 Longitude 120.41767 Local Rpt # 9750-2023-00181 Case ID 92024973

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	33	M	H	HNBD		PROC ST	N	A	0100	TESL	2022	-	4	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd US-101 N/B (EL CAMINO REAL) Distance(ft) 412 Direction N Secondary Rd SANTA MARIA WAY NCIC 9750 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SANTA BARBARA Population 9 Rpt Dist Beat 001 Type 1 CalTrans Dist Badge 020510 Crash Date 20230321 Time 1544 Day TUE
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type HIT OBJECT Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20230327
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 34.89202 Longitude 120.41778 Local Rpt # 9750-2023-00194 Case ID 92029172

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	M	H	HNBD		UNS TURN	N	A	0100	MERC	1999	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	21	M	1	M G	0
PASS	POSSIBLE	24	M	3	M G	0

230935 2020 - Av. 2021/2022/2023 Crashes on RT 101 (El Camino Real) Santa Maria Wy/Morningside Dr, Santa Barbara Co.

Primary Rd **US-101 S/B (EL** Distance(ft) **1000** Direction **S** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **017705** Crash Date **20230405** Time **1514** Day **WED**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **REAR END** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20230412**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.88860** Longitude **120.41647** Local Rpt # **9750-2023-00237** Case ID **92042878**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	68	F	W	HNBD		PROC ST	S	A	0700	TOYT	2013	- 4	N	-	L G
2	DRVR	34	F	H	HNBD		SLOWING	S	A	0700	CHEV	2019	- 4	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **US-101 N/B (EL** Distance(ft) **1584** Direction **N** Secondary Rd **SANTA MARIA WAY** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **001** Type **1** CalTrans Dist Badge **020907** Crash Date **20230414** Time **1722** Day **FRI**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20230419**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **34.89576** Longitude **120.41805** Local Rpt # **9750-2023-00252** Case ID **92048315**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	68	M	W	HNBD		PROC ST	N	A	0700	HOND	2017	- 3	N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	68	M	1	L G	0

Primary Rd **SANTA MARIA WAY** Distance(ft) **I** Direction Secondary Rd **US-101 S/B TO** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SANTA BARBARA** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Dist Badge **020510** Crash Date **20230503** Time **1425** Day **WED**

Primary Crash Factor **R-O-W AUTO** Violation **21802A** Crash Type **BROADSIDE** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20230512**

Weather1 **CLOUDY** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Latitude **34.89144** Longitude **120.41839** Local Rpt # **9750-2023-00308** Case ID **92067475**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	17	F	H	HNBD		LFT TURN	S	A	0100	VOLK	2019	- 3	N	-	M G
2	DRVR	75	M	B	HNBD		PROC ST	W	A	0100	VOLV	1988	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 – US 101 SB Ramps/Santa Maria Way
Reference 2 – US 101 NB Ramps-Santa Maria Way/Morningside Drive

HCS Two-Way Stop-Control Report

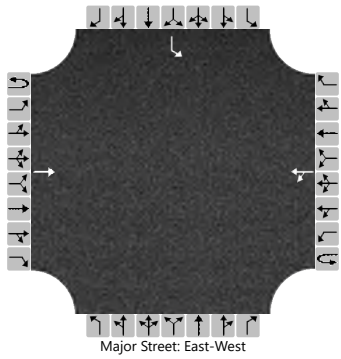
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	SANTA MARIA WAY/US 101 SB RAMP
Jurisdiction	SANTA MARIA
East/West Street	SANTA MARIA WAY
North/South Street	US 101 SB RAMP
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T			LT								L		
Volume (veh/h)			501			3	257							27		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3								29		
Capacity, c (veh/h)						1019								287		
v/c Ratio						0.00								0.10		
95% Queue Length, Q_{95} (veh)						0.0								0.3		
Control Delay (s/veh)						8.5	0.0							19.0		
Level of Service (LOS)						A	A							C		
Approach Delay (s/veh)						0.1								19.0		
Approach LOS						A								C		

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AWD = 18.0 sec. (LOS C)

HCS Two-Way Stop-Control Report

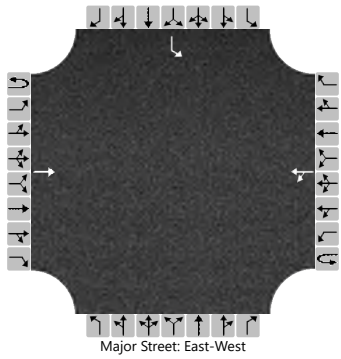
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	SANTA MARIA WAY/US 101 SB RAMP
Jurisdiction	SANTA MARIA
East/West Street	SANTA MARIA WAY
North/South Street	US 101 SB RAMP
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T			LT								L		
Volume (veh/h)			501			3	257							30		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3								33		
Capacity, c (veh/h)						1019								287		
v/c Ratio						0.00								0.11		
95% Queue Length, Q_{95} (veh)						0.0								0.4		
Control Delay (s/veh)						8.5	0.0							19.2		
Level of Service (LOS)						A	A							C		
Approach Delay (s/veh)						0.1								19.2		
Approach LOS						A								C		

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AWD = 18.3 sec. (LOS C)

HCS Two-Way Stop-Control Report

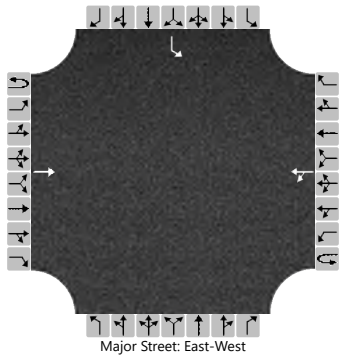
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	SANTA MARIA WAY/US 101 SB RAMP
Jurisdiction	SANTA MARIA
East/West Street	SANTA MARIA WAY
North/South Street	US 101 SB RAMP
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T			LT								L		
Volume (veh/h)			527			3	263							27		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3								29		
Capacity, c (veh/h)						995								272		
v/c Ratio						0.00								0.11		
95% Queue Length, Q_{95} (veh)						0.0								0.4		
Control Delay (s/veh)						8.6	0.0							19.8		
Level of Service (LOS)						A	A							C		
Approach Delay (s/veh)					0.1								19.8			
Approach LOS					A								C			

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AWD = 18.8 sec. (LOS C)

HCS Two-Way Stop-Control Report

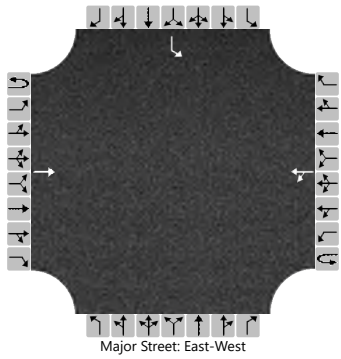
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	SANTA MARIA WAY/US 101 SB RAMP
Jurisdiction	SANTA MARIA
East/West Street	SANTA MARIA WAY
North/South Street	US 101 SB RAMP
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T			LT								L		
Volume (veh/h)			527			3	263							30		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3								33		
Capacity, c (veh/h)						995								272		
v/c Ratio						0.00								0.12		
95% Queue Length, Q_{95} (veh)						0.0								0.4		
Control Delay (s/veh)						8.6	0.0							20.0		
Level of Service (LOS)						A	A							C		
Approach Delay (s/veh)					0.1								20.0			
Approach LOS					A								C			

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AWD = 19.1 sec. (LOS C)

HCS Two-Way Stop-Control Report

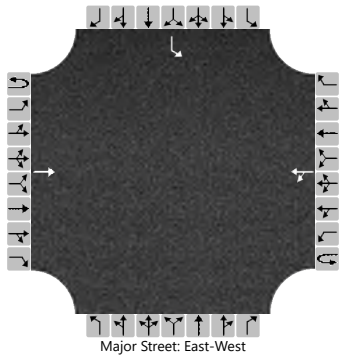
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	MIDDAY
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	SANTA MARIA WAY/US 101 SB RAMP
Jurisdiction	SANTA MARIA
East/West Street	SANTA MARIA WAY
North/South Street	US 101 SB RAMP
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T			LT								L		
Volume (veh/h)			382			10	317							24		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						11								26		
Capacity, c (veh/h)						1138								307		
v/c Ratio						0.01								0.08		
95% Queue Length, Q_{95} (veh)						0.0								0.3		
Control Delay (s/veh)						8.2	0.1							17.8		
Level of Service (LOS)						A	A							C		
Approach Delay (s/veh)					0.3								17.8			
Approach LOS					A								C			

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AWD = 14.9 sec. (LOS B)

HCS Two-Way Stop-Control Report

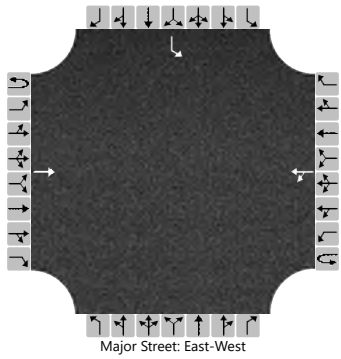
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	MIDDAY
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	SANTA MARIA WAY/US 101 SB RAMP
Jurisdiction	SANTA MARIA
East/West Street	SANTA MARIA WAY
North/South Street	US 101 SB RAMP
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T			LT								L		
Volume (veh/h)			382			11	317							26		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						12								28		
Capacity, c (veh/h)						1138								306		
v/c Ratio						0.01								0.09		
95% Queue Length, Q_{95} (veh)						0.0								0.3		
Control Delay (s/veh)						8.2	0.1							18.0		
Level of Service (LOS)						A	A							C		
Approach Delay (s/veh)					0.4								18.0			
Approach LOS					A								C			

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AWD = 15.1 sec. (LOS C)

HCS Two-Way Stop-Control Report

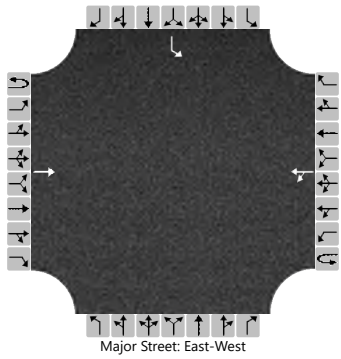
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	MIDDAY
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	SANTA MARIA WAY/US 101 SB RAMP
Jurisdiction	SANTA MARIA
East/West Street	SANTA MARIA WAY
North/South Street	US 101 SB RAMP
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T			LT								L		
Volume (veh/h)			400			10	327							24		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						11								26		
Capacity, c (veh/h)						1120								293		
v/c Ratio						0.01								0.09		
95% Queue Length, Q_{95} (veh)						0.0								0.3		
Control Delay (s/veh)						8.2	0.1							18.5		
Level of Service (LOS)						A	A							C		
Approach Delay (s/veh)					0.3								18.5			
Approach LOS					A								C			

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AWD = 15.4 sec. (LOS C)

HCS Two-Way Stop-Control Report

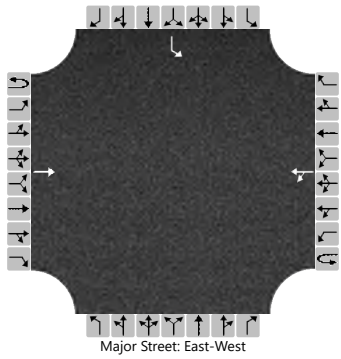
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	MIDDAY
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	SANTA MARIA WAY/US 101 SB RAMP
Jurisdiction	SANTA MARIA
East/West Street	SANTA MARIA WAY
North/South Street	US 101 SB RAMP
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T			LT								L		
Volume (veh/h)			400			11	327							26		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						12								28		
Capacity, c (veh/h)						1120								291		
v/c Ratio						0.01								0.10		
95% Queue Length, Q_{95} (veh)						0.0								0.3		
Control Delay (s/veh)						8.3	0.1							18.7		
Level of Service (LOS)						A	A							C		
Approach Delay (s/veh)						0.4								18.7		
Approach LOS						A								C		

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AWD = 15.6 sec. (LOS C)

