SANTA BARBARA COUNTY PLANNING COMMISSION

Staff Report for

Famcon Pipe and Supply Project

Hearing Date: June 11, 2025
Staff Report Date: June 3, 2025
Case Nos.: 23GPA-00001, 23DVP-00016, 23RZN-00001
Environmental Document: 24NGD-00011

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OWNER / APPLICANT:
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This site is identified at Assessor's Parcel Numbers 107-150-021 and 107-150-022, located at 1350 Founders Ave in the Orcutt Community Plan area, Fourth Supervisorial District

1.0 REQUEST

Hearing on the request of Steve Penza to consider the following:

- Case No. 23GPA-00001 for approval of a General Plan Amendment to amend the Santa Barbara County Comprehensive Plan Land Use Element Map Comp-1 by adjusting the Urban/Rural Boundary and changing the Land Use Designation of the site from Commercial Highway to General Commercial, and to amend the Orcutt Community Plan Key Site 33 Policy LU-O-6 and KS33-1 in order to allow the proposed construction of a warehouse/office building and outdoor storage and sales of pipe supplies in compliance with Land Use and Development Code Section 35.104 of the County Land Use and Development Code;
- Case No. 23RZN-00001 for approval of a Rezone to change the zoning of the subject 4.01-acre property from Commercial Highway (CH) to General Commercial (C-3), in order to

allow the proposed construction of a warehouse/office building with outdoor storage and sales of pipe supplies in compliance with Chapter 35.104 and Section 35.24.040 of the County Land Use and Development Code;

- Case No. 23DVP-00016 for approval of a Preliminary and Final Development Plan in compliance with Section 35.82.080 of the County Land Use and Development Code, on property zoned C-3, to develop a 4.01-acre site for a pipe supply and sales business consistent with the uses "Building and landscape materials sales – Outdoor" and "Office supporting retail" in compliance with Land Use and Development Code Section 35.82.080.D.6; and
- Adopt the Mitigated Negative Declaration and adopt the mitigation monitoring program contained in the conditions of approval and determine that as reflected in the CEQA findings, no subsequent Environmental Impact Report or Negative Declaration shall be prepared for this project.

The application involves Assessor Parcel Nos. (APNs) 107-150-021 and 107-150-022, zoned Highway Commercial (CH), located at 1350 Founders Avenue, in the Orcutt Community Plan area, Fourth Supervisorial District.

2.0 RECOMMENDATION AND PROCEDURES

Your Commission's motion should include the following:

1. Make the required findings for approval of the project specified in Attachment A of this staff report, including CEQA findings.

2. Adopt the Mitigated Negative Declaration and adopt the mitigation monitoring program contained in the conditions of approval and determine that as reflected in the CEQA findings, no subsequent Environmental Impact Report or Negative Declaration shall be prepared for this project.

3. Approve the project (Case Nos. 23GPA-00001, 23RZN-00001, and 23DVP-00016) subject to the conditions of approval included as Attachment B.

Refer back to staff if the County Planning Commission takes other than the recommended action for appropriate findings and conditions.

3.0 JURISDICTION

This application for a General Plan Amendment, Rezone, and Development Plan is being considered by the County Planning Commission for a recommendation to the Board of Supervisors pursuant to the following County Land Use and Development Code (LUDC) sections:

- LUDC Section 35.80.020, which states that the Planning Commission reviews Comprehensive Plan Amendments and provides a recommendation to the County Board of Supervisors, who are the final decision makers of the project;
- LUDC Section 35.80.020, which states that submittal of two or more discretionary applications relating to the same development project shall be under the jurisdiction of the review authority with the highest jurisdiction; and,
- LUDC Section 35.82.080.D.6, which states that a Development Plan application is considered in conjunction with a Zoning Map Amendment application or other application requiring legislative approval, the Commission may recommend approval, conditional approval, or denial to the Board.

4.0 ISSUE SUMMARY

The proposed request encompasses several issues which merit further deliberation, as discussed below.

On April 12, 2023, the Planning Commission reviewed the proposed General Plan Amendment (GPA), Rezone, and Development Plan and voted to accept the permit applications for case processing, pursuant to LUDC Section 35.104.030. Pursuant to LUDC Section 35.80.020, the Comprehensive Plan Amendment (GPA) must return to a Planning Commission hearing for the Commission's recommendation on initiation of the GPA to the Board of Supervisors. During deliberations of the April 12th hearing, Commissioners commented that in the years since the Orcutt Community Plan was adopted, there has been very little demand to develop properties within Orcutt Community Plan Key Site 33 (which includes the site) with Highway Commercial uses because the anticipated traffic associated with the Elks Rodeo Events Center (adjacent to the south of the site) never materialized. Commissioners also commented that several other sites in the County had been rezoned from Highway Commercial (CH) to other designations, indicating that the CH Zone District might be outdated due to low demand for the uses allowed in CH. The Planning Commission recommended that the applicant gather the support of surrounding landowners (within the CH Zone District/Key Site 33) in their effort to pursue a GPA and Rezone. The Planning Commission suggested that neighbor support would allow the applicant to request that all of Orcutt Community Plan Key Site 33 be rezoned and the request would make it easier for County decision-makers to make Findings that the approval of a Rezone and General Plan Amendment would be consistent with good zoning and planning practices (i.e. avoid "spot zoning"), pursuant to LUDC Section 35.104.060. The applicant provided correspondence indicating that two out of three surrounding landowners supported the effort (Attachment J), but the applicant is not requesting a Rezone and General Plan Amendment of any other neighboring parcels in Key Site 33 because there was no indication that the adjacent neighbor to the north would support the request.

Although the proposed change in land use and zoning will change the designation from CH to C-3, there will not be a major change in the compatibility of uses between the project and adjacent

properties because commercial uses are allowed in both Zone Districts, and urban development exists within Key Site 33 boundaries, including the existing pet grooming business and the Santa Maria Joint Union High School Mark Richardson Career Technical Education Center and Agricultural Farm (CTECAF). Infrastructure for both water and sewer already exists within the easement along Founders Avenue (along the northern site boundary) because both main lines were built to serve the CTECAF[1] (approximately 450 feet northeast of the site). The applicant has obtained preliminary can and will serve letters from Golden State Water Company and Laguna County Sanitation District. The proposed project will be compatible with the CTECAF because it will provide irrigation supplies to the agricultural industry and potentially create a synergistic relationship for students and CTECAF programs. In addition, the project includes landscape screening to address potential compatibility and aesthetic issues of urban development that will occur adjacent to lands classified as Rural in the Comprehensive Plan and Orcutt Community Plan. The requested adjustment of the Urban/Rural Lands Boundary will also address compatibility because urban development already exists within Key Site 33.

The project site is located within an area that has drainage issues. This area is referred to as the Ineffective Watershed Area (IFA). The IFA has many sumps (i.e. natural dunes and valleys) that do not allow discharge of storm water runoff to the surrounding watersheds. Nearby sites have been observed to have a hardpan soil layer that can prevent vertical groundwater infiltration during wet years. The applicant has designed an underground storm water detention basin system to address drainage issues. The applicant also proposes grading and fill (approximately 20,000 cubic yards) to create a level site. The level site will accommodate the proposed detention system and provide a site that can accommodate the proposed 40,000 square feet of outdoor storage.

The project site is accessed via Founders Avenue off Morningside Drive. The off-ramp intersection is approximately 400 feet north of the Morningside Drive/Founders Avenue intersection. The applicant provided a Traffic, Circulation, and VMT Study, which was provided by Associated Transportation Engineers/ATE (Attachment H). Caltrans reviewed the Traffic, Circulation, and VMT Study and provided comments on two potential improvement options to increase sight distance for the Morningstar Drive and US 101 N.B. off-ramp (Attachment K). County Public Works Transportation Division reviewed the proposed project, Traffic, Circulation, and VMT study (Attachment H), and comments from Caltrans (Attachment K), and determined that no improvements to the right-of-way are required for the proposed project due to the limited number of trips proposed with this project. Transportation Division comments are included in the attached comment letter (Attachment B, Condition No. 48).

As detailed in Attachment A of this staff report, Findings can be made that the project is consistent with the policies of the Comprehensive Plan, including the Orcutt Community Plan,

[1] Key Site 33 was annexed into the Laguna County Sanitation District and the Community Facilities District No. 2002-1 (Orcutt Community Plan).

compliant with the LUDC, because the allowed use will remain commercial in nature, and the proposed development will be compatible with its surroundings. The project is in the interests of the general community welfare and deemed to be in the public interest, because it will provide wholesale pipe supplies and associated products that are used for large water conveyance and utilities projects, such as projects managed by local agricultural operations, utility providers, municipalities, and State agencies such as Caltrans. The project is consistent with good zoning and planning practices, because it will not change the community buildout level or cause any adverse impacts to the level of traffic or circulation on existing roadways.

5.0 PROJECT INFORMATION

5.1 Site Information

Site Information	
Comprehensive Plan Designation	Rural, Highway Commercial, Orcutt Community Plan Key Site 33
Ordinance, Zone	LUDC, Highway Commercial (CH) Zone District
Site Size	Subject property consisting of APNs 107-150-021 and 107-150-021; totaling 4.01 acres
Present Use & Development	Vacant
Surrounding Uses/Zone(s)	North: Founders Avenue, vacant lot/CH Zone District South: Elks Rodeo Events Center/AG-II-100 Zone District East: Vacant lot/CH Zone District West: Morningside Drive, Highway 101 and pet grooming business/CH Zone District
Access	One 40-ft.-wide driveway off Founders Avenue and one 25-ft.-wide egress drive to Morningside Drive
Lot Legality	Parcel validity established via approval of Parcel Map 14,711
Public Services	Water Supply: Golden State Water Company Sewage: Laguna County Sanitation District Fire: County Fire Department Police Services: County Sheriff Other: Annexed to Community Facilities District No. 2002-1[2] (Orcutt Community Plan)

5.2 Existing Setting/Background Information

The vacant 4.01-acre subject property, comprised of 2.15-acre APN 107-150-021 and 1.86-acre APN 107-150-022, is located 100 feet (ft.) east of the Highway 101 northbound Santa Maria Way offramp and Morningside Drive in the Fourth Supervisorial District. The property is bounded by

[2] https://surveyor.countyofsb.org/ad_pdfs/bk4/ad4_053.pdf

Morningside Drive and a pet grooming business to the west, Founders Avenue and a vacant lot to the north, a vacant lot and the Mark Richardson Career Technical Education Center and Agricultural Farm to the east, and a driveway and the Elks Rodeo Events Center to the south.

The site is located within an area referred to as the Ineffective Watershed Area, which is considered to contribute no surface runoff to the surrounding area. The existing topography of the subject site is generally characterized as a relatively flat area, with gentle rolling hills sloping downward from east to west. Elevations range from 432 ft. above sea level (ASL) at the northeastern corner to 413 ft. ASL along the western edge of Morningside Drive. Vegetation consists of grasslands. The site contains a ten-foot-deep, approximately 19,700 square feet drainage basin on the southwest corner, and a graded slope associated with the building pad, which was developed for the adjacent/offsite pet grooming business. The soils on the subject property primarily consist of Marina sand with slopes ranging from 9 to 30 percent, and Oceano sand, with slopes ranging from 2 to 15 percent. Marina sand is characterized by moderate erosion hazard and medium surface runoff. Oceano sand is characterized by slow runoff and slight to no erosion hazard.

Several access/pipeline/utility easements were recorded with east-west orientations across the northern, middle, and southern portions of the site. The 26-foot-wide public secondary emergency access and sewer easement, which traverses east-west through the middle portion of the site, was recorded as part of an approved 30,000 square foot (sf) church on APN 107-150-020 immediately adjacent and east of the subject property. The church project was approved by the County Planning Commission on November 28, 2007, under a Conditional Use Permit (Case No. 06CUP-00000-00055), Development Plan (Case No. 06DVP-00000-00012), and Parcel Map 14,711 (Case No. 06TPM-00000-00022/ Case No. 08MPC-00000-00001), which created the current configuration of the subject parcels and the adjacent APN 107-150-020. The church CUP and DVP permits expired, the church was never constructed, and the 6.41-acre parcel (APN 107-150-020) remains undeveloped.

However, the easements that were recorded as part of the church project remain and will be utilized by the proposed project. For instance, the 30-foot-wide recorded easement along the northern portion of the site was recorded for construction of water and sewer utilities in 2019 (Recording No. 2019-0048787) and also to provide primary access to the church. The driveway and easement currently provide access to the Santa Maria Joint Union High School Mark Richardson Career Technical Education Center and Agricultural Farm (CTECAF), which was constructed after the church project was proposed. Utilities such as water and sewer main lines were constructed within the easement as part of the CTECAF project, and services are provided to CTECAF by Golden State Water Company and Laguna County Sanitation District. The roadway, pipeline, and utilities easement along the southern portion of the site was recorded to provide access and utilities in favor of a previous owner of the property that was subsequently sold and developed into the CTECAF.

5.3 Project Description

Rezone

The proposed project includes a request for a Rezone, Case No. 23RZN-00001, to change the Zone District from Commercial Highway (CH) to General Commercial (C-3) in order to allow the proposed "Building and landscape materials sales – Outdoor" as a permitted use (Figure 1).