HCS Two-Way Stop-Control Report

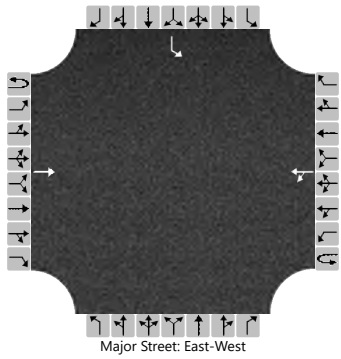
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	SANTA MARIA WAY/US 101 SB RAMP
Jurisdiction	SANTA MARIA
East/West Street	SANTA MARIA WAY
North/South Street	US 101 SB RAMP
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T			LT								L		
Volume (veh/h)			392			16	307							27		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17								29		
Capacity, c (veh/h)						1128								299		
v/c Ratio						0.02								0.10		
95% Queue Length, Q_{95} (veh)						0.0								0.3		
Control Delay (s/veh)						8.2	0.2							18.4		
Level of Service (LOS)						A	A							C		
Approach Delay (s/veh)						0.6								18.4		
Approach LOS						A								C		

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AWD = 14.6 sec. (LOS B)

HCS Two-Way Stop-Control Report

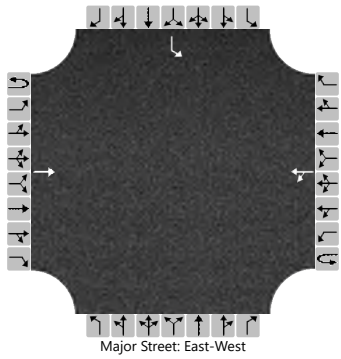
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	SANTA MARIA WAY/US 101 SB RAMP
Jurisdiction	SANTA MARIA
East/West Street	SANTA MARIA WAY
North/South Street	US 101 SB RAMP
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T			LT								L		
Volume (veh/h)			392			18	307							29		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						20								32		
Capacity, c (veh/h)						1128								296		
v/c Ratio						0.02								0.11		
95% Queue Length, Q_{95} (veh)						0.1								0.4		
Control Delay (s/veh)						8.2	0.2							18.6		
Level of Service (LOS)						A	A							C		
Approach Delay (s/veh)					0.6								18.6			
Approach LOS					A								C			

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AWD = 14.6 sec. (LOS B)

HCS Two-Way Stop-Control Report

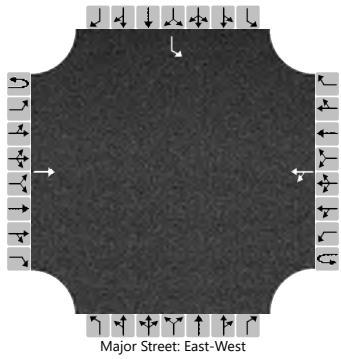
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	SANTA MARIA WAY/US 101 SB RAMP
Jurisdiction	SANTA MARIA
East/West Street	SANTA MARIA WAY
North/South Street	US 101 SB RAMP
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T			LT								L		
Volume (veh/h)			410			16	317							27		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17								29		
Capacity, c (veh/h)						1109								285		
v/c Ratio						0.02								0.10		
95% Queue Length, Q_{95} (veh)						0.0								0.3		
Control Delay (s/veh)						8.3	0.2							19.1		
Level of Service (LOS)						A	A							C		
Approach Delay (s/veh)					0.6								19.1			
Approach LOS					A								C			

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AWD = 15.1 sec. (LOS C)

HCS Two-Way Stop-Control Report

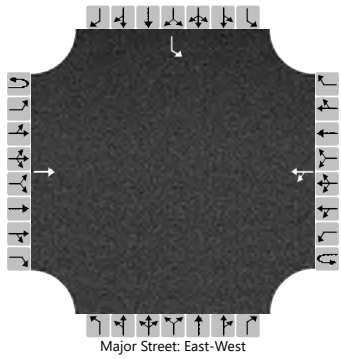
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	SANTA MARIA WAY/US 101 SB RAMP
Jurisdiction	SANTA MARIA
East/West Street	SANTA MARIA WAY
North/South Street	US 101 SB RAMP
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T			LT								L		
Volume (veh/h)			410			18	317							29		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						20								32		
Capacity, c (veh/h)						1109								282		
v/c Ratio						0.02								0.11		
95% Queue Length, Q_{95} (veh)						0.1								0.4		
Control Delay (s/veh)						8.3	0.2							19.4		
Level of Service (LOS)						A	A							C		
Approach Delay (s/veh)					0.6								19.4			
Approach LOS					A								C			

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AWD = 15.1 sec. (LOS C)

HCS Two-Way Stop-Control Report

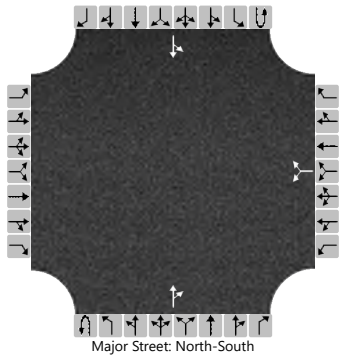
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	EXISTING

Site Information

Intersection	SANTA MARIA WAY/MORNINGSIDE DRIVE
Jurisdiction	SANTA MARIA
East/West Street	MORNINGSIDE DRIVE
North/South Street	SANTA MARIA WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		5			255	7		27	501	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							10							29		
Capacity, c (veh/h)							455							1272		
v/c Ratio							0.02							0.02		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
Control Delay (s/veh)							13.1							7.9	0.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)							13.1							0.7		
Approach LOS							B							A		

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AWD = 9.2 sec. (LOS A)

HCS Two-Way Stop-Control Report

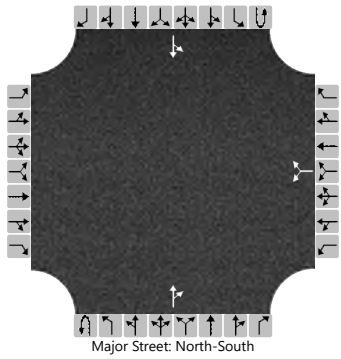
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	EXISTING + PROJECT

Site Information

Intersection	SANTA MARIA WAY/MORNINGSIDE DRIVE
Jurisdiction	SANTA MARIA
East/West Street	MORNINGSIDE DRIVE
North/South Street	SANTA MARIA WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		5			255	8		30	501	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							12							33		
Capacity, c (veh/h)							413							1271		
v/c Ratio							0.03							0.03		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
Control Delay (s/veh)							14.0							7.9	0.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						14.0								0.7		
Approach LOS						B								A		

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AWD = 9.5 sec. (LOS A)

HCS Two-Way Stop-Control Report

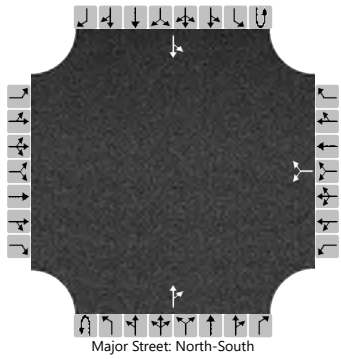
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	CUMULATIVE

Site Information

Intersection	SANTA MARIA WAY/MORNINGSIDE DRIVE
Jurisdiction	SANTA MARIA
East/West Street	MORNINGSIDE DRIVE
North/South Street	SANTA MARIA WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		5			261	7		27	527	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							10							29		
Capacity, c (veh/h)							439							1265		
v/c Ratio							0.02							0.02		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
Control Delay (s/veh)							13.4							7.9	0.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)							13.4							0.6		
Approach LOS							B							A		

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AWD = 9.3 sec. (LOS A)

HCS Two-Way Stop-Control Report

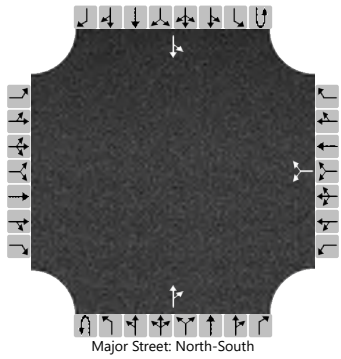
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	SANTA MARIA WAY/MORNINGSIDE DRIVE
Jurisdiction	SANTA MARIA
East/West Street	MORNINGSIDE DRIVE
North/South Street	SANTA MARIA WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		5			261	8		30	527	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							12							33		
Capacity, c (veh/h)							397							1264		
v/c Ratio							0.03							0.03		
95% Queue Length, Q_{95} (veh)							0.1							0.1		
Control Delay (s/veh)							14.3							7.9	0.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)							14.3							0.7		
Approach LOS							B							A		

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AWD = 9.6 sec. (LOS A)

HCS Two-Way Stop-Control Report

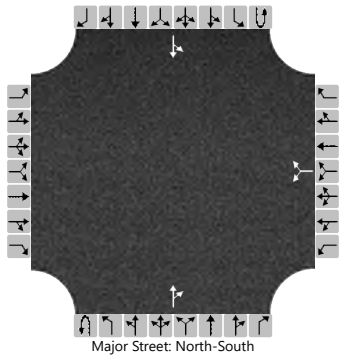
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	MIDDAY
Intersection Orientation	North-South
Project Description	EXISTING

Site Information

Intersection	SANTA MARIA WAY/MORNINGSIDE DRIVE
Jurisdiction	SANTA MARIA
East/West Street	MORNINGSIDE DRIVE
North/South Street	SANTA MARIA WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						24		23			304	3		24	382	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							51							26		
Capacity, c (veh/h)							459							1220		
v/c Ratio							0.11							0.02		
95% Queue Length, Q_{95} (veh)							0.4							0.1		
Control Delay (s/veh)							13.8							8.0	0.2	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)							13.8							0.7		
Approach LOS							B							A		

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AWD = 11.8 sec. (LOS B)

HCS Two-Way Stop-Control Report

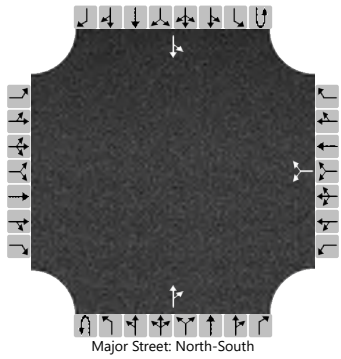
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	MIDDAY
Intersection Orientation	North-South
Project Description	EXISTING + PROJECT

Site Information

Intersection	SANTA MARIA WAY/MORNINGSIDE DRIVE
Jurisdiction	SANTA MARIA
East/West Street	MORNINGSIDE DRIVE
North/South Street	SANTA MARIA WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						26		24			304	4		26	382	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							54							28		
Capacity, c (veh/h)							453							1219		
v/c Ratio							0.12							0.02		
95% Queue Length, Q_{95} (veh)							0.4							0.1		
Control Delay (s/veh)							14.0							8.0	0.2	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						14.0								0.7		
Approach LOS						B								A		

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AWD = 12.0 sec. (LOS B)

HCS Two-Way Stop-Control Report

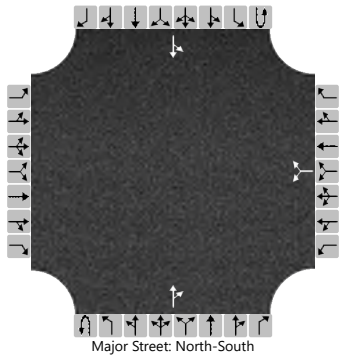
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	MIDDAY
Intersection Orientation	North-South
Project Description	CUMULATIVE

Site Information

Intersection	SANTA MARIA WAY/MORNINGSIDE DRIVE
Jurisdiction	SANTA MARIA
East/West Street	MORNINGSIDE DRIVE
North/South Street	SANTA MARIA WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						24		23			314	3		24	400	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							51							26		
Capacity, c (veh/h)							444							1209		
v/c Ratio							0.12							0.02		
95% Queue Length, Q_{95} (veh)							0.4							0.1		
Control Delay (s/veh)							14.2							8.0	0.2	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						14.2								0.7		
Approach LOS						B								A		

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AWD = 12.1 sec. (LOS B)

HCS Two-Way Stop-Control Report

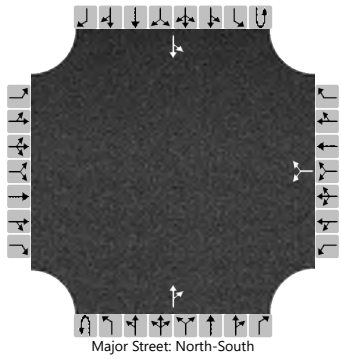
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	MIDDAY
Intersection Orientation	North-South
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	SANTA MARIA WAY/MORNINGSIDE DRIVE
Jurisdiction	SANTA MARIA
East/West Street	MORNINGSIDE DRIVE
North/South Street	SANTA MARIA WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						26		24			314	4		26	400	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							54							28		
Capacity, c (veh/h)							438							1208		
v/c Ratio							0.12							0.02		
95% Queue Length, Q_{95} (veh)							0.4							0.1		
Control Delay (s/veh)							14.4							8.1	0.2	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)							14.4							0.7		
Approach LOS							B							A		

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AWD = 12.2 sec. (LOS B)

HCS Two-Way Stop-Control Report

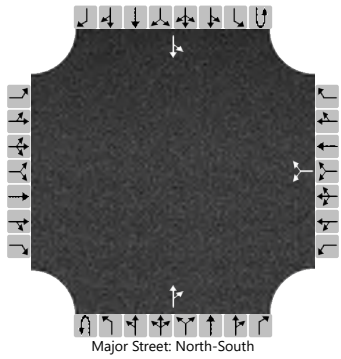
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	EXISTING

Site Information

Intersection	SANTA MARIA WAY/MORNINGSIDE DRIVE
Jurisdiction	SANTA MARIA
East/West Street	MORNINGSIDE DRIVE
North/South Street	SANTA MARIA WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						27		39			284	5		27	392	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							72							29		
Capacity, c (veh/h)							499							1240		
v/c Ratio							0.14							0.02		
95% Queue Length, Q_{95} (veh)							0.5							0.1		
Control Delay (s/veh)							13.4							8.0	0.2	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)							13.4							0.7		
Approach LOS							B							A		

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AWD = 11.8 sec. (LOS B)

HCS Two-Way Stop-Control Report

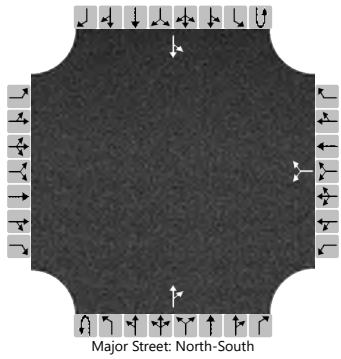
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	EXISTING + PROJECT

Site Information

Intersection	SANTA MARIA WAY/MORNINGSIDE DRIVE
Jurisdiction	SANTA MARIA
East/West Street	MORNINGSIDE DRIVE
North/South Street	SANTA MARIA WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						35		41			284	6		29	392	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							83							32		
Capacity, c (veh/h)							477							1239		
v/c Ratio							0.17							0.03		
95% Queue Length, Q_{95} (veh)							0.6							0.1		
Control Delay (s/veh)							14.1							8.0	0.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)							14.1							0.8		
Approach LOS							B							A		

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AWD = 12.4 sec. (LOS B)

HCS Two-Way Stop-Control Report

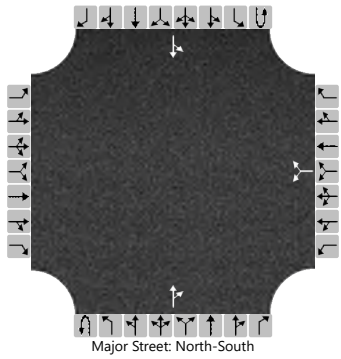
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	CUMULATIVE

Site Information

Intersection	SANTA MARIA WAY/MORNINGSIDE DRIVE
Jurisdiction	SANTA MARIA
East/West Street	MORNINGSIDE DRIVE
North/South Street	SANTA MARIA WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						27		39			294	5		27	410	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							72							29		
Capacity, c (veh/h)							484							1229		
v/c Ratio							0.15							0.02		
95% Queue Length, Q_{95} (veh)							0.5							0.1		
Control Delay (s/veh)							13.7							8.0	0.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						13.7								0.7		
Approach LOS						B								A		

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AWD = 12.1 sec. (LOS B)

HCS Two-Way Stop-Control Report

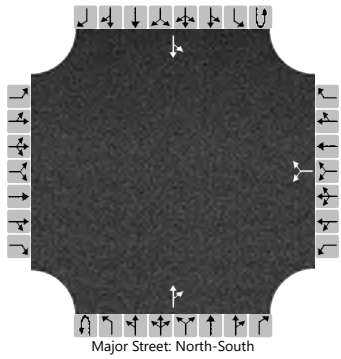
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	8/7/2023
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	SANTA MARIA WAY/MORNINGSIDE DRIVE
Jurisdiction	SANTA MARIA
East/West Street	MORNINGSIDE DRIVE
North/South Street	SANTA MARIA WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						35		41			294	6		29	410	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							83							32		
Capacity, c (veh/h)							462							1228		
v/c Ratio							0.18							0.03		
95% Queue Length, Q_{95} (veh)							0.6							0.1		
Control Delay (s/veh)							14.5							8.0	0.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						14.5								0.8		
Approach LOS						B								A		

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AWD = 12.7 sec. (LOS B)

ATTACHMENT 11

County of Santa Barbara

Public Works - Transportation

Encroachment Permit

DATE: September 25, 2024 ROAD NAME: 0 FRONTAGE RD #5593 Permit No.: **N55843**

APPLICANT: Gelare Macon - Flowers & Associates

Hereby makes application for permit to excavate and/or encroach in the Public Road/Right-of-way at the location(s) and as described herein, subject to the provisions required by Ordinance No. 1491, of Santa Barbara County, applicable State or Federal Regulations, AND ANY SPECIFIED REQUIREMENTS ATTACHED HERETO.

In consideration of the granting of this permit the applicant agrees to defend, indemnify and save harmless the County of Santa Barbara its officers, agents and employees from any and all claims, demands, damages, costs, expenses (including attorney's fees), judgments or liabilities arising out of this permit or occasioned by the performance or attempted performance of the permit and any SPECIAL PROVISIONS of the permits hereof including but not limited to, any act or omission to act on the part of the applicant or his agents or employees or other independent contractors directly responsible to him; except those claims, demands, cost, expenses (including attorney's fees), judgments or liabilities resulting from the sole negligence or willful misconduct of the COUNTY. It is further agreed that if any facilities placed in the excavation or obstruction for which the application is granted and approved as a permit, shall become incompatible with future travel by the general public, then the applicant or its assigns or successors will, either remove such facilities in cases where such removal is necessary or in cases where the use thereof has been or is to be abandoned, or in other cases, applicant or its assigns or its successors, will relocate such facilities at a location designated by the Commissioner, as provided in Section 30 and 30.1 of Ordinance No. 1491 of the County of Santa Barbara.

The provisions of the foregoing sentence shall not apply in any case where the easement for the facilities was in existence prior to the existence as such of the public highway
concerned herein.

The type of work permitted is to set up traffic control for work on the road(s) listed below. Work shall be completed per the attached Plans and shall include applicable Plan notes made by this office.

FRONTAGE RD #5593 (aka MORNINGSIDE DR)

Permitted Structure: Design Exception for Driveway Width, and Driveway Offset

**********SPECIAL PROVISIONS**********
This permit solely contains an approval for exemption of the specific design standards as detailed in the attached documents and is not an approval to start construction.
****

Schedule all work in the ROW, at least 3 business days before start of work by emailing PWROWPermit@countyofsb.org. In the subject line of the email use the following:
“Schedule – [Permit Number] – [Project number]”

Preconstruction meeting shall take place a minimum of 14 days prior to start of work.

*if within school zone, reduced hours, 8:30 am - 2:30 pm, Monday – Friday, excluding holidays

*if major roads/2 lane collectors, reduced hours, 8:30 am – 4:00 pm (no traffic control signage within 500' of traffic signal), Monday – Friday, excluding holidays

*If within 500’ of traffic signal 9:00 am - 3:00 pm, Monday – Friday, excluding holidays
-Contact signal technician 3 working days prior to start at (805) 681-5681

*residential 7:00 am - 4:30 pm, Monday – Friday, excluding holidays

THIS ROAD SHALL NOT BE CLOSED AT ANY TIME.

If construction work goes beyond the permitted working hours, The Contractor or Permittee shall email the permits office at PWROWPermit@countyofsb.org and dispatch at DISPATCHSTAFF@SBSHERIFF.ORG

Traffic control crew must have approved traffic control plans on site. Job may be shut down if the traffic control is not set up

using the authorized plan. Place advanced warning signs off of bike and pedestrian paths.

All work shall be in accordance with the attached applicable sections of the County Road Encroachment Permit Requirements to include the latest revisions of the County Engineering Design Standards and Caltrans Standards.

* By signing this permit, the applicant acknowledges that any additional design notes or comments shall be adhered to as part of the approved Plans.

This permit only applies to work within the County ROW that this office has jurisdiction over. Applicant is responsible for acquiring all other necessary permits to complete full scope of work.

Permits Office: 805-681-4990

Preconstruction meeting shall take place a minimum of 14 days prior to start of work.

APN No.:	District No.:	USA No.:	Tract No.:

Contractor: Start Date:

Contractor Phone:

Owner/Agent signature:

_____

Prepared By: Richard Jamar

Issued By: Mike Dougherty

Digitally signed by Mike Dougherty
Date: 2024.09.25 14:25:40 -07'00'

_____

The work indicated on this permit is complete and acceptable.

By Inspector:

_____

County of Santa Barbara
Department of Public Works, Road Division Permit Office
620 W. Foster Road
Santa Maria, CA. 93455
Telephone: (805) 803-8750
Fax: (805) 803-8753

4417 Cathedral Oaks Road
Santa Barbara, CA. 93110
Telephone: (805) 681-4990
Fax: (805) 681-4991

REQUIREMENTS FOR ROAD DIVISION ENCROACHMENT PERMIT

ALL WORK SHALL BE IN CONFORMANCE WITH THE MOST CURRENT COUNTY OF SANTA BARBARA ENGINEERING DESIGN STANDARDS AND CALTRANS TRAFFIC CONTROL PROCEDURES.

PEDESTRIAN AND BICYCLE SAFETY SHALL BE OBSERVED AT ALL TIMES.

GENERAL PERMIT REQUIREMENTS

I. NOTIFICATION REQUIREMENTS

NOTE: FAILURE TO MAKE ALL REQUIRED NOTIFICATIONS AS OUTLINED IN THIS SECTION MAY INVALIDATE YOUR PERMIT

1. The Permittee shall call 805-803-8750 or fax 805-803-8753 (North County) or call 805-681-4990 or fax 805-681-4991 (South County) to give **48 Hours** notice of a work start date and also to request inspections **48 Hours** prior to the desired inspection date. When requested, provide a Work Schedule and an Underground Service Alert (USA) number. (FAILURE TO CONTACT THE ROAD DIVISION MAY INVALIDATE YOUR PERMIT). Normal working hours shall be from 7:00 am to 4:00 p.m. Monday through Friday, excluding holidays and weekends, unless otherwise stated within these permit requirements or as directed by the Senior Road Inspector.

   Upon completion of the permitted work activities within the County Road right of way, the Permittee shall notify the Road Division immediately to request a final inspection for acceptance by the Public Works Department Road Division.

2. The Permittee and/or his contractor shall notify Mike Escobar (Signal Technician) at (805) 681-5681 or (805) 896-5577 (48) hours prior to any construction operation within (500) Five Hundred feet of a signalized intersection or immediately if any damage occurs to any traffic signal device. This pertains to Santa Barbara County Road right of way only. Special Note: Intersections shall be as defined within the California Vehicle Code. Refer to Section III: Traffic Requirements at the end of the General Permit Requirements for additional specific requirements.

3. The Permittee is responsible to contact all property owners affected by their construction operation/project a minimum of 48 hours in advance of start of work or as directed in the special conditions of this permit. If an overlay or slurry seal is required upon completion of work, affected property owners shall be given both a 7-day and 48-hour written notice by the permittee prior to beginning the slurry seal operations. The Permittee shall be responsible in resolving any concerns or complaints that may be lodged by the affected adjacent property owners/residents. Any complaints received by the Santa Barbara County Department of Public Works concerning this work/project will be reviewed by the Road Division Inspector. The inspector will inform/direct the Permittee and/or their contractor to rectify the problem at the Permittee's expense in an expedient manner. If the posting of NO PARKING signs is necessary to facilitate this work project, the Permittee shall coordinate the posting with the Road Division Permit Inspector and the California Highway Patrol. All laws, rules, and regulations of the County Code and the California Vehicle Code Book shall be complied with.

4. If this permit authorizes the complete closure of any road, additional notifications are to be made prior to beginning the work as dictated in the special provisions to this permit.