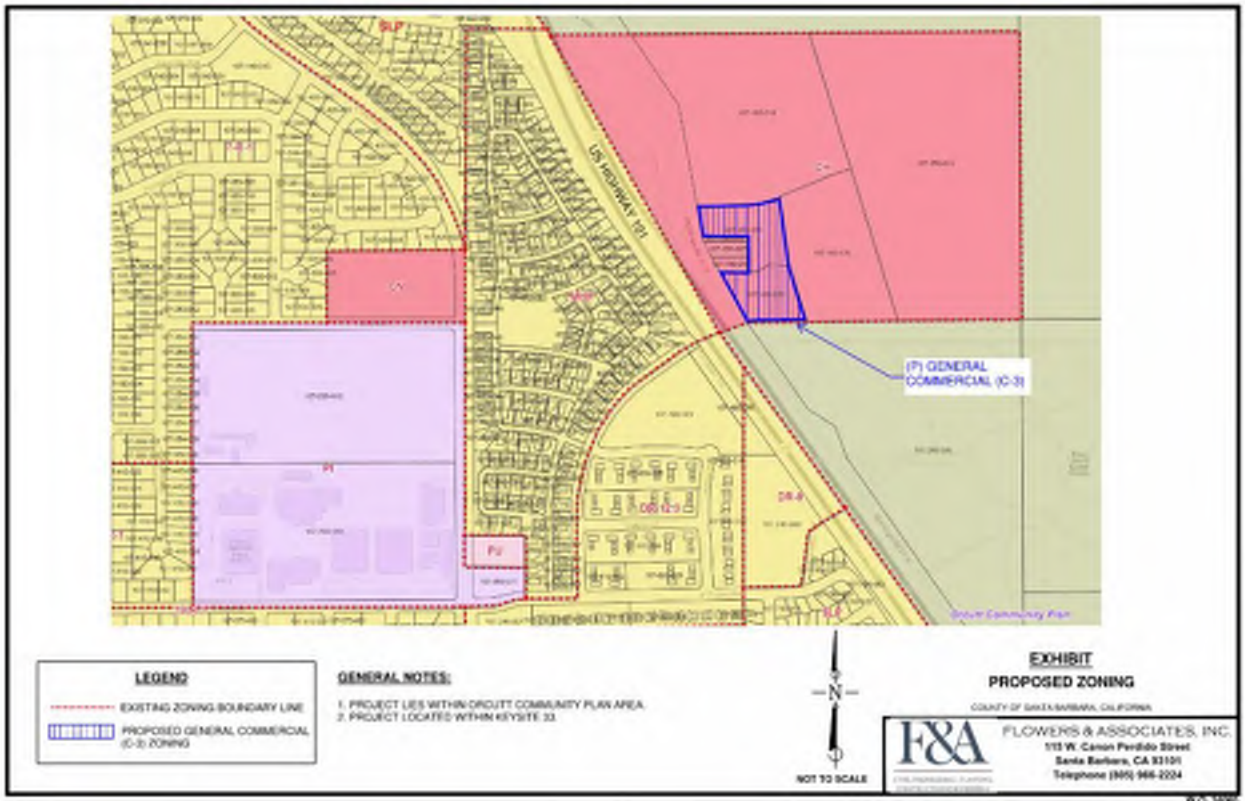


Figure 1 Proposed Rezone Map

General Plan Amendment

The proposed project includes a request for a General Plan Amendment (GPA), Case No. 23GPA-00001, to adjust the Urban/Rural Boundary and Land Use Designation on the Comp-1 Map of the Comprehensive Plan Land Use Element and the Orcutt Community Plan and Land Use Designations Eastern Section Maps of the Orcutt Community Plan (Figure 2). The proposed Land Use Designation will change from Highway Commercial to General Commercial. The GPA includes revisions to Orcutt Community Plan Policy LU-O-6 and KS33-1 to allow a change to the Urban/Rural Boundary and redesignation of land use, as follows (revisions shown in strikethrough and underlined font):

> *Policy LU-O-6: The Orcutt Urban/Rural Boundary shall separate principally urban land uses and those uses which are rural and/or agricultural in nature. This boundary shall represent the maximum extent of the Orcutt urban area and the Urban/Rural Boundary shall not be*

extended until existing inventories of vacant land within the urban area are nearing buildout, except for those parcels served by existing public water and sewer utilities. Other bBoundary adjustments shall be approved only as part of a major Community Plan update.

Policy KS33-1: The Ikola parcels (APN 107-150-19 and -018), the Blackenburg parcel (APN 107-150-13), and the Armstrong parcels (APN 104-150-07, -15, -16) are designated Highway Commercial/CH. APNs 107-150-020 and -021 are designated General Commercial/C. All other parcels are designated Agriculture II and zoned AG-II-100. Any proposed development on Key Site 33 shall comply with the following development standards.

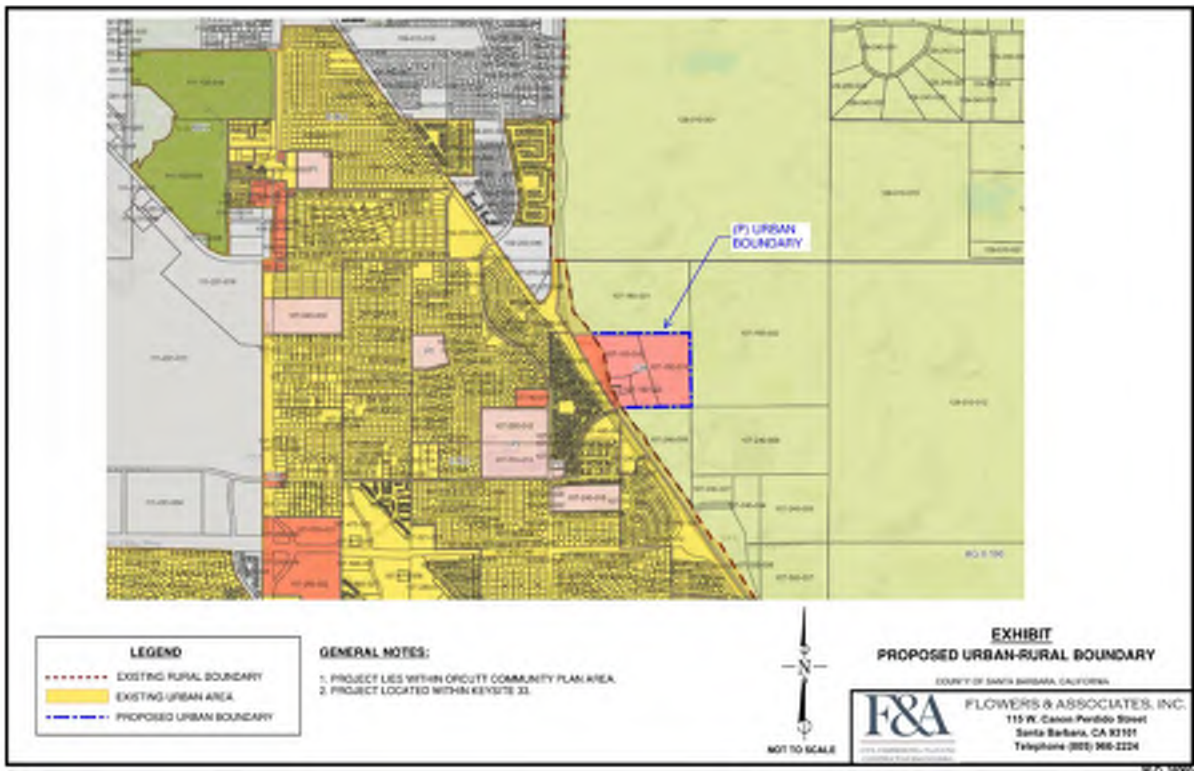


Figure 2 Urban/Rural Boundary Adjustment to Comp-1 Map of the Comprehensive Plan Land Use Element

Development Plan

The proposed project includes a request for a Development Plan (DVP), Case No. 23DVP-00016, for construction of a pipe sales and storage site, including a new 11,040-square-foot (sf), 35-ft.-tall structure and approximately 40,000 sf of outdoor, uncovered storage area for piping materials. The DVP is being processed concurrently with the General Plan Amendment (Case No. 23GPA-00001) and Rezone (Case No. 23RZN-00001). The DVP is required for proposed development to exceed the 20,000 sf threshold for on-site structures and outdoor areas designated for sales or storage in the General Commercial (C-3) Zone District. The new 11,040 gross-square-foot structure will contain a warehouse, offices, and employee areas (see Figure 3 Oblique Overhead Rendering, Figure 4 Site Plan, and Attachment G Project Plans).

The proposed "Building and landscape materials sales – Outdoor" and "Office supporting retail" will include eight employees, and hours of operations will be from 6:30 a.m. to 5:00 p.m. The proposed project includes internal driveways with an 18-space parking lot, including two accessible spaces. The driveways will require 105,300 sf of class II base and 26,950 sf of hardscape (including sidewalks). Grading for the proposed project includes 5,005 cubic yards (cy) of cut, 21,348 cy of fill, and 16,343 cy of net fill with over-excavation and recompaction. One 32,000-sf Advanced Drainage Systems underground chamber stormwater retention basin (60,940 cubic feet of storage) will be constructed on the southern portion of the site to capture stormwater runoff from the proposed project.



Figure 3 Oblique Overhead Rendering

Figure 4 Site Plan

Proposed landscaping will include a 50-foot-wide screening buffer along the northern and southern portions of the site adjacent to Morningside Drive and perimeter screening trees incorporated within existing trees along the "u-shaped" boundary adjoining the existing pet grooming business property to the west. Grading will create a development pad for the building, parking lot, outdoor storage area, and stormwater retention basin. Grading will also create a 10-percent sloped driveway to allow egress from the outdoor storage area. The egress driveway will be immediately adjacent to the southern boundary of the neighboring property that contains the existing pet grooming business.

Retaining walls will be constructed to maintain the grade difference between the proposed development and the neighboring development pad for the pet grooming business to the west. Two walls (5-ft.-maximum height) will be constructed along the eastern and northern boundaries of the pet grooming business, and the third wall (10-ft.-maximum height) will maintain the grade between the proposed egress driveway and the pet grooming business. Two eucalyptus trees (Corymbia citriodora) will be removed to allow for grading of the proposed egress driveway. The proposed project will also include installation of a perimeter chain link fence and exterior dark-sky-compliant security lighting around the building and parking lot.

The proposed project site consists of two legal parcels, APNs 107-150-021 and 107-150-022, of 2.154 acres and 1.865 acres, respectively. The Applicant intends to voluntarily merge the two parcels prior to issuance of the Zoning Clearance (Attachment B, Condition No. 28). The merger will ensure the new development does not cross property lines and avoid land entitlement issues that could arise if the owner attempted to sell one of the properties to a separate owner. The proposed project will take access via a new 40-ft.-wide driveway off Founders Avenue and a 25-ft.-wide driveway off Morningside Drive. Water service will be provided by the Golden State Water Company, and wastewater treatment will be provided by the Laguna County Sanitation District. The proposed project site is addressed as 1350 Founders Ave, in the Orcutt Community Plan Area, Fourth Supervisorial District.

6.0 PROJECT ANALYSIS

6.1 Environmental Review

A Draft Mitigated Negative Declaration (Case No. 24NGD-00011) was prepared to evaluate the project in compliance with the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15070. The Mitigated Negative Declaration identified that there are certain potentially significant environmental impacts associated with the project that can be reduced to less than significant with the implementation of the proposed mitigation measures. The areas of environmental impact found to be less than significant with project mitigation incorporated include the following:

- Aesthetics/Visual Resources impacts VIS-1 through VIS-6 will be mitigated by requiring landscape buffers, dark sky compliant exterior lighting, and architectural design review.
- Fire Protection impacts FIRE-1 through FIRE-4 will be mitigated to reduce wildfire risk to structures and people by requiring fire-resistant building materials and design, maintenance of defensible space around structures, and payment of Development Impact Mitigation Fees (DIMFs) for fire suppression services.
- Geologic Processes impacts GEO-1 and GEO-2 will be mitigated to reduce or avoid effects of construction and operation by requiring a soils engineering study and an erosion and sediment control plan.

- Water Resources impacts will be mitigated to ensure domestic water supply and improve water conservation.

The Mitigated Negative Declaration was circulated for 30 days via the State Clearinghouse, starting on April 4, 2025. The Draft Mitigated Negative Declaration is included as Attachment C to this staff report. The approved project description and conditions of approval (Attachment B), with their corresponding permit monitoring requirements, constitute the mitigation monitoring program for the proposed project.

6.2 Comprehensive Plan Consistency

REQUIREMENT	DISCUSSION
ADEQUATE SERVICES	
Land Use Element Development Policy 3: *No urban development shall be permitted beyond boundaries of land designated for urban uses except in neighborhoods in rural areas.* ***Land Use Element Development Policy 4:*** *Prior to issuance of a development permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available public or private services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan.* ***Land Use Element Development Policy 5****: Within designated urban areas, new development other than that for agricultural purposes shall be serviced by the appropriate public sewer and water district or an existing*	**Consistent:** The proposed project is consistent with the policies prohibiting urban development outside of the Urban/Rural boundary, because the proposed urban use will be within the Urban Area as part of the proposed request to adjust the boundary to designate the site as Urban Lands, as shown on the Comprehensive Plan Land Use Map (Comp-1). The site and immediately-surrounding properties are currently within the Highway Commercial Zone District, which allows urban and commercial uses such as gas stations, motels, and restaurants. The proposed boundary adjustment will allow the applicant to develop uses on the site which are consistent with the Urban Lands designation. The proposed project is consistent with the policy requirement that adequate public and/or private services are available to serve the proposed development, because the project design incorporates connections to public and/or private infrastructure, and the applicant obtained preliminary can and will serve letters from the water and wastewater service providers (see Attachment F). The applicant will be required to assume full responsibility for costs incurred to connect to

REQUIREMENT	DISCUSSION
mutual water company, if such service is available. ***Orcutt Community Plan Policy FIRE-O-2:*** *Fire hazards in Orcutt shall be minimized in order to reduce the cost of/need for increased fire protection services and to protect the natural resources in undeveloped open space areas.* ***Orcutt Community Plan (OCP) Policy WW-O-2:*** *Prior to discretionary approval of new development, the County shall make a finding that there will be adequate capacity and availability for LCSD to serve the new development.* ***OCP Policy WAT-O-2:*** *In order to be found consistent with the Land Use Development Policy No. 4 (LUPD#4), the water demand of new discretionary development must be offset by long-term supplemental water supplies that do not result in further overdraft of the local groundwater basin and that are adequate to meet the project's net water demand as determined by the County considering appropriate reliability factors as determined by County Water Agency. To demonstrate an adequate long-term supplemental water supply, projects must comply with the following development standards:* ***OCP DevStd WAT-O-2.1:*** *Prior to discretionary action by any County decision-maker on new development, the applicant shall provide one of the following:* *i. A "Can and Will Serve" letter from California Cities Water Company dated before July 1997;* *ii. An "Intent to Serve" letter from California Cities Water Company or*	existing water and wastewater mains located within the easement along the northern property line (within Founders Avenue). The site is located within the boundaries of Orcutt Community Facilities District 2002-1. Therefore, the applicant will also be required to pay taxes to finance the operation and maintenance of public facilities and services, including protection services by the County Fire Department and Sheriff, flood and storm protection (including operation and maintenance of storm drainage systems), and to finance maintenance of parks, pathways, and open space. In addition, the proposed use will not exceed any established County thresholds for volume/capacity ratios, Vehicle Miles Traveled (VMT), or Level of Service (LOS). County Public Works Transportation Division staff reviewed the proposed circulation design and approved design exceptions for maximum allowed combined driveway width, minimum distance of driveway from property line and intersections, and one-way egress (Attachment I). The proposed project is consistent with the policy requirement to minimize fire hazards, because the project will implement Mitigation Measure MM-FIRE-1 through MM-FIRE-4 by incorporating fire-resistant materials and design, maintaining defensible space around structures, and payment of Development Impact Mitigation Fees and Community Facilities District taxes (see Attachment B, Condition Nos. 29 through 34). The proposed project is consistent with the policy requirement to incorporate water efficient design and technology, because the

REQUIREMENT	DISCUSSION
other water purveyor(s) including draft contract(s), if any, demonstrating to the County's satisfaction that the development's net water demand will be offset by a long-term supplemental water supply and that the development will have a continuing right to obtain water equal to that of the water purveyor's other customers. Contract(s), if any, must include terms consistent with the requirements of DevStd WAt-O-2.2.	design will meet or exceed Title 24 Building Code as part of the building permit approval process. Title 24 requires installation of water-efficient fixtures and appliances, among other requirements. The project will be required to implement conservation Mitigation Measures MM-WATCONS-01 and MM-WATCONS-02 for both indoor and outdoor water use (Attachment B, Condition Nos. 14 and 15). The project also incorporates an outdoor landscape design that is compliant with the Model Water Efficient Landscape Ordinance (Attachment G, Project Plans).
OCP Policy WAT-O-2.3: *Prior to map recordation or land use clearance, the developer must provide a Can and Will Serve letter and necessary final contract(s) consistent with the conditions of the discretionary permits and terms of the draft contract(s).*	The proposed project is consistent with the policy requirement to reduce overall TDS levels in wastewater because the Can and Will Serve Letter provided by the Laguna County Sanitation District (Attachment F) prohibits the use of salt load water softeners. The Applicant will be required to use canister exchange water treatment via companies such as Rayne or Culligan.
Policy WAT-O-3: *Development in Orcutt shall incorporate water efficient design and technology.*	
Policy WAT-O-5: *To reduce overall TDS levels in the wastewater in Orcutt, and thereby reduce the level of potential groundwater contamination from disposal of this wastewater, water used to serve new development in Orcutt must have a TDS level of no greater than 425 mg/L. This may either be provided through direct deliveries of 425mg/L or less water to new development or through the delivery of offsetting 425mg/L or less water to the water system serving Orcutt. An exception to this standard is allowed only when the TDS level of State Water delivered to Santa Maria exceeds 425mg/L; in that case, the TDS level of water serving Orcutt may not exceed the TDS level of State Water. However, in*	

REQUIREMENT	DISCUSSION
"drought years" (as determined by the County Water Agency) water demand may be satisfied by groundwater pumpage in compliance with the adopted groundwater management agreement between the City of Santa Maria and the SMV Water Conservation District.	
AESTHETICS/VISUAL RESOURCES	
Land Use Element Visual Resource Policy 1: *In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.* ***Land Use Element Visual Resource Policy 2:*** *In areas designated as urban on the land use plan maps and in designated rural neighborhoods, new structures shall be in conformance with the scale and character of the existing community. Clustered development, varied circulation patterns, and diverse housing types shall be encouraged.*	**Consistent:** The proposed project is consistent with policy requirements that height, scale, and design of structural development be compatible with the character of the surrounding natural and built environment and not intrude into the skyline, because the project will implement Mitigation Measures MM-VIS-1 through MM-VIS-6 by incorporating landscape buffers and final design approval from the North County Board of Architectural Review will be required (Attachment B, Condition Nos. 4 and 22-27).
AIR QUALITY	
OCP Policy AQ-O-2: Significant fugitive dust and PM10 emissions shall be reduced through implementation of appropriate construction restrictions and control measures, consistent with standards adopted by the Board.	**Consistent:** The proposed project is consistent with policy requirements to reduce dust and PM10 emissions because the project will implement standard dust control measures that are required for all new development in the County. In addition, the project will implement measures recommended by the Santa Barbara County Air Pollution Control District (Attachment B, Condition Nos. 6 and 48).

REQUIREMENT	DISCUSSION
HILLSIDE AND WATERSHED PROTECTION	
Land Use Element Hillside and Watershed Protection Policy 1: *Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.* ***Land Use Element Hillside and Watershed Protection Policy 2:*** *All developments shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site, which are not suited to development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.* ***Policy FLD-O-2:*** *Off-site runoff associated with development should be minimized.* ***Policy FLD-O-4:*** *All applications for development within the Orcutt Community Plan area shall comply with applicable County development standards regarding drainage, floodplain management, and stream setbacks.*	**Consistent:** The proposed project is consistent with policy requirements to minimize cut and fill and off-site runoff, because the design incorporates minimal cut. Approximately 20,190 cubic yards of net soil fill import is necessary, because the project will install a 109,128 cubic-foot underground stormwater detention basin to address a site runoff issue, as required by Flood Control regulations (Attachment B, Condition No. 48). The project is located within an area called the Ineffective Watershed Area (IFA). The IFA does not discharge stormwater runoff to the surrounding watersheds, because of sumps (natural dunes and valleys) that retain storm water temporarily until it infiltrates. The site grading fill will provide a level development pad across the entire site to accommodate both the outdoor storage area and the building pad at roughly the same finished ground elevation. The detention basin will lie beneath the outdoor storage area on the southern portion. The project is not located within a floodplain or near any USGS blue line streams. Public Works Flood Control staff reviewed the project and provided a conditions letter, which requires project compliance with applicable County development standards regarding drainage (Attachment B, Condition No. 48).
NOISE	
Noise Element Policy 1: *In the planning of land use, 65dB Day-Night Average Sound Level should be regarded as the maximum exterior noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in the project design.*	**Consistent:** The proposed project is consistent with policy requirements to comply with the 65 dB Day-Night Average Sound Level. The project will be required to abide by limited construction hours to minimize potential

REQUIREMENT	DISCUSSION
	exposure of nearby noise sensitive uses (Attachment B, Condition No. 12).
WATER RESOURCES/FLOODING	
Land Use Element Hillside and Watershed Protection Policy 7: *Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.*	**Consistent:** The proposed project is consistent with the policy to avoid degradation of groundwater basin water quality, because the project will comply with the requirements of a Storm Water Control Plan (SWCP) during both construction and operation (Attachment G, Project Plans). In addition, Public Works Project Clean Water staff reviewed the proposed project and provided a conditions letter that will require final review and approval of the SWCP and the underground stormwater detention basin (Attachment B, Condition Nos. 18 and 48). The SWCP will address potential site pollution sources and treatment within the drainage/detention system facilities. The project operator will also be required to sign and notarize (prior to final Grading Permit clearance) a long-term maintenance plan for the stormwater detention facilities for the life of the project (Attachment B, Condition Nos. 18 and 49).
CIRCULATION	
Orcutt Community Plan Policy CIRC-O-3: *The County shall maintain a minimum Level of Service (LOS) 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:* *i. Foster Road and Highway 135 intersections* *ii. ii. Lakeview Road and Skyway Drive intersection* *iii. iii. Stillwell Road and Lakeview Road intersection* **iv.** *iv. All the Clark Avenue roadway segments and intersections*	**Consistent:** The proposed project is consistent with circulation policies, because the proposed use will not exceed any established County thresholds for volume/capacity ratios, Vehicle Miles Traveled (VMT), or Level of Service (LOS). The applicant provided a Traffic, Circulation and VMT Study (Attachment H), which was reviewed by County Public Works Transportation Division staff. The proposed site circulation design does not meet County Engineering Design Standards. Therefore, the applicant requested design exceptions to the standards. These exceptions include exceedance of the maximum combined driveway width, less than the minimum

REQUIREMENT	DISCUSSION
between Blosser Road on the west and Foxenwood Lane on the east. ***Orcutt Community Plan Policy CIRC-O-4:*** *A determination of project consistency with the standards and policies of the Orcutt Community Plan Circulation Section shall constitute a determination of consistency with LUDP#4 with regard to roadway and intersection capacity.*	required distance of driveway from property line and nearby road intersections, and a one-way access drive for a second site egress. The Public Works Transportation Committee approved the design exceptions (Attachment I). Public Works Transportation Division staff reviewed the project and provided a conditions letter that requires project compliance with applicable County development standards regarding traffic and right-of-way encroachments (Attachment B, Condition No. 48).
ORCUTT COMMUNITY PLAN	
Policy LU-O-6: *The Orcutt Urban/Rural Boundary shall separate principally urban land uses and those which are rural and/or agricultural in nature. This boundary shall represent the maximum extent of the Orcutt urban area and the Urban/Rural Boundary shall not be extended until existing inventories of vacant land within the urban area are nearing buildout. Boundary adjustments shall be approved only as part of a Major Community Plan update.*	**Consistent:** The proposed project is consistent with the policy regarding the Urban/Rural Boundary, because the request includes an adjustment that will align the existing land use conditions of Key Site 33 with the Comprehensive Plan Land Use Element definitions of Urban[3] and Rural[4] Areas. This boundary line adjustment is consistent with good zoning practice, because the nearby existing institutional/educational and commercial facility development within Key Site 33 are already urban in character. In addition, the proposed boundary line

[3] Urban Area: An area shown on the land use map within which is permitted the development of residential, commercial, and industrial activity, and their related uses, buildings and structures, including schools, parks, utilities, etc. Mineral extraction (including oil) and related uses are permitted in urban areas outside the coastal zone. Open spaces and recreational activities and related uses are permitted and encouraged throughout the Urban area. Agriculture is permitted and encouraged in the Urban area when it is surrounded by urban uses. When adjacent to a Rural area, agriculture shall be in the Rural area.

[4] Comprehensive Plan Land Use Area definition of Rural Area: An area shown on the land use map within which development is limited to agriculture and related uses, mineral (including oil) extraction and related uses and activities, Utility-Scale Solar Photovoltaic Facilities if located in the Rural Area of the Cuyama Valley Rural Region, recreation (public or private), low density residential and related uses and uses of a public or quasi-public nature. The minimum lot size permitted within this area is 40 acres, with the sole exception of any parcel(s) to be owned and used solely by a public agency, consistent with the "Public Facilities" Policies of this Element. Existing smaller lot neighborhood developments are permitted within the Rural Area only in designated locations.