II. EXCAVATION AND CONSTRUCTION REQUIREMENTS

SPECIAL NOTE: When conflicts in construction criteria occur between other Agencies and the Santa Barbara County Public Works Department, the more stringent provisions shall govern.

1. The Road Encroachment Permit Office shall be provided an Underground Service Alert (USA) number and start date prior to the start of construction. Call 1-800-422-4133 for your U.S.A. "Inquiry Identification" number. The Permittee is also responsible for the continual upgrading of their USA number.

2. Inspection within County road right -of-way shall be performed under the direction of the Road Division Inspector. All materials testing and frequency of testing shall be performed by CALTRANS certified materials testing laboratories and results submitted to the Roads Inspector on a daily basis.

3. ***All construction work shall be performed by contractors holding the appropriate California Contractor's License for the work to be performed,*** and shall comply with the following safety guidelines of the State of California, "California Administrative Code," Title 8. "Industrial Relations," In Particular, Chapter 4. "Construction and Safety Orders," Article 8. "Explosives," Article 11. "Vehicles, Traffic Control Flaggers, Barricades, and Warning Signs," Section 1597, "Jobsite Vehicles," Section 1598, "Traffic Control for Public Streets and Highways," Section 1599, "Flaggers," and the Standard Specifications and these permit provisions:

   Construction Workers: Workers shall, when on foot within the limits of the project or exposed to vehicular traffic, wear orange, strong yellow-green or fluorescent versions of these colored warning garments such as vests, jackets, or shirts. During rainy weather workers may wear rainwear which complies with these colors.

   During hours of darkness, warning garments shall be retroreflective. The retroreflective material shall be visible at a minimum of 1,000 feet. The retroreflective clothing, or the retroreflective material added to the clothing, shall have a minimum of one horizontal stripe around the torso. White outer garments with retroreflective material that meets the above requirements may be worn during hours of darkness in lieu of colored vests, jackets and/or shirts.

   Flaggers: Flaggers shall wear orange, strong yellow-green or fluorescent versions of these colored warning garments such as vests, jackets, or shirts. Rainwear, when worn, shall be of these colors. All flaggers shall wear white hard hats.

4. During hours of darkness, flaggers' stations shall be illuminated such that the flagger will be clearly visible to approaching traffic. Flaggers shall be outfitted in reflectorized garments that meet the same criteria as those of Construction Workers (see previous).

   All County Roads shall be bored wherever possible. If open-cut trenching is being requested initially, the applicant shall show just cause as to why it is not feasible to use the boring method. A review by the County Engineering staff shall determine if open-cut trenching will be allowed. No cutting of new paving will be allowed for two years from date of overlay unless there is an emergency (ie: leak in pipe). Maintain a minimum of thirty-six (36) inch cover when using the boring method. If open trench cutting is approved, the Permittee shall adhere to Requirement No. (5) listed below. All pavement cuts shall be sawcut.

5. Trenching Santa Barbara County Road Division Standard Details 1-020 and 1-030 are to be used as guidelines for all trenching operations within the County Road right of way. ***Trench backfill shall be a minimum one-sack per cubic yard cement slurry backfill in all paved areas to include driveways, "slot bores/trenches," sidewalk, curb and gutter.*** In the pavement area, the slurry cement shall be poured the entire trench width, from pavement cut to pavement cut, and from 0.50' above the pipe/structure, etc., to the asphalt concrete. The shading backfill 0.50' above the pipe/structure shall be compacted mechanically to the percentages required by current "Traffic Indexes." Maximum shading over pipe/conduit before slurry placement shall be six (6) inches. All slot bores - trenches shall be a minimum of 6 inches in width. Asphalt concrete pavement shall not be placed over the slurry cement backfill until the following day, with or without cement accelerators. Note: Upon request, the Permittee shall provide "Trip Tickets" (slurry cement receipts from the supplier) to the Road Division Inspector. When dewatering is necessary for the

construction of this permitted project, a Dewatering Plan shall be required and submitted to the Road Division Encroachment Permit Office for review.

6. Thirty (30) inch minimum cover shall be maintained over any pipe, conduit, structure, etc. within road right of way. Cover shall be measured from existing hardscape (road pavement, sidewalk, etc.) or if an earth cut, shall be measured from the common existing grade average for the area.

7. When cement slurry backfill is placed in trenches outside the paved roadway, it shall be poured to within eight (8) inches of existing finish grade and then backfilled with suitable native material and compacted. When the trench width is less than twelve (12) inches a (1) one-sack cement slurry backfill shall be required.

8. Trench backfill in unpaved areas may be native material, unless such material is determined to be unsuitable by the County Lab Engineer. Trench backfill shall be as directed by Santa Barbara County Road Division Standard Details 1-020 and 1-030. (Note: testing and material samples shall be as directed by the County Materials Lab. Engineer Bill Tracy with the associated costs billed to the Permittee).

9. Maximum density shall be determined by ASTM 1557 test method "C". If coring or testing is required by the Santa Barbara County Department of Public Works to determine the backfill and/or compaction of trenches, the Permittee shall be responsible for all associated costs performed by a CALTRANS certified materials testing company. Copies of all compaction-testing reports shall be provided to the Road Division Permit Office by the end of the work project. The private Materials Laboratory shall submit a Job Completion Statement on their letter-head affirming that the trench or excavation compaction that was tested met the minimum County Engineering compaction specifications.

10. The Maximum length of trench excavated shall be no greater than that which can be backfilled, plated, and pinned by the end of each day. Any deviation requires approval from the Road Division Inspector and/or Engineer.

11. Longitudinal trench excavations in all road locations shall be controlled from the existing gutter lip using the gutter lip as control for the trench. If this is not applicable, then whenever possible, trenching operations shall be conducted within the "center" portion of the travel lane. Special Note: No trenching shall be allowed within the "winged" flow line of the roadway. The unpaved earth shoulder should always be the first option for trenching if possible.

12. All excavated material shall be hauled from the work zone immediately. No stockpiling shall be allowed in the County Road right of way, without prior approval from the Road Division Inspector. Stockpiling shall also be in compliance with the State Standard Specifications, Standard Plans and Special Provisions. If the stockpiling affects property not controlled by the County Road Division, the Permittee shall obtain permission directly from the party affected. Additionally, the Permittee shall not stage, stockpile or operate any equipment outside the permitted work zone without the written or verbal approval of the Road Division Inspector. The permitted work zone is as defined in the CalTrans 1996 "Manual of Traffic Controls" for Construction and Maintenance Work Zones. Where a Permittee has placed an obstacle within twelve (12) feet of a lane carrying public traffic, the Permittee may be required by the Road Maintenance Manager or the County Traffic Engineer to install temporary railing (Type K).

13. No ponding or jetting of trenches will be allowed.

14. Plowing will not be allowed in the County Road right of way.

15. Trenches shall be maintained by the use of steel plates. Note: Plate bridging details shall be provided by the Permittee upon request and shall comply with Section 602.1 of the CalTrans Encroachment Permit Manual - Provide a Non-Skid Surface. **Under no circumstances shall fiberglass plates, plywood or other non-D.O.T. approved materials be used as a covering for an excavation**. The Permittee shall be responsible and liable for the cost and maintenance of securing the steel plates which are to be continuously safe to travel over. "ROUGH ROAD" or similar signage shall be required to be placed per CalTrans Manual of Traffic Controls, the latest edition of the MUTCD, or per direction of the road inspector. The signs shall be maintained and monitored at the Permittee's expense. "COLD MIX" material shall be placed and tamped around all sides of the steel plates per direction of the Road Division Inspector. Cold mix may not be required if the steel plates are beveled. All plating shall be pinned to help eliminate movement and wedges installed if necessary to help level out an uneven road surface. Steel plates shall not be left in the traveled roadway for a period of time of more than seven (7) days unless the County Inspector specifically approves a longer period of time. Plates are to be used only as a **temporary** method of covering an excavation. The Permittee shall be responsible to inspect and monitor steel plates continuously and to immediately correct any unsafe condition that may occur during their use. If an unsafe condition occurs and County personnel

or a County contractor is called upon to immediately correct the unsafe condition to prevent harm or damage to the traveling public, all associated costs (time, labor, materials, etc.) shall be borne by the Permittee. Any damages or costs whatsoever that may arise from the placement of steel plates within County Road right of way shall be the responsibility of the Permittee. The Permittee shall rectify all complaints regarding the use of steel plates.

16. The Permittee shall as prescribed by Federal legislation, comply with all provisions of the Occupational Safety and Health Act (OSHA) Standards to include Subpart P - Excavations. (29 CFR Part 1926:650-.652). Special Note: An Excavation Permit shall be obtained from the Division of Occupational Safety and Health (DOSH) for any project involving the construction of any trench or excavation (including utility, foundation, and retaining wall construction involved within the excavation) which are five feet or deeper and into which a person is required to descend. As stated within this requirement, it is the responsibility of the Permittee to obtain this permit if required. The Permittee is also responsible for submitting a Safety Plan that shall outline the safety requirements to be adhered to at all excavations and work sites. The Permittee is responsible to provide and implement all safety measures required by law at his/her expense related to this project. This shall apply continuously seven days a week, 24 hours a day until the work project is complete and has been approved and signed off by the Road Division Inspector. The Permittee is liable for any and all damage or injuries that may occur as a result of his/her failure to implement/maintain the necessary safety measures as outlined above and as prescribed by County, State, and Federal law.

17. All pavement areas shall be re-paved with a structural section equivalent to the existing section, or a minimum 0.3' of Asphalt Concrete (A.C.) over Cement Slurry if the Traffic Index is less than 5.5. If the Traffic Index is 5.5 or greater, a minimum of 0.5’ of A.C. shall be placed. If the existing pavement structural section is greater than the above specifications, that greater section shall apply. Note: "Cold Mix" shall be replaced by "Hot Mix" within (7) seven days of slurry backfill as outlined in Ordinance No. 1491, Section 22 or as directed by the Road Inspector. All "Cold Mix" shall be painted with the color codes as designated by Underground Service Alert, Assembly Bill Number 73. Section 4216.3 and remain until replaced with "Hot Mix"). All asphalt paving operations shall be in compliance with applicable sections of Section 39, Asphalt Concrete of the most current State Standard Specifications. The smoothness tolerances shall be as outlined in Section 39 of the current CalTrans Standard Plans and Specifications. The minimum structural section is outlined in the current Santa Barbara County Road Division Standard Details, Section 1-010. Damage to or displacement of existing A.C. (asphalt concrete) at any location related to this project shall be thick lifted using 1/2 inch A.C. mix as directed by the Road Division Inspector.

18. Pavement Restoration: Slurry seal is required for pavement restoration and a proposed mix design shall be submitted to, and approved by, the Roads Division permit office prior to placement of the slurry seal. ***A minimum of a Type II Slurry Seal beyond the edge of the trench (from edge of pavement to edge of pavement) shall be required at completion of all pavement replacement.*** Additionally, if there is 2 feet of pavement or less remaining adjacent to the edge of the road (edge of pavement, E.P.) permittee shall apply a slurry seal to this area. A 0.13' overlay shall be required if the slurry seal does not adequately cover the replaced pavement area. In the event that an overlay is required, shoulder backing may be required at the direction of the Road Division Inspector. If construction work causes additional damage to the pavement outside the trenched areas, additional pavement restoration shall be required. Any saw-cut lines left in the road right of way shall be sealed with a "crack-seal" compound approved by the County Materials Lab. Engineer. The Santa Barbara County Public Work's Department shall make the final determination as to the type of pavement restoration to be applied. (Note: The trenching/construction operation may be videotaped by Santa Barbara County Inspection personnel prior to commencement of construction operations). *Special Note: Pavement Restoration shall be commensurative to the two (2) previous years of road repair, e.g. slurry seal, overlay, etc., and be completed in "kind" within (60) days after final pavement replacement. The asphalt binder shall be Grade PG-64-16. If necessary and/or required by the Public Works Department, you may seal the "hot patch" immediately with straight (full strength) SS1H and then within 2 weeks apply the pavement restoration. Pavement restoration specifications shall be submitted prior to restoration work for review and approval.*

19. All pavement markers and striping shall be replaced or restored to pre-permit condition. NOTE: Markers and striping shall be per the County General and Special Provisions and the current CalTrans Standard Plans. Note: See CalTrans STD. Plan A202 for additional criteria. These will be provided upon request. If the removal of existing striping is necessary, the striping shall be obliterated by sand blasting or grinding only. No painting over of striping shall be allowed within road right of way. Current County, State and/or Federal sandblasting rules and regulations shall be adhered to. Protection of the public during sandblasting is mandatory. Any proposed striping removal shall be approved by the Public Works Transportation Engineering Division prior to the scheduling of such removal.

20. Concrete: All concrete that is to be removed shall be sawcut and removed to the next expansion joint or score mark. All cuts are to be perpendicular to the curb & gutter with no longitudinal cuts. No diagonal cuts shall be allowed. For construction criteria relating curb, gutter, sidewalks and ramps, see Road Standard Detail(s) 3-100, 3-110, 4-040 and 4-060. All concrete construction to include ramps shall be in accordance with the most current American Disability Act (A.D.A.) requirements.

21. The construction of residential and/or commercial driveways shall be per Santa Barbara County Public Works - Road Division Standard Details and as directed by the County Traffic Engineer; the Senior Development Engineer and/or the Road Division Inspector. The repair and maintenance of all hardscape, i.e.: driveway aprons, wings, sidewalk, curb & gutter, etc., shall be the responsibility of the property owner (Permittee). See Section 4-2.08 of the Santa Barbara County Engineering Design Manual for additional criteria. If applicable, driveways shall conform to equestrian trail guidelines where trails have been established. Maximum height of driveway lip at gutter line is ½ ". No saw cutting of asphalt concrete (A.C.) pavement shall be allowed without first consulting with the Road Division Inspector. When joining existing concrete with new, steel doweling shall be required. Historical drainage flow shall not be altered. If the driveway approach is not constructed/finished to engineering design standards it may be required to be removed and replaced at the Permittee's expense. All laws, rules, and regulations of the State of California, Department of Consumers Affairs, Contractors License Board shall be adhered to and complied with at all times when performing any work operation within the Santa Barbara County road right of way.

22. The Permittee shall maintain a clean and orderly work zone free and safe from debris and construction materials generated by this project. Final appearance of the project shall be returned to a pre-permit condition as directed by the Road Division Inspector. The aesthetics of the roadway shall be as it was or better than before work started. This shall include bike lanes, pedestrian and equestrian paths. Dust control measures shall be the responsibility of the Permittee. The Permittee at Permittee's expense shall resolve any complaints. Any over-spill of dirt, concrete, etc. associated with the Permittee's work project on the paved roadway or earthen road shoulder shall be monitored and cleaned up as it occurs at the Permittee's expense.

23. All miscellaneous facilities, i.e.: fences, walls, vaults, power supplies, pedestals, backflow devices, meters, pedestals, mailboxes, etc., constructed within the County Road right-of-way, shall adhere to the Sight Distance Requirements as outlined in Section 405.1 of the CalTrans "Highway Design Manual" and current County policy. Aboveground facilities may be required to be "screened" (fencing, wall, vegetation, etc.) at the expense of the Permittee. Any noise producing system that is proposed to be installed within the road right of way shall be disclosed at time of application submittal.

24. "Fixed Objects" e.g.: electrical poles, power supplies, vaults, pedestals, backflow devices, check valves, meters, walls/fences, etc., within the County Road right of way, shall be placed as directed by the CalTrans Traffic Manual, Chapter 7, the Roadside Design Guide, American Association of State Highway and Transportation Officials (AASHTO) 1989; the Highway Design Manual and current County policy as directed by the County Traffic Engineer and the Road Division Engineer. Any exceptions to this procedure shall be reviewed and approved by the County Traffic Engineer prior to any construction operation. If the replacement/removal of the fixed object(s) is required by the County Traffic Engineer, all costs shall be borne by the Permittee.

25. If existing public or private utilities conflict with the construction of this project, the Permittee shall make the necessary arrangements with the owners of such utilities for their protection, relocation and removal. The Applicant shall provide the inspection for the protection, relocation and removal of such utilities, if not accomplished by the utilities themselves. The responsibility for any and all costs related to inspection, permit fees and liabilities, shall be borne by the Permittee. Utility companies performing relocation work in the County Road right-of-way are required to obtain a County Road Division Encroachment Permit prior to the performance of the relocation work. Any relocated utilities shall be correctly located and identified on the final AS-BUILT plans. This requirement applies to public and/or private utilities as well. Special Note: If at a future date the Director of Public Works or his designee determines that this permitted project is in conflict with a County project, code, ordinance, or statute, a Community Plan, the traveling public, or accepted engineering and/or safety criteria, etc., all conflicting facilities installed under this permitted project shall be removed immediately at the Permittee's expense. See County Code - Chapter 28, Article 1 - Section 28-34 for additional criteria).

26. Preservation of Monuments: Any monument, benchmark or precise survey reference point shall not be removed without prior approval by the Department of Public Works. If the removal or replacement is allowed, all costs associated with this operation shall be borne by the Permittee as outlined in Section 48, of County Ordinance No. 1491.
27. Bike paths shall be restored according to the CalTrans Highway Design Manual Chapter 1000, "Bikeway Design." The base material shall be 0.50' foot Class II aggregate base. A safe minimum passageway of 4 feet shall be maintained through the work area, where pedestrian or bicycle facilities exist.
28. Special Sanitary Note: It is the responsibility of the Permittee to contact the appropriate sanitary district and obtain all required permits, clearances, etc., prior to the start of any sanitary construction activity. This contact of the district by the Permittee is specifically related to any sanitary construction activity that occurs within the County Road right of way. Manhole installations, sewer lines, covers, etc., shall be equal to County Specified Alhambra Foundry Co. products as shown in the County Road Standard Details. Any covers or facilities used or placed in bike paths, shall also be in accordance with the above and compatible with the appropriate sanitary district.

29. All drainage and erosion Control shall be per the Santa Barbara County Road Excavation Ordinance No. 1491 and/or the Santa Barbara County Grading Ordinance No. 3937. Any deviation from this requires approval from the Senior Development Engineer, County Grading Inspector, and/or the Road Maintenance Manager. All drainage and erosion control plans and/or calculations shall be submitted to the Road Division Permit Office for review and approval by the Senior Development Engineer or Flood Control Engineer, prior to construction. Special Note: The Permittee shall be responsible for correcting drainage and erosion problems resulting from their operations at the Permittee's expense. Additionally, the Permittee shall be responsible and liable for the immediate clean up of all mud and/or debris deposited onto the roadway as a result of their operation. The Permittee at Permittee's expense shall rectify any complaints or damages occurring from the Permittee's work project.

30. Any existing drainage flow lines, channels, etc., along County Roads shall be maintained by the Permittee or as directed by the Road Division Inspector. Drain lines to be placed through the curb face shall be a maximum of three inches in diameter and shall be cored. All other drains shall be as stated within Section 2-070 of the Santa Barbara County Road Division Standard Details entitled "Sidewalk Drain." The Permittee is responsible to maintain the structural integrity of sidewalk, driveway approach, curb areas where the drain/ irrigation pipe is installed.

31. Creek, Channel and/or Slope "Protection" shall be as stated in Detail Nos. (1 & 2) plates B-13-1 and B-13-2, outlined in the CalTrans Standard Plans, dated July 1992. Section (72) of the CalTrans "Standard Specifications," dated July 1992, may also be used as additional construction criteria. Erosion Control (Type D) shall conform to the provisions in Section 20-3, "Erosion," of the Santa Barbara County Standard Specifications and Special Provisions to be provided upon request. Final "slope" protection construction shall be as directed by the Santa Barbara County Flood Control Engineer, Road Maintenance Manager or Superintendent and/or Road Division Engineer.

32. Storm drain systems that are constructed within the County Road rights of way, shall be reviewed and approved by the Santa Barbara County Flood Control Manager and the Road Maintenance Manager. For installation of storm drains, see Road Standard Detail No. 1-040 for bedding and backfill requirements. Drop inlets shall be constructed per Santa Barbara County Road Division Standard Detail No. 2-025 with Class "A" concrete utilized on the bottoms and sides of these facilities.

33. Santa Barbara County Bridges, Box Culverts, etc. - Prior to the placement of any facility onto or within a bridge, box culvert, etc., and/or its abutment, all plans shall be reviewed and approved by the Santa Barbara County Bridge Engineer. Plans shall include as a minimum, location of proposed facilities; type of hangers/hardware; weight calculations, specifications, etc.

34. All landscaping shall conform to County requirements. A landscaping plan shall be submitted for approval with species, placement, quantities, etc. shown along with trees, shrubs, groundcover, etc. Sight distance, fixed object criteria, will be evaluated before plan is approved. Plan shall include irrigation facilities and a statement identifying the responsible party to water, and maintain the landscaped area within road right of way. All trees proposed shall adhere to the County Approved Tree List and if within ten feet of any hardscape (A.C. pavement, concrete, etc.) tree root barriers may be required. If a plan is not required, landscaping shall be replaced in kind to pre-permit condition. See County Ordinance No. 3703 for additional details. Contact the Road Division Permit Office for additional criteria.

35. It is the sole responsibility of the Permittee to "obtain and comply" with all applicable permit conditions, requirements and clearances from all Santa Barbara County Departments/Agencies, including Public Works, Planning & Development, etc., other Public Agencies, and any Community Plan (i.e.: Montecito Community Plan) approved and adopted by the County Board of Supervisors; including pertinent rules and regulations of the State of California and Federal Government pertaining to the above mentioned project, prior to the issuance of the Road Division Encroachment Permit. If this permit has been issued and it is determined that the Permittee has not obtained all permits required by law, this permit shall be "invalidated."

36. If any portion of this project enters into a known Native American/Chumash archaeological site, the Permittee shall be responsible for obtaining all clearances from other departments and agencies. This includes a Coastal Development Permit if necessary and any other applicable Permits required while performing work activities within a known Chumash site. The Permittee shall be responsible for all costs and liabilities incurred with their operation. Should any archaeological resources be revealed in the work vicinity or discovered during construction, the Permittee shall stop work in the immediate vicinity of the find and notify the Department’s representative. The Permittee shall be responsible for costs associated with the evaluation of those finds, based on the recommendations of the archaeologists and the Native American monitor. Contact the Planning & Development Department for additional criteria.

37. The Permittee shall show proof that notice of construction has been given to all occupants and owners of real property located within the perimeters of the construction operation. This Notification compliance shall include all schools and/or agencies responsible for children. Whenever required by the Public Works Department, the Permittee shall provide at their expense crossing guards, etc., to facilitate the safe movement of children. Notification requirements and compliance shall be as outlined by the Public Works Department and the Planning & Development Department.

38. When inclement weather is imminent, the Permittee shall take the necessary precautions to adequately protect the project site. (Note: The Road Division Inspector may require additional site protection).

39. The Permittee may be required to obtain a Haul Permit prior to beginning construction activities at the discretion of the Road Encroachment Permit Office. If the Permittee is required to apply for a haul permit, a proposed Haul Route shall be submitted to the Road Encroachment Permit Office for review and approval at least 7 days prior to the start of construction. The haul route is required to cover the routes used for transporting any and all construction materials, i.e.: pipe, fittings and/or miscellaneous equipment. The materials shall be hauled under the following conditions: The Permittee assumes all liability for accidents resulting from their operations; accepts all clean up and road repair as directed by the Road Division Inspector and/or Engineer.

40. The Road Division Encroachment Permit Package shall be kept at the work site and must be shown upon request to any Department of Public Works representative. If this is not adhered to, it shall be considered to be a violation of permit requirements, and the work may be stopped or suspended if this requirement is not complied with immediately.

41. This permit is issued with the understanding that it does not establish a precedent. This encroachment permit is issued at the discretion of the Road Commissioner and the County Department of Public Works Road Division. It may be revoked or modified, at any time, at the sole discretion of the County of Santa Barbara, acting through the Road Commissioner and the Road Division. This encroachment permit does not grant the Permittee or the Permittee's successors or assigns any ongoing interest in the occupancy or use of the County road right-of-way or any improvements in the right-of-way except as specifically stated in the permit and while the permit is in force.

42. Unless stated within this road encroachment permit, or separate agreement, all costs incurred for work within the County Road rights of way, pursuant to this road encroachment permit shall be borne entirely by the Permittee. The Permittee hereby waives all claims for indemnification or contribution from the County of Santa Barbara for any such work. Indemnification shall be as outlined in the California Civil Code.