REQUIREMENT	DISCUSSION
Policy LU-O-5: *All commercial and industrial projects shall minimize impacts to adjoining residences, businesses and open space areas.* ***DevStd LUC-O-5.1:*** *Rooftop mechanical structures shall be minimized. Where they cannot be avoided (e.g., vents, air conditioning, etc.), they shall be shielded from view from surrounding roadways and residences through architectural design, camouflage housing, or other appropriate methods.* ***DevStd LUC-O-5.2:*** *Project design shall minimize long-term operational noise exposure to residences in close proximity to the site through limited, posted delivery hours (between 6 am to 8 pm) and soundwall(s) along site boundaries where appropriate, or through other measures which provide equivalent noise reduction. Additional noise reduction measures such as loading only on sides of buildings not adjacent to residences or below-grade delivery bays shall be considered. All noise-generating equipment (including delivery trucks) shall be enclosed and/or shielded to the maximum extent feasible to reduce noise levels.* ***DevStd LUC-O-5.3:*** *All exterior lighting features used within 100 feet of residential areas, designated Open Space areas and surrounding biologically sensitive areas shall be directed away from adjacent units and habitat. Hoods shall be installed on lighting fixtures to prevent "spill-over" into adjacent residences and habitat areas when deemed necessary by P&D. Decorative lighting shall utilize low intensity sources.* ***Policy KS33-1:*** *The Ikola parcels (APN 107-150-19 and -18), the Blackenburg parcel (APN 107-150-13), and the Armstrong parcels (APN 107-*	adjustment is consistent because commercial uses are allowed within both the existing CH commercial Zone District and the proposed C-3 Zone District. The proposed project is consistent with policy and development standards requiring all commercial projects to minimize visual impacts to adjoining businesses and open space areas, because the applicant will be required to obtain the North Board of Architectural Review's (NBAR's) final approval of architectural, landscape, and exterior dark sky, lighting design prior to permit issuance (Attachment B, Condition Nos. 4-5 and 27). Project operations will be conducted between the hours of 6:30 a.m. and 5:00 p.m. Monday through Friday. The nearest sensitive receptor to the subject property is the school known as the Mark Richardson Career Technical Education Center and Agricultural Farm (CTECAF), which operates from approximately 8 a.m. to 3 p.m. Monday-Friday. No sensitive residential receptors exist on the same side of Highway 101. The nearest residential sensitive receptors are located on the other side of Highway 101 approximately 400 feet away from the proposed project. Highway 101 is a considerable buffer between residential development and the subject property. In compliance with standard construction conditions for the Orcutt area, the project will be required to limit construction hours to 7 a.m. to 4 p.m. (Attachment B, Condition No. 12). The proposed project is consistent with development standards associated with Policy KS33-1, because project development will include an underground storm water detention

REQUIREMENT	DISCUSSION
150-07, -15, -16) are designated Highway Commercial/CH. All other parcels are designated Agriculture II and zoned AG-II-100. Any proposed development on Key Site 33 shall comply with the following development standards. ***DevStd KS33-1:*** *Development and/or a change in agricultural uses on Key Site 33 should not increase storm runoff to basins off-site. If storm runoff cannot be entirely contained onsite, the amount and method of conveying such runoff to other basins shall be reviewed and approved by the County Flood Control District under agreement with the owners of those basins. If runoff is contributed to other basins, the owners of responsible parcels on Site 33 shall pay a proportional share of the maintenance costs of the basin(s) to the owners.* ***DevStd KS33-2:*** *Onsite retention basin(s) and adequate downstream conveyance systems as specified by SBCFCD shall be required to reduce flooding impacts from non-agricultural development of the site.* ***DevStd KS33-3:*** *Any new non-agricultural development in close proximity to Highway 101 or the frontage road shall include a 50 foot wide landscaped buffer along the western boundary. The buffer shall include sufficient plantings of drought tolerant and/or native trees and shrubs to screen parking areas and "break up" building masses. The landscaping shall incorporate trees reaching a minimum height of 35 feet at maturity.*	basin to comply with the Final Storm Water Control Plan (Attachment G, Project Plans), which requires no increase in storm runoff outside of the site. In addition, the project will incorporate a 50-foot-wide landscape buffer and parking landscaping (Attachment B, Condition Nos. 10 and 23-24) to screen parking and development from views along Highway 101.

6.3 Zoning: Land Use and Development Code Compliance

6.3.1 Compliance with Land Use and Development Code Requirements

Section 35.24.020.C. C-3 (General Commercial) Zone. *The C-3 zone is applied to areas appropriate for wholesale and heavy commercial uses and services that are not suited to the commercial zones that accommodate lighter commercial uses. The intent is to provide for commercial uses in these areas while protecting adjacent uses from negative impacts including noise, odor, lighting, or traffic.*

Consistent: The proposed project is consistent with the purpose and intent of the C-3 Zone District, because it will include construction of a warehouse/office building and outdoor storage and sales of pipe supplies, which is a heavy commercial use with uncovered outdoor storage. The project includes a request to rezone the site from CH (Commercial Highway) to C-3 (General Commercial), because outdoor storage of materials is not allowed in the CH Zone District. The site is not located near any sensitive residential or light commercial uses that could be impacted. Negative impacts from noise, odor, lighting, and traffic will not result from the proposed project because the effects will be mitigated by project conditions of approval, as described in further detail in the discussion below. The project will implement restrictions on construction and operating hours to avoid any noise impacts to nearby development (Attachment B, Condition No. 12). The project is for a pipe supply and storage operation and does not include odorous activities. The project will incorporate dark sky compliant exterior lighting, and the lighting plan will be reviewed by the NBAR (Attachment B, Condition Nos. 4-5 and 27). The project will not exceed any established County thresholds for volume/capacity ratios, Vehicle Miles Traveled (VMT), or Level of Service (LOS). County Public Works Transportation Division staff reviewed the proposed circulation design and approved design exceptions for maximum allowed combined driveway width, minimum distance of driveway from property line and intersections, and one-way egress (Attachment G, Project Plans).

Section 35.24.030 Commercial Zones Allowable Land uses.

A. General Permit Requirements. *Tables 2-12 and 2-13 (Allowed Land Uses and Permit Requirements for Commercial Zones) identify the uses of land allowed by this Development Code in each commercial zone, and the planning permit required to establish each use, in compliance with Section 35.20.030 (Allowable Development and Planning Permit Requirements).*

The proposed project is consistent with the allowable land uses in Commercial Zones, because the applicant proposes a wholesale/warehouse use which includes “Building and landscape materials sales – Outdoor” that is a permitted use in the C-3 Zone District (Table 2-12). As discussed in Section 5.3 Project Description, the applicant proposes to rezone the site from CH to C-3, because outdoor storage of pipes, building, and landscape materials is not allowed in the CH Zone District (Table 2-13). The applicant also proposes “Office supporting retail”, which is a permitted use in the C-3 Zone District.

Section 35.24.030.C. Development Plan approval required*. Development Plan approval in compliance with Section 35.82.080 (Development Plans) is required prior to the approval of a Land Use Permit in compliance with Section 35.82.110 (Land Use Permits) or the issuance of a Zoning Clearance in compliance with Section 35.82.210 (Zoning Clearances) as follows.*

Section 35.24.030.C.2. C-2 and C-3 zones. *Final Development Plan approval in compliance with Section 35.82.080 (Development Plans) is required prior to the approval of a Land Use Permit or Zoning Clearance for buildings and structures that total 5,000 or more square feet in gross floor area or where onsite buildings and structures and outdoor areas designated for sales or storage total 20,000 square feet or more.*

The proposed project is consistent with the threshold requirements for a Development Plan, because the applicant has requested approval of a Final Development Plan (Case No. 23DVP-00016) for the proposed 11,040 square foot (sf) building and 40,000 sf of uncovered outdoor storage area for pipes and equipment.

Section 35.24.030.D. Design Review Required. *Design Review is required prior to the approval of a planning permit for a structure, or an addition to or an alteration of an existing structure located within the CN, C-1, C-2, C-3, CH or CM-LA zones, in compliance with Section 35.82.070 (Design Review).*

The proposed project is consistent with the requirement for Design Review. The project has received conceptual review from the NBAR on November 17, 2023, and April 25, 2025, and the applicant will be required to obtain final NBAR approval prior to issuance of Zoning Clearance (Attachment B, Condition 4).

Section 35.24.040.A. Table 2-14 Commercial Zones Development Standards.
Setbacks (C-3):
Front-Primary: 30 feet from road centerline, and 10 feet from right-of-way
Front-Secondary: Lot width 100 feet or more – same as primary front setback
Side: None; 3 feet minimum when provided
Rear: 10% of lot depth, with 10 feet maximum required
Height limit:
35 feet

The proposed project is consistent with all setback and height limit requirements of the C-3 Zone District. The proposed structure will be located 70 feet from the northern property line along Founders Avenue, over 200 feet from the Morningside Drive right-of-way, and over 75 feet from the rear property line. The proposed maximum height of the clerestory on the structure will be 33 feet and 2.5 inches.

Section 35.24.050.D. C-3 Zone standards.

1. ***Enclosure of activities required.*** *Within the C-3 zone, the land use types identified by Table 2-12 (Allowed Land Uses and Permit Requirements for the Commercial Zones) as requiring enclosure shall occur within a completely enclosed building, except that materials may be stored within an area enclosed by a solid wall, fence, or hedge not less than six feet in height.*
2. ***Storage and trash enclosures.*** *Areas for trash or outdoor storage shall be enclosed and screened to conceal all trash or stored material from public view.*

The proposed project is consistent with C-3 development standards requiring screening of the outdoor storage of materials, because the project includes a 50-foot-wide landscape screening buffer along Morningside Drive and a combination of tree and shrub plantings around the northern, western, and southern property perimeters of the outdoor storage areas. At maturity, these plantings will effectively screen the outdoor storage areas and the operator will be required to provide installation and maintenance security bonds to ensure the successful performance of the proposed landscape screening (Attachment B, Condition No. 10). The proposed project is also consistent with the requirement for trash enclosures to conceal trash storage from public view because the design includes a trash enclosure that will be required to meet the standards in County Code Chapter 17-8 and LUDC Section 35.30.170 (Attachment B, Condition Nos. 13 and 48).

Section 35.30.060 Design Compatibility Standards.

B. Urban and Existing Developed Rural Neighborhoods*. Within Urban areas and Existing Developed Rural Neighborhoods as designated on the Comprehensive Plan maps, new structures shall conform with the scale and character of the existing community. Clustered development, varied circulation patterns, and diverse housing types shall be encouraged.*

The proposed project is consistent with the Urban Design Compatibility Standards because the structure is a 33-foot-tall agrarian-style architecture that is appropriate for an area that includes an interface/boundary between lands designated as Urban and Rural in the Comprehensive Plan. The proposed structure is similar in scale and character to existing development nearby, including the pet grooming business and the Mark Richardson Career Technical Education Center and Agricultural Farm (CTECAF).

Section 35.30.120 Outdoor Lighting.

A. *All exterior lighting shall be hooded and no unobstructed beam of exterior light shall be directed toward any area zoned or developed residential.*
B. *Lighting shall be designed so as not to interfere with vehicular traffic on any portion of a street.*

The proposed project is consistent with outdoor lighting requirements, because the proposed development will incorporate dark sky compliant outdoor lighting fixtures that are directed downward and hooded to prevent light trespass that could impact neighbors and nearby traffic.

The proposed outdoor lighting will be reviewed by the NBAR, as required in Attachment B, Condition Nos. 5 and 27.

Section 35.30.170.C. Standards for storage areas. (Solid Waste and Recycling Storage Facilities)

1. ***Functional use.*** *Solid waste enclosures shall be properly located, exterior of living space, for functional use by occupants and by the disposal and hauling companies providing collection services.*
2. ***Size and location.*** *The exact size and location of the solid waste and recycling facilities storage areas shall be determined by the review authority on a case-by-case basis taking into account types and quantities of recyclable materials to be generated by the proposed land use and by the mode of collection.*
3. ***Screening requirements.*** *Solid waste enclosures shall be constructed to be as inconspicuous as possible and, in accordance with Santa Barbara County Code Chapter 17; the contents of enclosures shall be screened from public view.*

The proposed project is consistent with standards for solid waste and recycling storage facilities. The project was reviewed by Public Works Resource Recovery and Waste Management (RRWM) Division staff and the project will comply with size and location specifications, as required in the conditions of approval and the letter provided by RRWM staff (Attachment B, Condition Nos. 13 and 48). The proposed trash and recycling enclosure will be located on a portion of the paved driveway and parking lot just south of the proposed warehouse structure. The location will provide convenient access to disposal and hauling providers. In addition, the proposed perimeter landscape screening will minimize public views of the enclosure from public views as seen from Highway 101, Morningside Drive, and Founders Avenue.

Sections 35.30.170.C. and 35.30.170.D. Solid Waste and Recycling Storage Facilities.

C. ***1. Functional use.*** *Solid waste enclosures shall be properly located, exterior of living space, for functional use by occupants and by the disposal and hauling companies providing collection services.*

2. Size and location. *The exact size and location of the solid waste and recycling facilities storage areas shall be determined by the review authority on a case-by-case basis taking into account types and quantities of recyclable materials to be generated by the proposed land use and by the mode of collection.*

3. Screening requirements. *Solid waste enclosures shall be constructed to be as inconspicuous as possible and, in accordance with Santa Barbara County Code Chapter 17; the contents of enclosures shall be screened from public view.*

D. Solid Waste Management Plan. *A Solid Waste Management Plan shall be developed by the permittee as directed by the County Solid Waste Management Plan Guidelines, and may require review and approval by the County Public Works Department prior to the issuance of building permits by the Department.*

The proposed project is consistent with Solid Waste and Recycling Storage Facilities requirements because the project was reviewed by Public Works Resource Recovery and Solid Waste Management Division staff and the applicant will be required to submit a Source Reduction and Solid Waste Management Plan (SRSWMP) prior to issuance of building permit for final review and approval (Attachment B, Condition Nos. 13 and 48).