43. No party other than the Permittee or the Permittee's agent is allowed to work under this road encroachment permit.

44. The Permittee agrees, by the acceptance of this road encroachment permit, to properly maintain any encroachment within the County Road rights of way associated with this operation. This will include the inspection and repair of any damage to County facilities resulting from this road encroachment. The Permittee is responsible for the cost of all restoration, repair and County services resulting from the permitted work by authority of County Code and the Streets and Highways Code.

45. If any additional services of the Public Works staff are required, including Roads accounting, after payment of the initial Permit fee, the Permittee will be billed accordingly. Overtime compensation shall be paid at the current County rate and shall mean and include work prior to 7:00 a.m. and subsequent to 4:00 p.m., whether or not the total time of the work or improvement herein described exceeds eight hours on the date such overtime occurs. Overtime shall also include all work on Saturdays, Sundays or holidays as defined in the California Government Code, Section 6700. Bills are due and payable upon receipt. Denial for nonpayment of fees: Failure to pay Permit fees when due may result in rejection of future applications and denial of permits. All Permit fees/billings shall be paid before any Occupancy Clearance is granted.

46. The Permittee shall file the necessary bond(s) in advance, in the amount set by this Department. Failure to maintain bond(s) in full force and effect will result in suspension of all work and permit(s). Bonds are not required of public corporation or privately owned utilities, unless said Permittee failed to comply with provisions and conditions under a prior permit. Your surety (insurance) company will be responsible for any latent defects until such time as is provided for in the California Code of Civil Procedures, Section 337.15.

III. TRAFFIC REQUIREMENTS

1. The Permittee upon request shall submit a TRAFFIC MANAGEMENT PLAN to the Traffic Section, of the Santa Barbara Public Works Department, for review. This Plan shall be submitted no less than 7 days prior to the start of construction. This plan shall be for any encroachment and/or traffic operation performed on any county road, pedestrian path or bikeway. Work Area Traffic Control shall be in accordance with recognized standards (i.e.: 1996 CalTrans Manual, WATCH, MUTCD, California Joint Utility Traffic Control Committee, etc.) Deviations from recognized traffic standards may necessitate that a registered traffic engineer at the Permittee's expense prepares plans. This requirement shall be as directed by the County Public Works Department. Traffic Control Signing shall be in place forty-eight (48) hours prior to start of construction, and remain in place day or night for the duration of the construction operation. (FAILURE TO COMPLETE SIGNING MAY INVALIDATE YOUR PERMIT).

2. During working hours, a minimum of (1) 10 foot travel lane with Flaggers as required by the Road Division Inspector shall be maintained. Note: See CalTrans Standard Plan - Plate T13 or T-11 for additional criteria. During non-working hours, all travel lanes shall be open unless otherwise approved twenty-four (24) hours in advance by the Road Division Inspector.

3. Driveway or Parking access shall be interrupted only after 2 days advance notice by the Permittee to the property owner(s) affected. Driveway access shall be provided by the use of steel plates.

4. The Permittee shall immediately (within 24 hours) repair and/or replace all damaged Traffic Signal Devices, at his own cost. Note: See CalTrans Standard Specifications, Section 86-1.05 for additional details. "No Parking" on loop detectors will be allowed without prior approval from the Road Division Inspector. Special Note: If services are required of the Santa Barbara County Traffic staff as a result of damage to traffic devices during construction operations, the Permittee will be billed accordingly.

5. Working hours within Signalized Intersections shall be from (9:00 a.m. to 3:00 p.m.), Monday through Friday, or as directed by the Road Division Inspector. If Permit working hours is not adhered to, this Encroachment Permit may be subject to revocation. Any deviation from this schedule requires prior approval from the Road Division Inspector. **Special** Note: the Permittee and/or their contractor shall immediately comply with all direction given by Traffic Division staff. Any person who fails, neglects, or refuses to comply with any requirement shall be in violation of Section 28-53 of Chapter 28, Article 1 of Ordinance No. 1491. All violations of this or any other section of this chapter shall be strictly enforced. No saw cutting within or near a signalized intersection shall be performed within twenty-four (24) hours of the weekend. This specifically refers to work operations on Fridays, Saturdays, Sundays and holidays without prior written approval from the Road Division Inspector.

6. Work shall be planned and conducted as to create the least possible inconvenience to the traveling public. Traffic shall not be unreasonably delayed. The Permittee is authorized to place properly attired flaggers to stop or warn the traveling public. All flagging shall be in compliance with the current CalTrans "Manual of Traffic Controls".

7. All Road Closures shall be covered under an additional Road Encroachment Permit. This permit will cover working hours; traffic detours; the notification of emergency services i.e.: Sheriff, Fire, C.H.P., M.T.D., American Medical Response (ambulance) etc., local residents; schools; commerce; fees and special permit requirements.

NOTE: Failure to make all required notifications in advance of construction or to adhere to "any" permit requirement may invalidate this permit and result in forfeiture of bonds. In addition penalty fees may be imposed. Failure to complete "any" permit requirement, may also result in the denial of future permits.

Special Note: Ordinance Number 1491 Section #22 – Commencement of Completion of Work:

"Except in the case of annual permits, every permittee shall commence the proposed work within thirty (30) days after the granting of the permit or within such other time from thirty (30) days minimum to sixty (60) days maximum as the Road Commissioner shall specify, (or in the case of special single permits set out in Section 21 above, within thirty (30) days from the date when such permit becomes effective as to the particular job concerned) and thereafter shall prosecute the work to completion in a diligent and workmanlike manner and restore roads to their condition or as near as may be possible. The Commissioner may, for good cause excuse delay in commencement or completion of such work. In the event of unexcused delay or failure to commence, carry out or complete such work in the manner provided herein, the Commissioner may, in addition to any other remedies he may have, terminate or suspend such permit by notice in writing effective immediately upon personal delivery to permittee or his agent, or twenty-four hours after being deposited in the United States Mail addressed to permittee at the address shown on the application for permit except that the Commissioner may elect to have the work completed and the cost thereof charged to the permittee. Thereafter, no work shall be done under said permit unless and until it is reinstated by the Commissioner."

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COUNTY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT

123 East Anapamu Street
Santa Barbara, CA 93101
(805) 568-3000
www.countyofsb.org

CHRIS SNEDDON
Director

9/24/2024

Chris Sneddon
Public Works Director
County of Santa Barbara
123 E Anapamu Street
Santa Barbara, CA 93101

Re: **Design Exception Memorandum – 0 Frontage Rd #5593 (aka Morningside Dr) – Famcon**

Chris,

Attached is a design exception for the location of a driveway at 0 Frontage Rd #5593 (aka Morningside Dr), and combined width of driveways (commercial). This Item has been reviewed by the permits section, as well as the Roads Coordination Committee and we recommend approval.

Proposed Exception:
The design exception (location) is to allow the applicant to place their driveway at 16' from property line rather than the 75' from the design standards. The design exception (width) is to allow the applicant to design each of their driveways at minimum commercial width of 25', exceeding the maximum combined commercial width of 40'. This exception is supported by the Traffic Section, Transportation Permits, and Roads Coordination Committee. Based on the conditions of support stated in the exception letter submitted by Russell Garrison on June 6th, 2024, the Transportation Permits team recommends approval.

Findings
We recommend approving the exception for the following reasons:
The road is low volume and sight distance for the conditions is adequate.

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123 East Anapamu Street
Santa Barbara, CA 93101
(805) 568-3000
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CHRIS SNEDDON
Director

Exception Submitted by:
William Robertson, Senior Transportation Planner
Santa Barbara County Public Works
Transportation

Sign:__DocuSigned by: William Robertson 0AD6441E6B224B0...__ Date:9/25/2024 | 11:30 AM PDT

Approved by:
Mostafa Estaji, PE
Santa Barbara County Public Works
Deputy Director, Transportation

Sign:__DocuSigned by: Mostafa Estaji 8D2ADCC4084A480...__ Date:9/25/2024 | 12:08 PM PDT

Approved by:
Chris Sneddon, PE
Santa Barbara County Public Works
Public Works Director

Sign:__DocuSigned by: Chris Sneddon 67CEC4FE68B848C...__ Date:9/25/2024 | 12:29 PM PDT

BETHEL engineering
2624 Airpark Drive, Santa Maria • California 93455 • Tel 805-934-5767 • Fax 805-934-3448

June 6, 2024

County of Santa Barbara
William Robertson
123 E. Anapamu Street
Santa Barbara, CA 93101

Subject: Design Exceptions Rationale

The proposed project would construct a 11,040 sf commercial building and approximately 40,000 sf of uncovered outdoor storage for piping materials. The facility is generally not open to the publiced. The anticipated number of truck trips per day for customers is 18 (twelve between the hours of 6:30AM to 2:00PM, six customers between 2:00PM and 5:00PM). The Customer base for this facility consist of Builders, General Engineering contractors, Public Works Departments, and municipal/private water companies Approximately 90% of customers come from northern Santa Barbara County and 10% from San Luis Obispo County. The average deliveries per day of materials to be stored are four per day, two are FedEx deliveries and two are mixed use trucks of a size depending on the material being delivered. Deliveries occur between the hours of 7:30AM to 2:00PM.

This memo provides a summary of the requested design exceptions, the references from the County Design Standards, and a rationale for why the design exception has been requested.

DESIGN EXCEPTION #1

Design Standard: Minimum driveway spacing from a property line.

Standard Detail #4-050, Table 1, Case “2C” – 75’ min. distance from property line.

Rationale for Design Exception #1:

Design exception #1 proposes reducing the distance of Driveway #1 (Founders Ave) to the property line to 34’. See attachment “A”.

To maximize the useability of the site, the building was located based on various site requirements (ie. Setbacks, easements, operations, storage area, etc.) and cannot be relocated without having a dramatic negative impact on operations.

The frontage of the site along Founders Ave. is 413’. If you eliminate the required 250’ from the intersection and 75’ from the eastern property line, you are left with an 88’ section directly in front of the proposed building. The proposed building is set back 50’

from the edge of the roadway. At 50' there is insufficient throat depth and room to maneuver onto the site for product deliveries.

There are no existing conflicts since there is currently no development to the north or adjacent to the site on the east.

There are no anticipated impacts on vehicular, bicycle or pedestrian traffic that would differ from impacts the standard 75' requirement would create.

There are no anticipated impacts on future county maintenance operations that would differ from the impacts the standard 75' requirement would create.

If this design exemption is not approved, the negative effects on operations would make this project no longer viable.

DESIGN EXCEPTION #2

Design Standard: Minimum driveway spacing from a property line.

Standard Detail #4-050, Table 1, Case "2C" – 75' min. distance from property line.

Rationale for Design Exception #2:

Design exception #2 proposes reducing the distance of Driveway #2 (Morningside Drive) to the property line to 16'. See Attachment "B".

This driveway is proposed to be Exit Only and is located within an existing access easement that was approved and recorded with TM 14,711 to benefit Parcel 1.

In order to avoid the need for the modification, the driveway would need to move further south, reducing the storage capacity of the site, negatively impacting operations which is unacceptable to the developer. Additionally, the existing easement would have to be relocated.

A large underground chamber system is being proposed as part of this project to comply with the requirements set forth by the Santa Barbara County Flood Control District. Moving the driveway further south would conflict with the system.

Anticipated impacts on vehicular, bicycle or pedestrian traffic that would differ from impacts the standard 75' requirement would create are minimal. The adjacent property is a pet boarding business with minimal daily traffic and 2 driveways with access onto Morningside Drive.

There are no anticipated impacts on future county maintenance operations that would differ from the impacts the standard 75' requirement would create.

If this design exemption is not approved, the negative effects on operations could make this project no longer viable.

DESIGN EXCEPTION #3

Design Standard: Minimum driveway width for commercial driveways.

Standard Detail #4-040, Note 1.

Driveway width for private residences shall be 10' - 30'. Commercial driveways shall be 25' - 40' wide. For multiple driveways on the same parcel, the total width shall fall within these limits.

Rationale for Design Exception #3:

Design exception #3 proposes increasing the combined Driveway width from 40' to 50'. See attachment "C".

This project requires two driveways. Driveway #1 is the main access to the site and is designed to meet the 25' min. width as required by the engineering design standards. Additionally, Driveway #2 is designed to meet the 25' min. width as required by the engineering design standards. By designing both driveways to meet the min. width of 25', the combined width of both driveways exceeds the maximum allowed 40' combined width.