Sections 35.30.180.A.2. and 35.30.180.A.3 Storm Water Runoff Control Requirements *for commercial development of 0.5 acres or greater and parking lots of 5,000 square feet or more.*

The proposed project is consistent with storm water runoff control requirements because the project includes an underground stormwater detention basin to address site runoff issues, as discussed in Section 6.2 Comprehensive Plan Consistency. The project was reviewed by Public Works Water Resources Division staff and the applicant will be required to submit a Final Storm Water Control Plan for final review and approval (Attachment B, Condition No. 48). In addition, the operator will be required to record a long-term maintenance plan for the stormwater detention facilities for the life of the project.

Section 35.34.030 Landscape Plans.

- ***A. Landscape plans.*** *Landscape plans shall be required in compliance with Section 35.34.050 through Section 35.34.100 below, as a condition of an approved planning permit, and where a Conditional Use Permit in compliance with Section 35.82.060 (Conditional Use Permits and Minor Conditional Use Permits) or a Development Plan in compliance with Section 35.82.080 (Development Plans) is required. A landscape design professional shall prepare landscape plans. Landscape plans shall be in compliance with the Department handout, "Landscape Plan and Performance Security Procedures."*
- ***B. Plan review.***
  - ***2. Board of Architectural Review.*** *The Board of Architectural Review shall approve, conditionally approve, or deny:*
    - ***a.*** *Landscape plans required by the Board of Architectural Review.*
    - ***b.*** *Landscape plans that require review and approval of the landscape plan by the Board of Architectural Review as a condition of approval of a planning permit.*
- ***C. Duration.*** *Landscaping shall be installed and permanently maintained in compliance with the approved landscape plan.*

Section 35.34.040 - Landscape Agreement and Performance Security

- ***A. Landscape agreement and performance security required.*** *Prior to the issuance of a Land Use Permit in compliance with Section 35.82.110 (Land Use Permits), or a Zoning Clearance in compliance with Section 35.82.210 (Zoning Clearances), a signed and notarized landscape agreement and a performance security that guarantees the installation of plantings, walls, and fences, in compliance with the approved landscape*

plan, and provides for adequate maintenance for a designated time period shall be filed with the Department in compliance with Sections 35.84.020 (Performance Guarantees) and Section 35.84.070 (Post Approval Inspections).

B. Performance security release. *Performance securities shall be released upon approval by the Director for the installation and the remaining performance security for landscaping maintenance shall be released at the end of the designated time period, provided the planting has been adequately maintained in compliance with Sections 35.84.020 (Performance Guarantees) and Section 35.84.070 (Post Approval Inspections).*

Section 35.34.070.B. Retail Commercial (C-2) zone and General Commercial (C-3) zone. *A landscape plan shall be approved for all development within the C-2 and C-3 zones. The landscape plan shall include, at a minimum, the following:*

1. *Parking areas shall be landscaped in compliance with Section 35.34.100 (Landscaping Requirements for Parking Areas) below.*

Section 35.34.100.C. Screening requirements and authority. *Screening shall be provided adjacent to all lot lines consisting of a five-foot wide strip, planted with sufficient shrubbery to effectively screen the parking area, or a solid fence or wall not less than four feet in height. Fences or walls abutting streets shall be ornamental in texture, pattern, or shadow relief. Planting, fences, or walls abutting streets shall not exceed 30 inches in height for a distance of 25 feet on either side of entrances or exits to the property. This requirement for screening may be waived or modified by the review authority if the adjacent property already has provided a solid wall not less than four feet in height.*

Section 35.34.100.D. Additional requirements for uncovered parking areas exceeding 3,600 square feet. *When the total uncovered parking area on the project site (including adjoining lots over which the project has parking privileges) exceeds 3,600 square feet, the following shall be required, in addition to other provisions of this Section, as part of a landscape plan:*

1. *Trees, shrubbery, and ground cover shall be provided at suitable intervals in order to break up the continuity of the parking area. Planting islands for these trees and shrubs shall be protected from automobile traffic by either asphalt or concrete curbs.*
2. *Landscape islands shall be provided at the ends of all parking lanes.*

The proposed project is consistent with the Landscaping Standards above because the landscape plans were prepared by a landscape design professional and conceptually reviewed by the NBAR. The applicant will be required to obtain final approval from NBAR (Attachment B, Condition No. 4). The project design will include parking lot islands and screening, as required by Attachment B, Condition Nos. 10 and 22-24. The landscaping will be permanently maintained for the life of the project and the applicant will be required to provide a landscape agreement and performance security, as required by Attachment B, Condition No. 10.

Section 35.36.070 Required Number of Parking Spaces: Industrial Uses. *Industrial parking requirements shall be in compliance with the provisions in this Section, in Section 35.36.080 (Standards for All Zones and Uses) and in Section 35.36.110 (Standards for Nonresidential Zones and Uses).*
Table 3-7 Industry Parking Standards *Wholesaling, warehousing, and storage facility: 1 space per 1,000 square feet of gross floor area and 1 space per 4 employees.*

The proposed project is consistent with parking and loading standards for wholesaling, warehousing, and storage facility, because 18 spaces will be provided for the 11,040 gsf building with eight employees.

Section 35.36.080.C. Driveways.

1. ***Width, number, and location.*** *Unless otherwise provided in the specific, applicable zone, the width and number of driveways in relation to intersections, obstructions, other driveways, and property lines shall be in compliance with the engineering design standards adopted by the Board.*

The proposed project is consistent with the requirement to comply with the engineering design standards adopted by the Board, because the applicant requested and received an approved design exception to the width, number, and location standards.

6.4 Design Review

The project was reviewed by the NBAR on November 17, 2023, and April 25, 2025. NBAR members indicated that the scale and character are appropriate for the area and the overall design of the structure is acceptable. NBAR asked that the project return for preliminary and final review following decision maker approval. Compiled NBAR minutes are included as Attachment E.

6.5 Development Impact Mitigation Fees

A series of ordinances and resolutions adopted by the County Board of Supervisors require the payment various development impact mitigation fees. This project is subject to the fees as shown in the following table. The amounts shown are estimates only. The actual amounts will be calculated in accordance with the fee resolutions in effect at the time of project approval.

The developer of a project that is required to pay development impact mitigation fees may appeal to the Board of Supervisors for a reduction, adjustment or waiver of any of those fees based on the absence of a reasonable relationship between the impacts of the proposed project and the fee category for which fees have been assessed. The appeal must be in writing and must state the factual basis on which the particular fee or fees should be reduced, adjusted or waived. The

appeal must be submitted to the director(s) of the relevant departments within 15 calendar days following the determination of the fee amount(s). For a discretionary project, the date of determination of fee amounts is the date on which the decision-maker adopts the conditions of approval and approves the project.

Estimated Orcutt Development Plan Impact Mitigation Fees			
Fee Program	**Base Fee (per unit or 1,000 sf)**	**Estimated Fee**	**Fee due at**
Recreation (Parks) Develop. Mitigation Comm. & Industrial	$2,494	$27,533.76	Final Inspection
Transportation	Increase of 6 Peak Hour Trips	$28,356	Final Inspection
Fire Countywide($0.20/sf) Orcutt Area	 $0.20/sf $520	 $2,208 $5,740.80	Final Inspection Final Inspection
Library	$1,001	$11,051.04	Final Inspection
Public Administration	$559	$6,171.36	Final Inspection
Sheriff	$406	$4,482.24	Final Inspection

7.0 APPEALS PROCEDURE

Comprehensive Plan Amendments and associated Development Plans recommended for approval or denial are automatically forwarded to the Board of Supervisors for final action, therefore no appeal is required.

A Zoning Map Amendment and associated Development Plan recommended for approval is automatically forwarded to the Board of Supervisors for final action, therefore no appeal is required. A Zoning Map Amendment and associated Development Plan denied by the Commission may be appealed to the Board of Supervisors within the ten (10) days following the action of the Commission, and by the applicant within five (5) days following the transmittal of the action of the Commission to the Board.

ATTACHMENTS

A. Findings
B. Conditions of Approval for Case No. 23DVP-00016 (including Departmental Condition Letters)
C. MND
D. Draft Resolution

E. NBAR Minutes
F. Water and Sewer Availability letters
G. Project Plans
H. Traffic, Circulation, and VMT Study
I. Design Exception/Road Encroachment Permit
J. Neighbor support correspondence
K. Caltrans Comment Letter

ATTACHMENT A: FINDINGS OF APPROVAL

1.0 CEQA FINDINGS

1.1 NEGATIVE DECLARATIONS

1.2 CONSIDERATION OF THE NEGATIVE DECLARATION AND FULL DISCLOSURE

The County Planning Commission has considered the Negative Declaration together with the comments received and considered during the public review process. The Negative Declaration reflects the independent judgment and analysis of the County Planning Commission and has been completed in compliance with CEQA and is adequate for this proposal.

1.3 FINDING OF NO SIGNIFICANT EFFECT

On the basis of the whole record, including the negative declaration and any comments received, the County Planning Commission finds that through feasible conditions placed upon the project, the significant impacts on the environment have been eliminated or substantially mitigated and on the basis of the whole record (including the initial study and any comments received), there is no substantial evidence that the project will have a significant effect on the environment. The Mitigated Negative Declaration identified that there are certain potentially significant environmental impacts associated with the project that can be reduced to less than significant with the implementation of the proposed mitigation measures. The areas of environmental impact found to be less than significant with project mitigation incorporated include: Aesthetics/Visual Resources impacts VIS-1 through VIS-6, which will be mitigated by requiring landscape buffers, dark sky compliant exterior lighting, and architectural design review, Fire Protection impacts FIRE-1 through FIRE-4, which will be mitigated to reduce wildfire risk to structures and people by requiring fire-resistant building materials and design, maintenance of defensible space around structures, and payment of Development Impact Mitigation Fees (DIMFs) for fire suppression services, Geologic Processes impacts GEO-1 and GEO-2, which will be mitigated to reduce or avoid effects of construction and operation by requiring a soils engineering study and an erosion and sediment control plan, and Water Resources impacts, which will be mitigated to ensure domestic water supply and improve water conservation.

1.3.1 LOCATION OF DOCUMENTS

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Secretary of the Planning Commission of the Planning and Development Department located at 123 East

Anapamu Street, Santa Barbara, CA 93101/Clerk of the Board of Supervisors located at 105 East Anapamu Street, Santa Barbara, CA 93101]. These documents and materials are also available at:
https://cosantabarbara.box.com/s/qvqxpvn56zj1xes9x0wvfc0177xyocvn

1.3.2 ENVIRONMENTAL REPORTING AND MONITORING PROGRAM

Public Resources Code Section 21081.6 and CEQA Guidelines Section 15074(d) require the County to adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of approval in order to avoid or substantially lessen significant effects on the environment. The approved project description and conditions of approval, with their corresponding permit monitoring requirements, are hereby adopted as the reporting and monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation.

2.0 ADMINISTRATIVE FINDINGS

2.1 COUNTY LAND USE AND DEVELOPMENT CODE FINDINGS

2.1.1 AMENDMENTS TO THE COMPREHENSIVE PLAN, DEVELOPMENT CODE, AND COUNTY ZONING MAP (REZONE) FINDINGS

A. Findings required for all Amendments to the Comprehensive Plan, Development Code, and the County Zoning Map. In compliance with Section 35.104.060 of the County Land Use and Development Code, prior to the approval or conditional approval of an application for an Amendment to the Comprehensive Plan, Development Code, or Zoning Map the review authority shall first make all the following findings as applicable:

1. Findings for Comprehensive Plan, Development Code and Zoning Map Amendments.

a. The request is in the interests of the general community welfare.

The County Planning Commission finds that the request is in the interests of the general community welfare. The Famcon Pipe and Supply Project General Plan Amendment and Rezone will revise the language of Policy KS33-1 to change the land use designation and zone district of Assessor Parcel Numbers 107-150-021 and 107-150-022 from Highway Commercial to General Commercial, adjust the Urban/Rural Lands Boundary to designate the site as Urban Lands, and revise the language of Policy LU-O-6 to allow the Urban/Rural Lands Boundary adjustment. As discussed in Section 6.2 of the staff report, dated June 3, 2025, and incorporated herein by reference, the changes to land use designation and zone district, Urban/Rural Boundary, and policy language will not create a significant change in the compatibility of allowed commercial land uses on and

around the project site. The project is in the interests of the general community welfare and deemed to be in the public interest because it will provide wholesale pipe supplies and associated products that are used for large water conveyance and utilities projects, such as projects managed by local agricultural operations, utility providers, municipalities, and state agencies such as Caltrans. This Rezone change is a request from one commercial zone district to another. The proposed business is compatible with the nearby Mark Richardson Career Technical Education Center and Agricultural Farm located down the road on Founders Avenue. The proposed project is not growth inducing, because water and sanitary sewer services have already been extended to serve existing development east of the site and the site is already zoned for commercial use. The adjustment of the Urban Rural Boundary line is limited to the sites which already have water and sewer service. The site is located within the service area of the Laguna County Sanitation District, and the project would not require extension of main lines for water or sewer services.

b. The request is consistent with the Comprehensive Plan, the requirements of the State planning and zoning laws, and this Development Code.

The County Planning Commission finds that the request is consistent with the Comprehensive Plan, the requirements of state planning and zoning laws, and the Land Use Development Code (LUDC) because the allowed use will remain commercial in nature and the development will be compatible with its surroundings. As discussed in Section 6.2 of the staff report, dated June 3, 2025, and incorporated herein by reference, the proposed development will allow for a commercial use in an area that contains existing urban development and commercial uses. The project is consistent with the policy requirements that adequate services are available to serve the proposed development. The proposed use will not exceed any established County thresholds for volume/capacity ratios, Vehicle Miles Traveled, or Level of Service on existing roads. The proposed access will meet County engineering design standards with an approved design exception and encroachment permit. The project is consistent with policy and to minimize fire hazards because fire-resistant materials and design have been incorporated with a plan for maintaining defensible space around structures, and the project will include payment of Development Impact Mitigation Fees to fund services provided by the County Fire Department. As discussed in Section 6.3 of the staff report, dated June 3, 2025, and incorporated herein by reference, the project is consistent with development standards because the development will meet setback and height limit requirements and it will incorporate landscape screening for the proposed structure, storage, and parking. The project will incorporate water efficient design for indoor and outdoor water use. The project will incorporate dark sky

compliant exterior lighting and include an underground storm water detention basin. The project will also be required to receive final approval for design review by the North County Board of Architectural Review. The change in zoning is a request from one commercial zone district to another, which does not create compatibility conflict with existing development or allowed uses. The proposed changes in the land use designation and zone district of the site and proposed site development will align with the County's Comprehensive Plan policies and comply with LUDC requirements.

c. The request is consistent with good zoning and planning practices.

The County Planning Commission finds that the request is consistent with good zoning and planning practices. As discussed in Sections 6.2 and 6.3 of the staff report, dated June 3, 2025, and incorporated herein by reference, the project will be compatible with the existing land uses in the surrounding area, will not change the community buildout level, and will not significantly affect the level of traffic on existing roadways. The proposed project is not growth inducing because water and sanitary sewer services have already been extended to serve existing development east of the site and the site is already zoned for commercial use. The proposed project is consistent with all applicable development standards in the ordinance and comprehensive plan policies. Additionally, upon approval of the requested Rezone, the proposed project will be consistent with all development standards in the ordinance, and upon approval of the requested General Plan Amendment, the proposed project will be consistent with Policy LU-O-6 and KS33-1. The site is already zoned Highway Commercial, which allows for commercial development that serves a population associated with the Highway 101 travel corridor. The proposed pipe supply use will also utilize the travel corridor and bring a commercial service to area residents and businesses.

2. Additional finding for Comprehensive Plan Amendments.

a. If the request is for an amendment to the Comprehensive Plan, then the review authority shall also find that the request is deemed to be in the public interest.

The County Planning Commission finds that the request is deemed to be in the public interest. As discussed in Section 6.2 of the staff report, dated June 3, 2025, and incorporated herein by reference, the proposed amendment to the Comprehensive Plan and proposed project development would allow the applicant to supply commercial products for various underground pipe and culvert projects that are installed by public and private sector entities. This Rezone change is a request from one commercial zone district to another. The proposed business is compatible with the nearby Mark Richardson Career

Technical Education Center and Agricultural Farm located on Founders Avenue east of the project site. The project is in the interests of the general community welfare and deemed to be in the public interest because it will provide wholesale pipe supplies and associated products that are used for large water conveyance and utilities projects, such as projects managed by local agricultural operations, utility providers, municipalities, and state agencies such as Caltrans.

2.1.2 DEVELOPMENT PLAN FINDINGS

A. **Findings required for all Preliminary or Final Development Plans.** In compliance with Subsection 35.82.080.E.1 of the County Land Use and Development Code, prior to the approval or conditional approval of an application for a Preliminary or Final Development Plan the review authority shall first make all of the following findings, as applicable:

1. **The site for the subject project is adequate in terms of location, physical characteristics, shape, and size to accommodate the density and intensity of development proposed.**

   The County Planning Commission finds that the site for the subject project is adequate in terms of location, physical characteristics, shape, and size to accommodate the density and intensity of development proposed. The proposed project consists of a request for a Development Plan that will include construction of a warehouse/office building and outdoor storage and sales of pipe supplies, which is a heavy commercial use with uncovered outdoor storage, including a new 11,040 square foot structure and a 40,000 square foot uncovered outdoor storage area on a 4.01-acre site at 1350 Founders Avenue. The site is bounded by Founders Avenue and a vacant lot to the north, a vacant lot and the Mark Richardson Career Technical Education Center and Agricultural Farm to the east, Morningside Drive and an existing pet grooming business/building/kennels to the west, and a driveway and the Elks Rodeo Events Center to the south. The Development Plan is required for proposed development (including proposed outdoor storage) to exceed the 20,000 square foot development threshold within the General Commercial (C-3) Zone District. As discussed in Sections 6.2 and 6.3 of the staff report, dated June 3, 2025, and incorporated herein by reference, the proposed development will be located within an area that has existing urban uses, existing services for water and sanitary sewer, and convenient access to the Highway 101 corridor. The project site has adequate space to accommodate the proposed development use, intensity, parking, loading, and landscaping to screen the development from Highway 101 and is consistent with policies and development standards for setbacks, height limits, design compatibility, water efficiency, site access, exterior lighting and storm water runoff. The agrarian architectural style is designed to be compatible with the

surrounding development and compliant with Orcutt Community Plan policy regarding compatibility of commercial development to its surroundings.

2. Adverse impacts will be mitigated to the maximum extent feasible.

The County Planning Commission finds that significant environmental impacts will be mitigated to the maximum extent feasible for the project as set forth in the Final Mitigated Negative Declaration (24NGD-00011). The Final Mitigated Negative Declaration (MND) identifies significant impacts that can be mitigated to less than significant levels with the mitigation measures incorporated into the conditions of approval (Attachment B, incorporated herein by reference). These impacts include Aesthetics/Visual Resources, Fire Protection, and Geologic Processes. For each of these impacts identified in the MND, feasible changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect. Findings can be made that the project is consistent with the policies of the Comprehensive Plan, including the Orcutt Community Plan, compliant with the Land Use Development Code (LUDC) because the allowed use will remain commercial in nature and the development will be compatible with its surroundings. The project is in the interests of the general community welfare and deemed to be in the public interest because it will provide wholesale pipe supplies and associated products that are used for large water conveyance and utilities projects, such as projects managed by local agricultural operations, utility providers, municipalities, and state agencies such as Caltrans. The project is consistent with good zoning and planning practices because it will not change the community buildout level or cause any adverse impacts to the level of traffic or circulation on existing roadways.

3. Streets and highways will be adequate and properly designed to carry the type and quantity of traffic generated by the proposed use.

The County Planning Commission finds that streets and highways will be adequate and properly designed to carry the type and quantity of traffic generated by the proposed use. As discussed in Section 6.3 of the staff report, dated June 3, 2025, and the Associated Transportation Engineers Traffic, Circulation and VMT Study, incorporated herein by reference, existing streets and highways are adequate for the proposed project. Furthermore, the proposed project will not exceed any established County thresholds for volume/capacity, Vehicle Miles Traveled (VMT) or Level of Service (LOS). Primary access to the project site will be provided via a new 40-foot-wide driveway off Founders Avenue and a 25-foot-wide egress driveway onto Morningside Drive. All drive paths within the project site will be private and maintained by the owner. The project was reviewed by County Public Works Transportation Division staff and design exceptions were granted for combined driveway width, one-way egress, and minimum distance of driveway

from property line and street intersection. The proposed circulation meets all other applicable road standards.

4. **There will be adequate public services, including fire and police protection, sewage disposal, and water supply to serve the proposed project.**

   The County Planning Commission finds that the proposed project is adequately served by public and private utilities and fire and police protection. As discussed in Section 6.2 of the staff report, dated June 3, 2025, and incorporated herein by reference, adequate services will be in place to serve the project. The Applicant will assume full responsibility for costs incurred to provide adequate public and private infrastructure to serve the proposed facilities. The project domestic water and fire suppression water needs will be served by Golden State Water Company. Wastewater services will be provided by the Laguna County Sanitation District. The project applicant will provide an Engineer's Certificate of Approval for the proposed underground basin and stormwater system and provide a maintenance agreement for the stormwater system, as required in the Public Works Water Resources Division Conditions of approval letter. The project site will continue to be served by the Santa Barbara County Fire Department and the Santa Barbara County Sheriff's Department. The project is conditioned to pay applicable Development Impact Mitigation Fees (DIMFs).

5. **The proposed project will not be detrimental to the comfort, convenience, general welfare, health, and safety of the neighborhood and will not be incompatible with the surrounding area.**

   The County Planning Commission finds that the proposed project is compatible with the surrounding area, and the project is not detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood. As discussed in Sections 6.2 and 6.3 of the staff report, dated June 3, 2025, and incorporated herein by reference, the proposed project will result in new structural development that is visible to the public. The proposed structural development will be consistent with surrounding land uses, including the pet grooming business immediately west of the site, the Mark Richardson Career Technical Education Center and Agricultural Farm to the east, and the Elks Rodeo Events Center to the south. The proposed project will include fencing and landscaping to screen the views of the project site from Morningside Drive and Highway 101. Proposed lighting will be the minimum necessary for adequate site safety and security, shielded and directed downward, and will not result in lighting impacts to adjoining properties. The proposed project will not generate traffic in excess of any established County volume/capacity, Vehicle Miles Traveled (VMT), or Level of Service (LOS) thresholds.

   Regarding neighborhood safety, standard Fire Department requirements such as address number standards, hydrant requirements, and review of site circulation and

design of internal roads apply to the proposed project and ensure adequate emergency access to the site. The project is consistent with all policies and development standards regarding allowed uses, adequate services, setback requirements, height limits, design compatibility, water efficiency, site access, exterior lighting and storm water runoff. The project incorporates mitigation for Aesthetics/Visual Resources, Fire Protection, Geologic Processes, and Water Resources impacts, including landscape screening, agrarian architectural style design, dark sky compliant exterior lighting, incorporation of fire resistant building materials and maintenance of a defensible space plan around structures, payment of Development Impact Fees for fire protection services, incorporation of a soils engineering study and erosion and sediment control plan, and provisions for domestic water supply and water conservation.

6. **The proposed project will comply with all applicable requirements of this Development Code and the Comprehensive Plan.**

   The County Planning Commission finds that the proposed project will comply with all applicable requirements of the Land Use Development Code (LUDC) and Comprehensive Plan upon approval of the proposed Development Plan, General Plan Amendment, and Rezone, as discussed in Sections 6.2 and 6.3 of the staff report, dated June 3, 2025, and incorporated herein by reference. Policies and development standards include those related to adequate Services, aesthetics, air quality, hillside and water protection, noise, water resources/flooding, circulation, setbacks, heights, design compatibility, and parking. The project conforms to all requirements of the LUDC, including the C-3 Zone District standards. The proposed General Plan Amendment and Rezone will comply with all applicable requirements of the Comprehensive Plan and Development Code, because the allowed use will remain commercial in nature and the development will be compatible with its surroundings.

7. **Within Rural areas as designated on the Comprehensive Plan maps, the use will be compatible with and subordinate to the agricultural, rural, and scenic character of the rural areas.**

   The County Planning Commission finds that the proposed project is compatible and subordinate to the character of the area. As described in Section 6.3 of the staff report, dated June 3, 2025, and incorporated herein by reference, the project site is located in a rural area that supports other commercial, educational/institutional, and club/recreational (rodeos/events) activities. Views of the proposed structure and storage areas will be screened by new trees and shrubs along the Morningside Drive and Founders Avenue roadway frontages. The tallest clerestory feature of the proposed structure (Approximately 33 feet above finished grade) will be approximately 33 feet above the existing structure west of the building pad. The

project was conceptually reviewed by the North Board of Architectural Review (NBAR). As conditioned, Final NBAR approval will include findings such as: demonstration of compatibility of proposed structure shape, proportion, and scale and with other existing or permitted structures in and around the subject site; harmony of color, composition, and material on all sides of structures; adequate landscaping in proportion to the project and site; and appropriate size and location of exterior lighting. The project will not result in new development that will be incompatible with the character of the surrounding environment. The proposed facility is similar in nature to surrounding development and will implement landscape screening along public rights of way to protect public views.

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

   The County Planning Commission finds that the proposed project will not conflict with public access easements. The project applicant provided a Preliminary Title Report containing all existing easements. The project will maintain public access to existing rights-of-way along Founders Avenue and Morningside Drive.

B. **Additional finding required for Final Development Plans.** In compliance with Subsection 35.82.080.E.2 of the County Land Use and Development Code, prior to the approval or conditional approval of an application for a Final Development Plan the review authority shall first find that the plan is in substantial conformity with any previously approved Preliminary Development Plan except when the review authority considers a Final Development Plan for which there is no previously approved Preliminary Development Plan. In this case, the review authority may consider the Final Development Plan as both a Preliminary and Final Development Plan.

The County Planning Commission finds that the proposed Development Plan is acting as both a Preliminary and Final Development Plan.

ATTACHMENT B: CONDITIONS OF APPROVAL

Project Description

1. **Proj Des-01 Project Description:** This Development Plan Permit is based upon and limited to compliance with the project description, the approved plans, and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

   The proposed project includes a request for a Rezone, Case No. 23RZN-00001, to change the Zone District from Commercial Highway (CH) to General Commercial (C-3) in order to allow the proposed "Building and landscape materials sales – Outdoor" as a permitted use.