There are no anticipated impacts on vehicular, bicycle or pedestrian traffic.

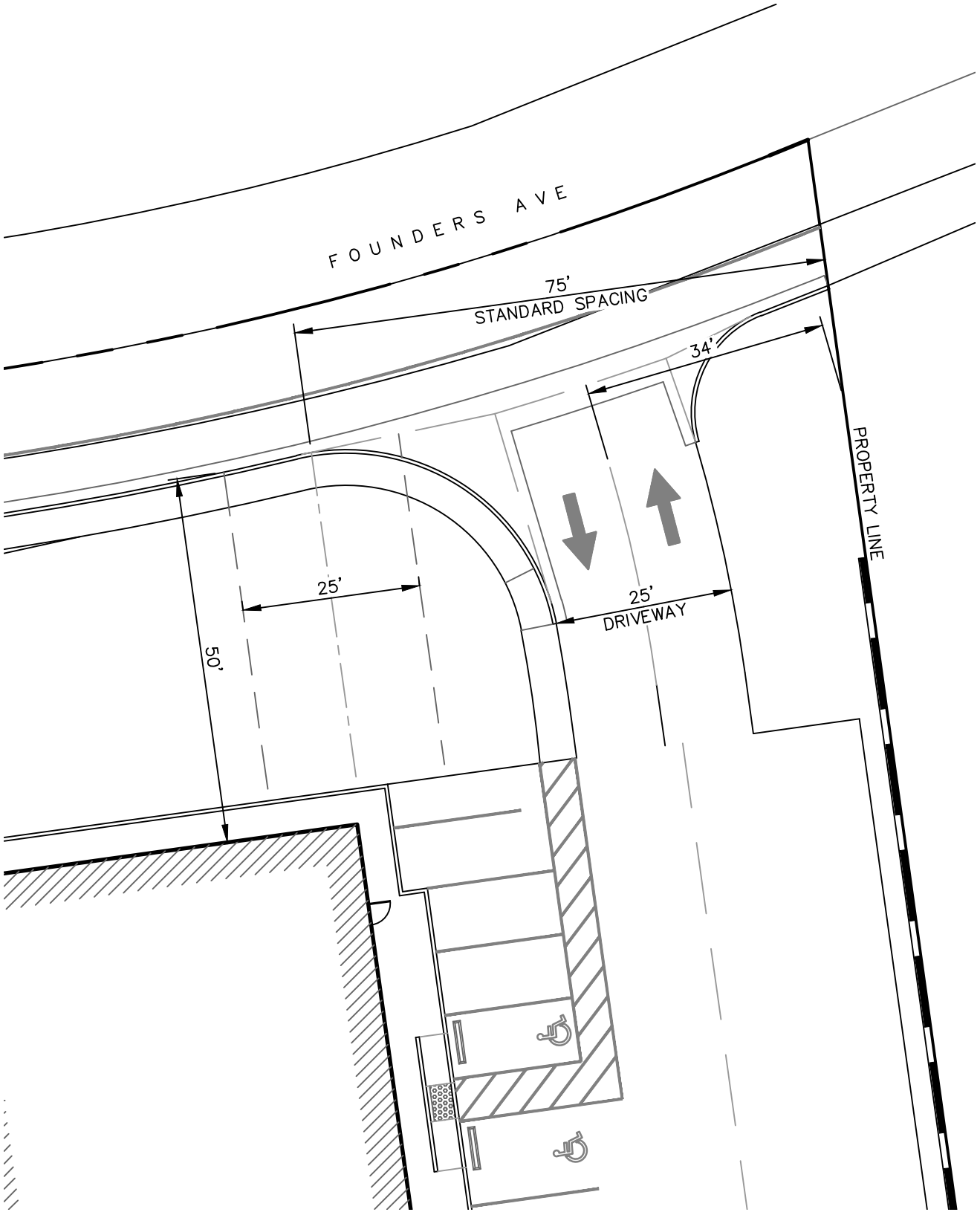
There are no anticipated impacts on future county maintenance operations

If this design exemption is not approved, we cannot comply with the minimum driveway width requirement of 25' and would therefore be in conflict with the first portion of the design standard requiring commercial driveways to be 25' min.

We appreciate your assistance in this matter. If you have any questions or require additional information, please contact me.

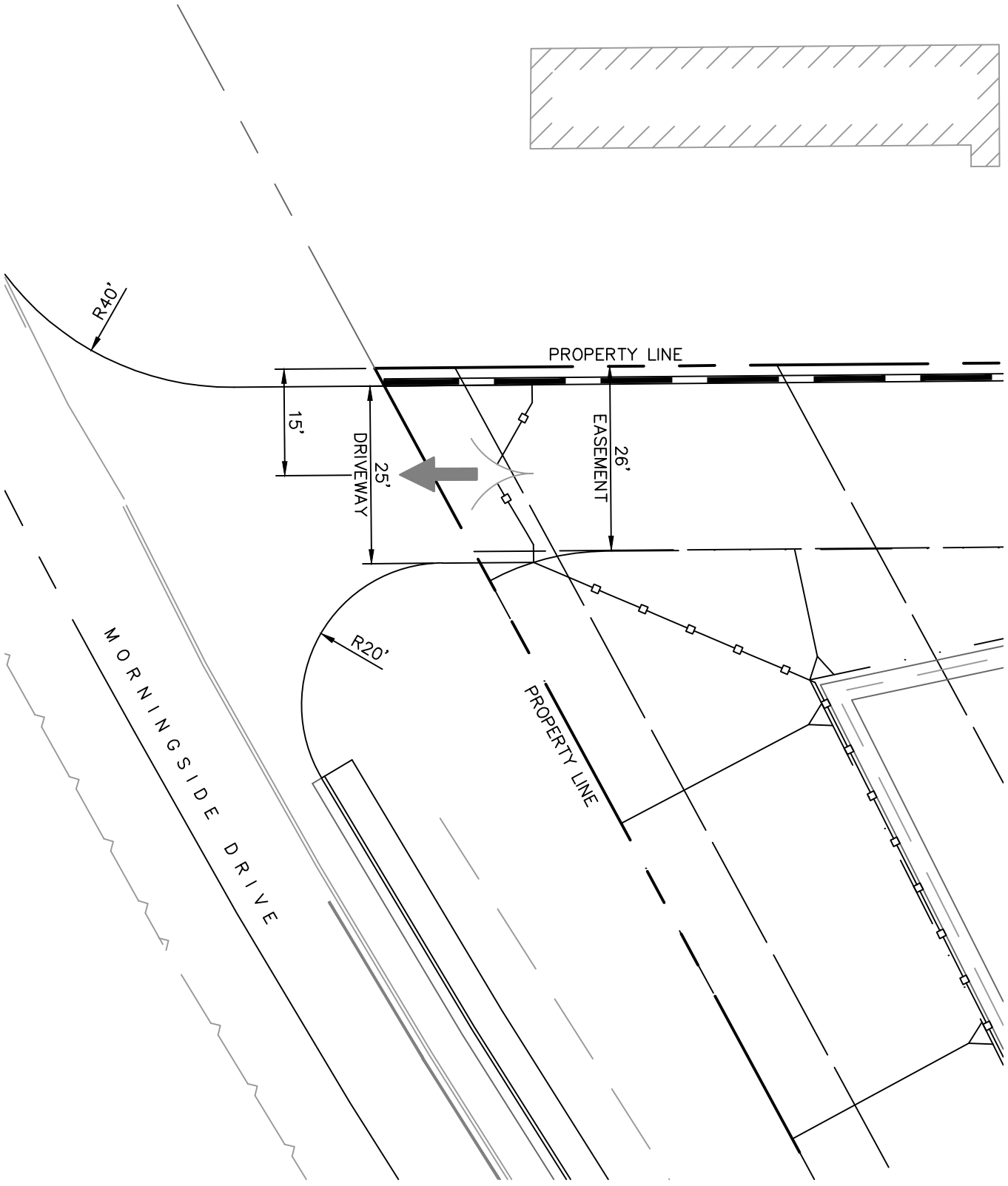
Bethel Engineering

Russell J. Garrison, PE.



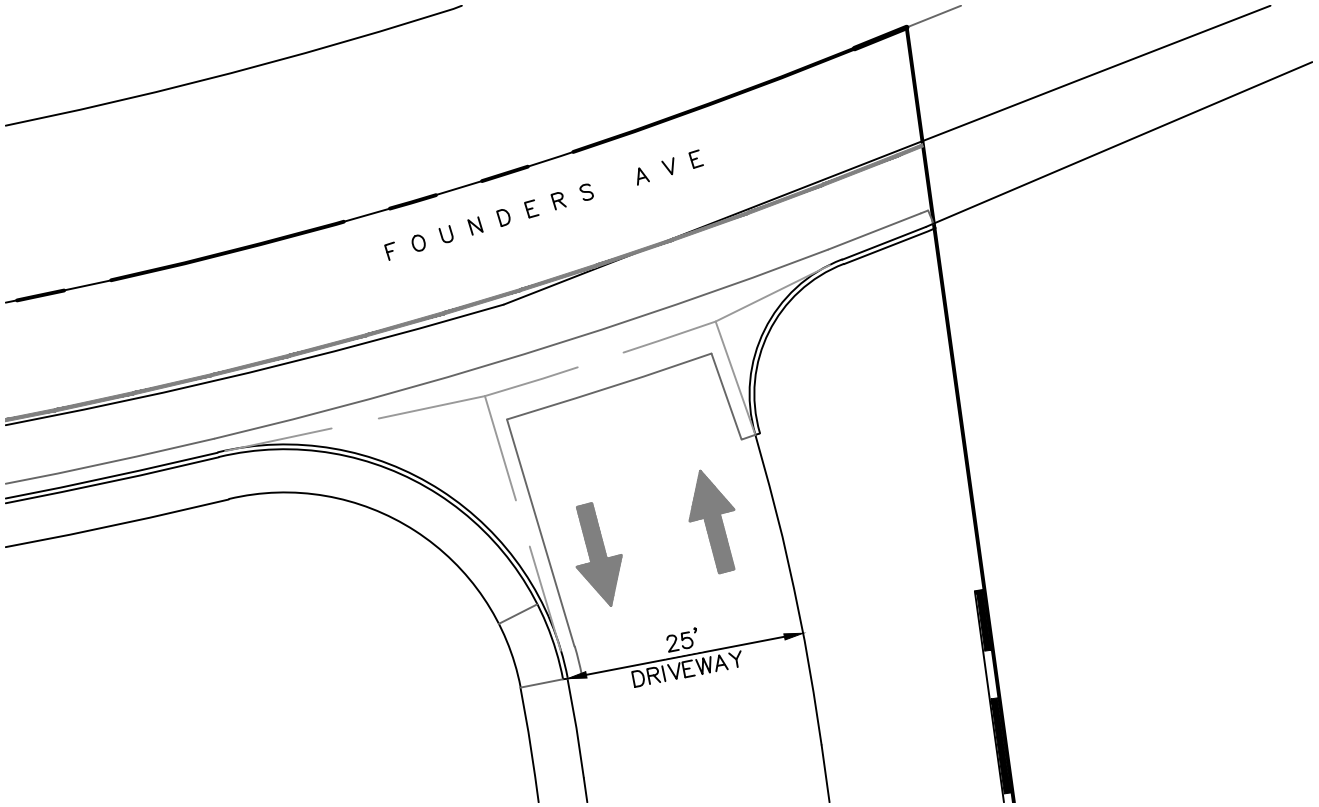
DRIVEWAY #1

ATTACHMENT "A"