   The proposed project includes a request for a General Plan Amendment (GPA), Case No. 23GPA-00001, to adjust the Urban/Rural Boundary and Land Use Designation on the Comp-1 Map of the Comprehensive Plan Land Use Element and the Orcutt Community Plan and Land Use Designations Eastern Section Maps of the Orcutt Community Plan. The proposed Land Use Designation will change from Highway Commercial to General Commercial. The GPA includes revisions to Orcutt Community Plan Policy LU-O-6 and KS33-1 to allow a change to the Urban/Rural Boundary and redesignation of land use, as follows:

   Policy LU-O-6: The Orcutt Urban/Rural Boundary shall separate principally urban land uses and those uses which are rural and/or agricultural in nature. This boundary shall represent the maximum extent of the Orcutt urban area and the Urban/Rural Boundary shall not be extended until existing inventories of vacant land within the urban area are nearing buildout, except for those parcels served by existing public water and sewer utilities. Other boundary adjustments shall be approved only as part of a major Community Plan update.

   Policy KS33-1: The Ikola parcels (APN 107-150-018), the Blackenburg parcel (APN 107-150-13), and the Armstrong parcels (APN 104-150-07, -15, -16) are designated Highway Commercial/CH. APNs 107-150-020 and -021 are designated General Commercial/C. All other parcels are designated Agriculture II and zoned AG-II-100. Any proposed development on Key Site 33 shall comply with the following development standards.

   The proposed project includes a request for a Development Plan (DVP), Case No. 23DVP-00016, for construction of a pipe sales and storage site, including a new 11,040-sq.-ft. (sf), 35-ft.-tall-structure and approximately 40,000 sf of outdoor, uncovered storage area for piping materials. The DVP is being processed concurrently with the General Plan Amendment (Case No. 23GPA-00001) and Rezone (Case No. 23RZN-00001). The Development Plan is required for proposed development to exceed the 20,000-sq.-ft. threshold for on-site structures and outdoor areas designated for sales or storage in the General Commercial (C-3) Zone District. The new 11,040 gross-square-foot structure will contain a

warehouse, offices, and employee areas.

The proposed "Building and landscape materials sales – Outdoor" and "Office supporting retail" will include eight employees, and hours of operations will be from 6:30 a.m. to 5:00 p.m. The proposed project includes internal driveways with a 19-space parking lot, including two accessible spaces. The driveways will require 105,300 sf of class II base and 26,950 sf of hardscape (including sidewalks). Grading for the proposed project includes 5,005 cubic yards (cy) of cut, 21,348 cy of fill, and 16,343 cy of net fill with over-excavation and recompaction. One 32,000-sf Advanced Drainage Systems underground chamber stormwater retention basin (60,940 cubic feet of storage) will be constructed on the southern portion of the site to capture stormwater runoff from the proposed project.

-Project Description continued on next condition.

2. Proj Des-01 Project Description: -Continued Project Description.

Proposed landscaping will include a 50-foot-wide screening buffer along the northern and southern portions of the site adjacent to Morningside Drive and perimeter screening trees incorporated within existing trees along the "u-shaped" boundary adjoining the existing pet grooming business property to the west. Grading will create a development pad for the building, parking lot, outdoor storage area, and stormwater retention basin. Grading will also create a 10-percent sloped driveway to allow egress from the outdoor storage area. The egress driveway will be immediately adjacent to the southern boundary of the neighboring property that contains the existing pet grooming business.

Retaining walls will be constructed to maintain the grade difference between the proposed development and the neighboring development pad for the pet grooming business to the west. Two walls (5-ft.-maximum height) will be constructed along the eastern and northern boundaries of the pet grooming business, and the third wall (10-ft.-maximum height) will maintain the grade between the proposed egress driveway and the pet grooming business. Two eucalyptus trees (Corymbia citriodora) will be removed to allow for grading of the proposed egress driveway. The proposed project will also include installation of a perimeter chain link fence and exterior dark-sky-compliant security lighting around the building and parking lot.

The proposed project site consists of two legal parcels, APNs 107-150-021 and 107-150-022, of 2.154 acres and 1.865 acres, respectively. The Applicant intends to voluntarily merge the two parcels prior to issuance of the Zoning Clearance. The merger will ensure the new development does not cross property lines and avoid land entitlement issues that could arise if the owner attempted to sell one of the properties to a separate owner. The proposed project will take access via a new 40-ft.-wide driveway off Founders Avenue and a 25-ft.-wide driveway off Morningside Drive. Water service will be provided by the Golden State Water Company, and wastewater treatment will be provided by the Laguna County

Sanitation District. The proposed project site is addressed as 1350 Founders Ave, in the Orcutt Community Plan Area, Fourth Supervisorial District.

Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.

3. **Proj Des-02 Project Conformity:** The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of the structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval thereto. All plans (such as Landscape and Tree Protection Plans) must be submitted for review and approval and shall be implemented as approved by the County.

Conditions By Issue Area

4. **Aest-04 BAR Required:** The Owner/Applicant shall obtain Board of Architectural Review (BAR) approval for project design. All project elements (e.g., design, scale, character, colors, materials and landscaping shall be compatible with vicinity development and shall conform in all respects to previous BAR approval (23BAR-00152).

   TIMING: The Owner/Applicant shall submit architectural drawings of the project for review and shall obtain final BAR approval prior to issuance of Zoning Clearance. Grading plans, if required, shall be submitted to P&D concurrent with or prior to BAR plan filing.

   MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that the project has been built consistent with approved BAR design and landscape plans prior to Final Building Inspection Clearance.

5. **Aest-10c Lighting:** The Owner/Applicant shall ensure any exterior night lighting installed on the project site is of low intensity, low glare design, minimum height, and shall be hooded to direct light downward onto the subject lot and prevent spill-over onto adjacent lots. No unobstructed beam of exterior light shall be directed toward any area zoned or developed residential. The Owner/Applicant shall install timers or otherwise ensure lights are dimmed after 10 p.m.

   PLAN REQUIREMENTS: The Owner/Applicant shall develop a Lighting Plan for P&D and BAR approval incorporating these requirements and showing locations and height of all exterior lighting fixtures.

TIMING: P&D and BAR shall review a Lighting Plan for compliance with this measure prior to issuance of a Zoning Clearance for structures.

MONITORING: Compliance Monitoring staff shall inspect structures upon completion to ensure that exterior lighting fixtures have been installed consistent with their depiction on the final Lighting Plan prior to Final Building Inspection Clearance.

6. **Air-01 Dust Control:** The Owner/Applicant shall comply with the following dust control components at all times including weekends and holidays:

a. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site.

b. During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, use water trucks or sprinkler systems to prevent dust from leaving the site and to create a crust after each day's activities cease.

c. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site.

d. Wet down the construction area after work is completed for the day and whenever wind exceeds 15 mph.

e. When wind exceeds 15 mph, have site watered at least once each day including weekends and/or holidays.

f. Order increased watering as necessary to prevent transport of dust off-site.

g. Cover soil stockpiled for more than two days or treat with soil binders to prevent dust generation. Reapply as needed.

h. If the site is graded and left undeveloped for over four weeks, the Owner/Applicant shall immediately:

i. Seed and water to re-vegetate graded areas; and/or

ii. Spread soil binders; and/or

iii. Employ any other method(s) deemed appropriate by P&D or APCD.

PLAN REQUIREMENTS: These dust control requirements shall be noted on all grading and building plans.

PRE-CONSTRUCTION REQUIREMENTS: The contractor or builder shall provide P&D monitoring staff and APCD with the name and contact information for an assigned onsite dust control monitor(s) who has the responsibility to:

a. Assure all dust control requirements are complied with including those covering weekends and holidays.

b. Order increased watering as necessary to prevent transport of dust offsite.

c. Attend the pre-construction meeting.

TIMING: The dust monitor shall be designated prior to first Grading Permit. The dust control components apply from the beginning of any grading or construction throughout all development activities until Final Building Inspection Clearance is issued and landscaping is successfully installed..

MONITORING: P&D processing planner shall ensure measures are on plans. P&D

grading and building inspectors shall spot check; Grading and Building shall ensure compliance onsite. APCD inspectors shall respond to nuisance complaints.

7. **CulRes-09 Stop Work at Encounter:** The Owner/Applicant and/or their agents, representatives or contractors shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping or other construction-related activity. The Owner/Applicant shall immediately contact P&D staff, and retain a P&D approved archaeologist and Native American representative to evaluate the significance of the find in compliance with the provisions of the County Archaeological Guidelines and conduct appropriate mitigation funded by the Owner/Applicant.

   PLAN REQUIREMENTS: This condition shall be printed on all building and grading plans.

   MONITORING: P&D permit processing planner shall check plans prior to issuance of Zoning Clearance and P&D compliance monitoring staff shall spot check in the field throughout grading and construction.

8. **Geo-01b Soils Engineering Study:** The Owner/Applicant shall submit a soils engineering study addressing structure sites and access road(s) to determine structural design criteria.

   PLAN REQUIREMENTS: The Owner/Applicant shall submit the study for P&D and Public Works review and approval. Elements of the approved study shall be reflected on grading and building plans as required.

   TIMING: The Owner/Applicant shall submit the study prior to issuance of Zoning Clearance.

   MONITORING: P&D permit processing planner shall review the study. The Owner/Applicant shall demonstrate that the submitted plans conform to required study components. Grading and building inspectors shall ensure compliance in the field.

9. **Geo-02 Erosion and Sediment Control Plan:** Where required by the latest edition of the California Green Code and/or Chapter 14 of the Santa Barbara County Code, a Storm Water Pollution Prevention Plan (SWPPP), Storm Water Management Plan (SWMP) and/or an Erosion and Sediment Control Plan (ESCP) shall be implemented as part of the project. Grading and erosion and sediment control plans shall be designed to minimize erosion during construction and shall be implemented for the duration of the grading period and until re-graded areas have been stabilized by structures, long-term erosion control measures or permanent landscaping. The Owner/Applicant shall submit the SWPPP, SWMP and ESCP using Best Management Practices (BMP) designed to stabilize the site, protect natural watercourses/creeks, prevent erosion, convey storm water runoff to existing drainage systems keeping contaminants and sediments onsite. The SWPPP or ESCP shall be a part of the Grading Plan submittal and will be reviewed for its technical merits by P&D. Information on Erosion Control requirements can

be found on the County web site re: Grading Ordinance Chapter 14 (http://sbcountyplanning.org/building/grading.cfm) refer to Erosion and Sediment Control Plan Requirements; and in the California Green Code for SWPPP (projects < 1 acre) and/or SWMP requirements.

PLAN REQUIREMENTS: The grading and SWPPP, SWMP and ESCP shall be submitted for review and approved by P&D prior to approval of land use clearances. The plan shall be designed to address erosion, sediment and pollution control during all phases of development of the site until all disturbed areas are permanently stabilized.

TIMING: The SWPPP requirements shall be implemented prior to the commencement of grading and throughout the year. The ESCP/SWMP requirements shall be implemented between November 1st and April 15th of each year, except pollution control measures shall be implemented year round.

MONITORING: P&D staff shall perform site inspections throughout the construction phase.

10. Landscp-01 Landscape and Irrigation Plan: The Owner shall have a licensed landscape professional prepare a Landscape and Irrigation Plan designed to provide screening of the development from Highway 101, Morningside Drive, and Founders Avenue.

PLAN REQUIREMENTS: The plan shall include the following:

1. An agreement by the Owner to install required landscaping & water-conserving irrigation systems prior to final clearance.
2. An agreement by the Owner to maintain required landscaping for the life of the project.
3. Securities posted by the Owner for installation and maintenance securities per requirements in the Performance Securities condition. Specify the amount and duration of installation and maintenance securities to ensure successful implementation of this plan by P&D if the Owner fails to do so.
4. All landscape within 30 feet of all structures shall be with approved fire-resistant/retardant plantings.
5. Landscaping beyond 30 feet of all structures shall be with native plants from the County's native plant list.
6. All project landscaping shall consist of drought-tolerant native and/or low-water use/Mediterranean type species.
7. Project landscaping along Morningside Drive and Founders Avenue shall adequately screen the project site from surrounding land uses.
8. Project landscaping shall be compatible with the character of the surroundings & the architectural style of the structure.
9. Plans shall include landscape planters installed adjacent to all walls, garden walls and fences visible from a public or private street. This landscaping shall be vertical, densely planted with large plant specimens.
10. Trees, shrubbery, and ground cover shall be provided at suitable intervals in

order to break up the continuity of the parking area. Planting islands for these trees and shrubs shall be protected from automobile traffic by either asphalt or concrete curbs.

11. Applicable components of all other plans approved for the project.

TIMING: The Owner/Applicant shall (1) submit the Plan to P&D processing planner for review & approval prior to issuance of Zoning Clearance, (2) enter into an agreement with the County to install required landscaping & water-conserving irrigation systems and maintain required landscaping for the life of the project, (3) Post a performance security to ensure installation prior to Final Building Inspection Clearance and maintenance for five years, (4) Install landscape and irrigation prior to Final Building Inspection Clearance.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance staff that all required components of the approved plan are in place as required prior to Final Building Clearance. Compliance staff will release installation security upon satisfactory installation of all items in approved plans. The Owner shall demonstrate to compliance staff that the landscaping and irrigation have been established and maintained according to plans and agreements for a period of 5 years and have achieved the original goals of this condition. Compliance staff signature is required to release the installation security upon satisfactory installation of all items in the approved plans & maintenance security upon satisfactory completion of maintenance. If requirements have not been met, the plants or improvements shall be replaced and/or maintained and the security held for another year. If the Owner fails to install or maintain according to the approved plan, P&D may collect security and complete work on property per approved plan

11. Landscp-01a Landscape for Life: The Owner shall maintain landscaping for the life of the project. The Owner or designee shall permit the County to conduct site inspections a minimum of one time per year.