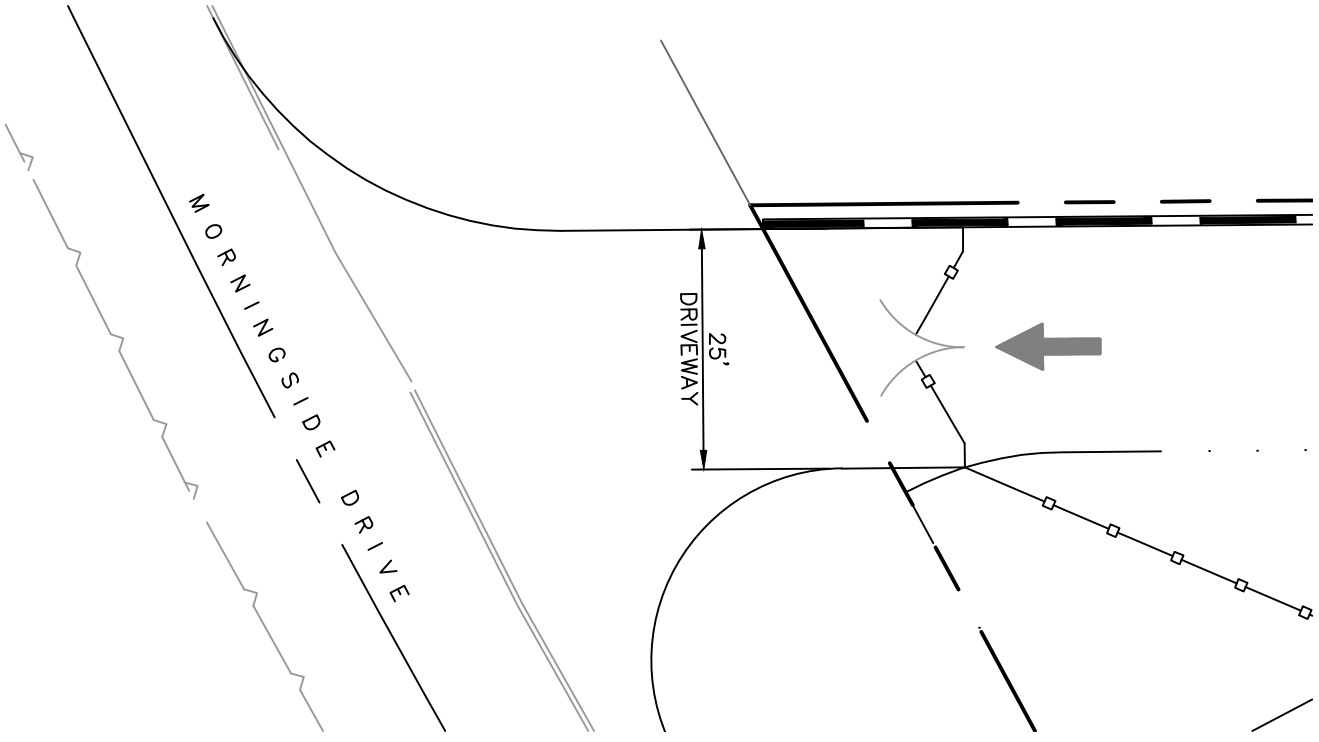


DRIVEWAY #2

ATTACHMENT "B"



DRIVEWAY #1

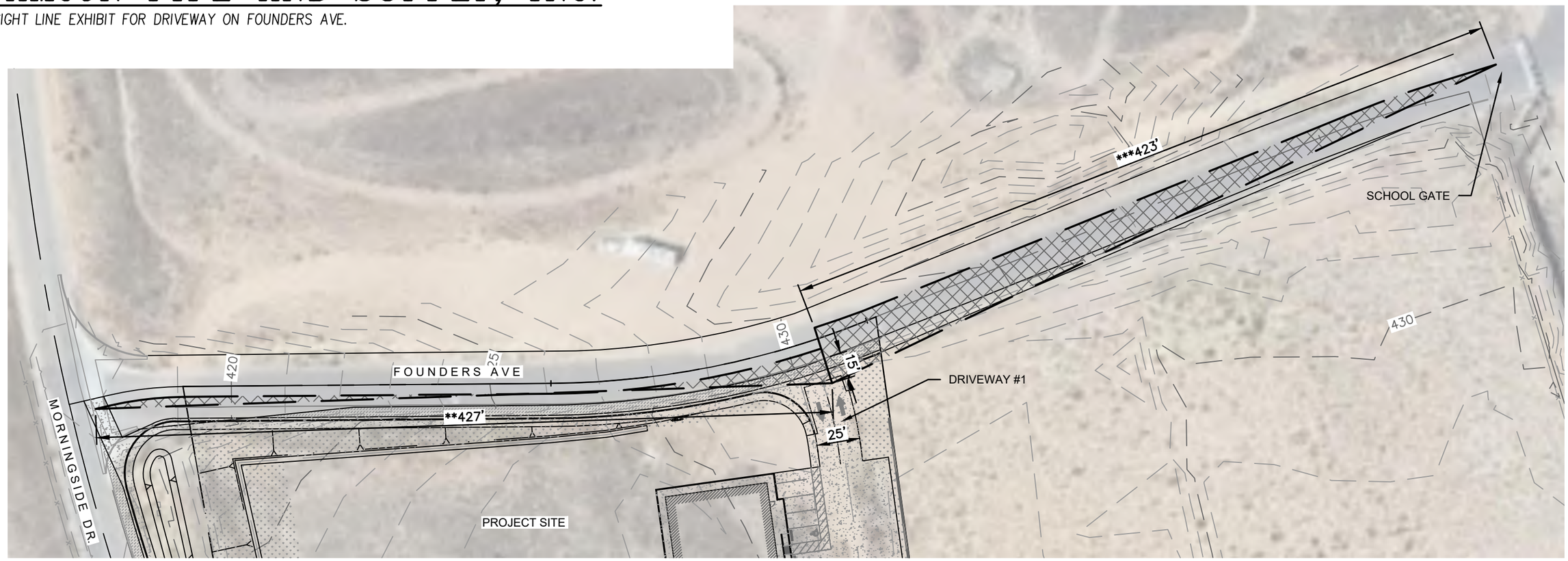


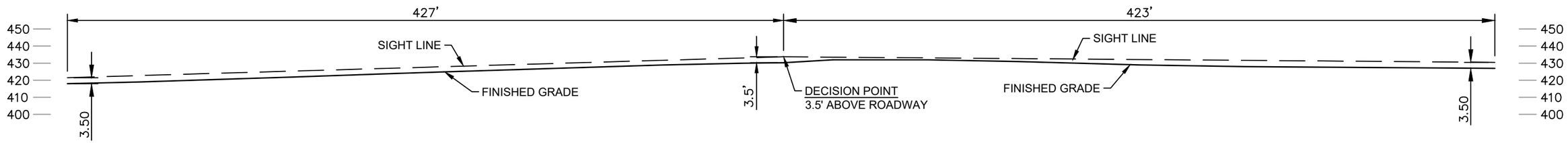
DRIVEWAY #2

ATTACHMENT "C"

FAMCON PIPE AND SUPPLY, INC.

SIGHT LINE EXHIBIT FOR DRIVEWAY ON FOUNDERS AVE.





CALTRANS HIGHWAY DESIGN MANUAL - 405.1(2)(a)

The minimum corner sight distance (feet) should be determined by the equation: $1.47V_mT_g$, where V_m is the design speed (mph) of the major road and T_g is the time gap (seconds) for the minor road vehicle to enter the major road.

DESIGN SPEED (Vm) = 35 mph

TIME GAP (Tg) = 11.5 (per Caltrans Highway Design Manual Table 405.1A)

1.47(35)(11.5) = 591.68

CORNER SITE DISTANCE = 591.68'

**Intersection to the west is a lesser distance than the calculated site distance.

***School gate to the east is a lesser distance than the calculated site distance.

N

1" = 60'

06/06/24

SHEET 1 OF 2

BETHEL engineering

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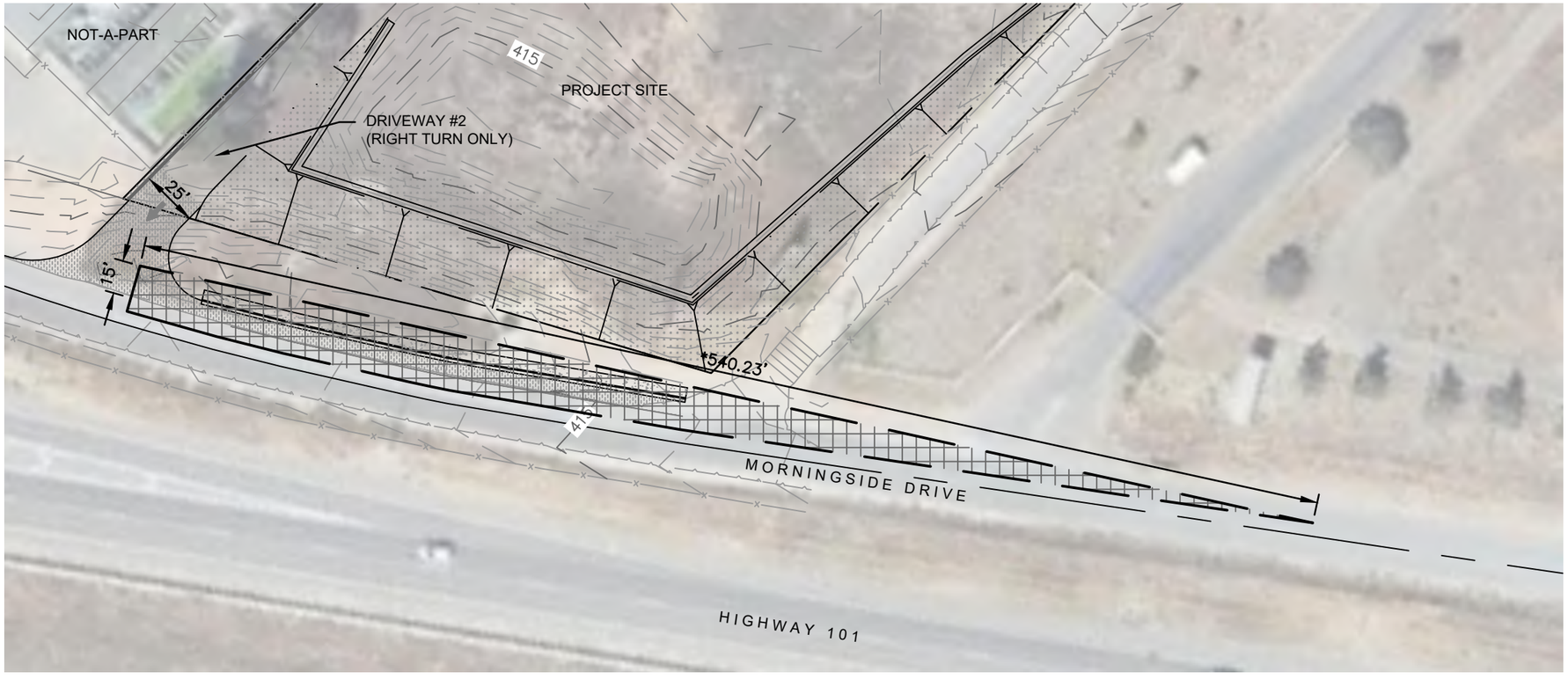
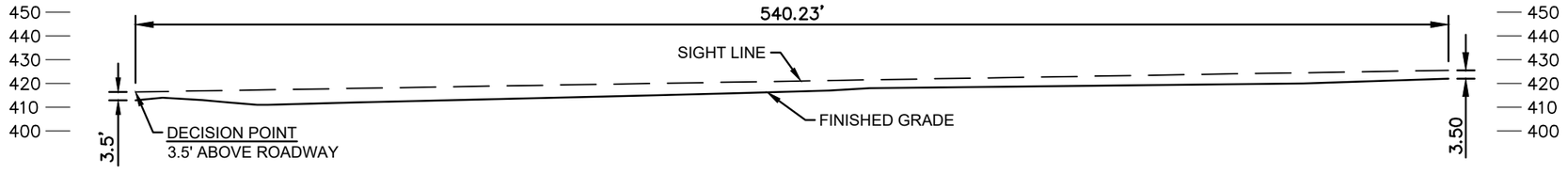
FAMCON PIPE AND SUPPLY, INC.

SIGHT LINE EXHIBIT FOR DRIVEWAY ON MORNINGSIDE DRIVE





* CALTRANS HIGHWAY DESIGN MANUAL - 405.1(2)(a)

The minimum corner sight distance (feet) should be determined by the equation: $1.47V_mT_g$, where V_m is the design speed (mph) of the major road and T_g is the time gap (seconds) for the minor road vehicle to enter the major road.

DESIGN SPEED (Vm) = 35 mph

TIME GAP (Tg) = 10.5 (per Caltrans Highway Design Manual Table 405.1A)

1.47(35)(10.5) = 540.23

CORNER SITE DISTANCE = 540.23

1" = 60'

06/06/24

SHEET 2 OF 2

BETHEL engineering

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