TIMING: Prior to Zoning Clearance the Owner/Applicant shall record a buyer notification that repeats the condition requirement above.

MONITORING: P&D compliance monitoring staff may conduct site inspections once per year if necessary to ensure that landscaping is maintained for the life of the project.

12. Noise-02 Construction Hours: The Owner /Applicant, including all contractors and subcontractors shall limit construction activity, including equipment maintenance and site preparation, to the hours between 7:00 a.m. and 4:00 p.m. Monday through Friday.

No construction shall occur on weekends or State holidays. Non-noise generating interior construction activities such as plumbing, electrical, drywall and painting (which does not include the use of compressors, tile saws, or other noise-generating equipment) are not subject to these restrictions.

Any subsequent amendment to the Comprehensive General Plan, applicable

Community or Specific Plan, or Zoning Code noise standard upon which these construction hours are based shall supersede the hours stated herein.

PLAN REQUIREMENTS: The Owner/Applicant shall provide and post a sign stating these restrictions at all construction site entries.

TIMING: Signs shall be posted prior to commencement of construction and maintained throughout construction.

MONITORING: The Owner/Applicant shall demonstrate that required signs are posted prior to grading/building permit issuance and pre-construction meeting. Building inspectors and permit compliance staff shall spot check and respond to complaints.

13. **SolidW-01 Solid Waste-SRSWMP:** The Owner/Applicant/Permittee shall develop and implement a Source Reduction and Solid Waste Management Plan (SRSWMP) describing proposals to reduce the amount of waste generated during construction and throughout the life of the project and enumerating the estimated reduction in solid waste disposed at each phase of project development and operation.

PLAN REQUIREMENTS: The plan shall include but not limited:

1. Construction Source Reduction:

a. A description of how fill will be used on the construction site, instead of landfilling,

b. A program to purchase materials that have recycled content for project construction.

2. Construction Solid Waste Reduction:

a. Recycling and composting programs including separating excess construction materials onsite for reuse/recycling or proper disposal (e.g., concrete, asphalt, wood, brush). Provide separate onsite bins as needed for recycling.

3. Operation Source Reduction:

a. A detailed set of office procedures such as use of duplex copy machines and purchase of office supplies with recycled content.

b. A program to purchase materials that have recycled content for operation (e.g., office supplies, etc.).

4. Operation Solid Waste Reduction Examples:

a. Specify sq. ft. of space and/or bins for storage of recyclable materials within the project site AND

b. Establish a recyclable material pickup area.

c. A green waste source reduction program, including the creation of composting areas, and the use of mulching mowers in all common open space lawns.

e. Participate in an existing program to serve the new development]. If P&D determines that a curbside recycling program cannot be implemented, and an alternative program such as the anticipated wet/dry collection is not on line, then it will be the responsibility of the owner to contract with the Community Environmental Council or some other recycling service acceptable to P&D to

implement a project-wide recycling program.

f. Implement a monitoring program bi-annually to ensure a 35-50% minimum participation in recycling efforts, requiring businesses to show written documentation in the form of receipts.

g. Implement a backyard composting yard waste reduction program.

TIMING: The Owner/Applicant shall (1) submit a SRSWMP to P&D permit processing staff and Public Works Resource Recovery and Waste Management Division staff for review and approval prior to issuance of ZCI, (2) Post a performance security to ensure implementation prior to Final Building Inspection Clearance and maintenance for life of the project, (3) include the recycling area on building plans. Program components shall be implemented prior to Final Building Clearance and maintained throughout the life of the project.

MONITORING: During operation, the Owner/Applicant/Permittee shall demonstrate to P&D compliance staff as required that solid waste management components are established and implemented. The Owner/Applicant shall demonstrate to P&D compliance staff that all required components of the approved SRSWMP are in place as required prior to Final Building Clearance. Compliance staff will release installation security upon satisfactory implementation of all items in approved SRSWMP. The owner shall demonstrate to compliance staff that SRSWMP components have been established and maintained according to plans and agreements for the life of the project. Compliance staff signature is required to release the installation security upon satisfactory installation of all items in approved plans and maintenance security upon satisfactory completion of maintenance.

14. WatCons-01 Water Conservation-Outdoor: To improve water conservation, the Owner/Applicant shall include the following in Landscape and Irrigation Plans to be approved by P&D:

1. Landscaping that reduces water use:

a. Landscape with native and/or drought-tolerant species.

b. Group plant material by water needs.

c. Turf shall constitute less than 20% of the total landscaped area.

d. No turf shall be allowed on slopes of over 4%.

e. Extensive mulching (2” minimum) shall be used in all landscaped areas to reduce evaporation.

2. Irrigation that reduces water use:

a. Install drip irrigation or other water-conserving irrigation.

b. Install soil moisture sensing devices to prevent unnecessary irrigation.

3. Hardscape to retain water:

a. Permeable surfaces such as decomposed granite, porous pavement or unit pavers on sand or intermittent permeable surfaces such as French drains shall be used for pipe supply storage areas.

PLAN REQUIREMENTS: The Owner/Applicant shall submit a landscape and

irrigation plan to P&D for review and approval prior to issuance of Zoning Clearance.

TIMING: The Owner/Applicant shall implement all aspects of the landscape and irrigation plan in accordance with the Landscape and Performance Security Conditions.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that all required conserving landscape and irrigation features are installed prior to Final Building Inspection Clearance and landscape and irrigation are maintained per approved landscape plans. Any part of irrigation plan requiring a plumbing permit shall be inspected by building inspectors.

15. **WatCons-02 Water Conservation-Indoor:** Indoor water use shall be limited through the use of the following measures:
    1. Re-circulating, point-of-use, or on-demand water heaters shall be installed.
    2. Water efficient clothes washers and dishwashers shall be installed.
    3. Self regenerating water softening shall be prohibited in all structures.
    4. Lavatories and drinking fountains shall be equipped with self-closing valves.

    PLAN REQUIREMENTS: The Owner/Applicant shall include all indoor water conservation measures on plans, including plumbing and electrical plans, as needed subject to P&D review and approval.

    TIMING: Indoor water-conserving measures shall be implemented prior to Final Building Inspection Clearance.

    MONITORING: The Owner/Applicant shall demonstrate compliance with all required indoor water conservation measures to P&D compliance monitoring staff prior to Final Building Inspection Clearance.

16. **WatConv-04 Equipment Storage-Construction:** The Owner/Applicant shall designate a construction equipment filling and storage area(s) to contain spills, facilitate clean-up and proper disposal and prevent contamination from discharging to the storm drains, street, drainage ditches, creeks, or wetlands. The areas shall be no larger than 50 x 50 foot unless otherwise approved by P&D and shall be located at least 100 feet from any storm drain, waterbody or sensitive biological resources.

    PLAN REQUIREMENTS: The Owner/Applicant shall designate the P&D approved location on all Grading and Building permits.

    TIMING: The Owner/Applicant shall install the area prior to commencement of construction.

    MONITORING: P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.

17. **WatConv-05 Equipment Washout-Construction:** The Owner/Applicant shall designate a washout area(s) for the washing of concrete trucks, paint, equipment, or similar activities to prevent wash water from discharging to the storm drains, street, drainage ditches, creeks, or wetlands. Note that polluted water and

materials shall be contained in this area and removed from the site as needed. The area shall be located at least 100 feet from any storm drain, waterbody or sensitive biological resources.

PLAN REQUIREMENTS: The Owner/Applicant shall designate the P&D approved location on all Grading and Building permits.

TIMING: The Owner/Applicant shall install the area prior to commencement of construction.

MONITORING: P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.

18. **WatConv-06 [Retention/Detention] Basin:** The Owner/Applicant shall provide a detention basin designed to retain, infiltrate and/or recharge all runoff water onsite and maintain contaminants onsite and address issues associated with the Ineffective Watershed Area (referenced in the Santa Barbara County Flood Control and Water Conservation District Standard Conditions of Project Plan Approval, Dated January 2011).

    PLAN REQUIREMENTS: The Owner/Applicant shall include the detention basin in the Erosion and Sediment Control Plan (ESCP). The location and design parameters of the detention basin shall be submitted to P&D and Flood Control for review and approval. Installation and maintenance for five years shall be provided by the Owner/Applicant. Long term maintenance requirements shall be specified in a maintenance program submitted by the owner of the commercial site. The Owner/Applicant shall record a Notice to Property Owner on the property stating the maintenance requirements for the detention basin.

    TIMING: Detention and/or recharge basins shall be installed prior to Final Building Inspection Clearance.

    MONITORING: County Flood Control and grading inspectors shall oversee installation. The Owner/Applicant shall demonstrate to P&D compliance monitoring staff and Building and Safety grading inspector(s) that all required components of the approved ESCP are in place as required. Compliance monitoring staff will review required maintenance records.

19. **WatConv-07 SWPPP:** The Owner/Applicant shall submit proof of exemption or a copy of the Notice of Intent to obtain coverage under the Construction General Permit of the National Pollutant Discharge Elimination System issued by the California Regional Water Quality Control Board.

    TIMING: Prior to issuance of Zoning Clearance. The Owner/Applicant shall submit proof of exemption or a copy of the Notice of Intent and shall provide a copy of the required Storm Water Pollution Prevention Plan (SWPPP) to P&D. The Owner/Applicant shall keep a copy of the SWPPP on the project site during grading and construction activities.

    MONITORING: P&D permit processing planner shall review the documentation prior to issuance of Zoning Clearance. P&D compliance monitoring staff shall site inspect during construction for compliance with the SWPPP.

20. WatServ-01 Can and Will Serve: The Owner/Applicant shall provide a can and will serve letter from the [SPECIFY WATER DISTRICT] indicating that adequate water is available to serve the project.

Timing: Can and will serve letters shall be submitted prior to issuance of Zoning Clearance.

Project Specific Conditions

21. Special-Project Specific MM-AIR-02 Emission Reduction: 1. All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.

2. Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles.

Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

3. Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and

other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.

4. All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NOx idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.

5. Off-road heavy-duty diesel equipment with engines certified to meet U.S. EPA Tier 4 emission standards should be used to the maximum extent feasible. Please contact the District if alternative strategies for

meeting Tier 4 emission standards are considered.

6. On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.

7. Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.

8. Equipment/vehicles using alternative fuels, such as compressed natural gas

(CNG), liquefied natural gas (LNG), propane or renewable diesel, should be used on-site where feasible.

9. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

10. All construction equipment shall be maintained in tune per the manufacturer's specifications.

11. The engine size of construction equipment shall be the minimum practical size.

12. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

13. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

14. Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.

15. Proposed truck routes should minimize impacts to residential communities and sensitive receptors.

16. Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

PLAN REQUIREMENTS AND TIMING: Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout grading and construction periods.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

22. **Special-Project Specific MM-VIS-1 Frontage Road Landscaping:** Proposed project development shall incorporate the adjacent portion of the Morningside Drive right-of-way into landscape plans. The landscaping shall utilize drought-tolerant species to the maximum extent feasible, consisting of low maintenance trees, shrubs, and groundcover which do not obstruct views of motorists, bicyclists, and pedestrians. The owner of the property shall be responsible for the maintenance of the adjacent right-of-way area.

MONITORING: Permit Compliance staff shall inspect landscaping prior to occupancy to ensure material has been installed consistent with the approved landscaping plans.

23. **Special-Project Specific MM-VIS-2 Landscape Buffer:** All new development adjacent to Highway 101 shall include a 50-foot landscaped buffer along the western boundary of the site with Highway 101, not including the frontage road. The buffers shall be vegetated with sufficient plantings of drought tolerant and/or

native trees and shrubs to screen parking areas and "break up" building masses. The landscaping shall utilize a large proportion of trees reaching a minimum height of 35 feet to help preserve the areas rural character.

PLAN REQUIREMENTS AND TIMING: The applicant shall submit architectural drawings, fencing plans, grading plans, and landscape plans of the proposed project which reflect the 50-foot landscape buffer for review and final approval by the Board of Architectural Review prior to issuance of a Zoning Clearance for structural development on the project site.

MONITORING: Prior to occupancy clearance, Permit Compliance staff shall site inspect for conformance to approved plans.

24. **Special-Project Specific MM-VIS-3 Parking Landscaping:** All parking areas shall include a minimum of one planter for every 10 parking spaces. The planters shall include trees of sufficient canopy upon maturity to provide at least 50% canopy coverage of parking areas. Larger planters should be included at the end of each row of parking spaces and planted with trees, smaller shrubs, and drought tolerant ground cover.

    PLAN REQUIREMENTS AND TIMING: The applicant shall submit architectural drawings, fencing plans, grading plans, and landscape plans of the proposed project for review and final approval by the Board of Architectural Review prior to issuance of Zoning Clearance for structural development. Fencing that is proposed around the storm water retardation basin shall also be approved by the Flood Control District.

    MONITORING: Prior to occupancy clearance, Permit Compliance staff shall site inspect for conformance to approved plans.

25. **Special-Project Specific MM-VIS-4 Rural Character:** The design, scale, and character of the proposed project architecture shall be compatible with the rural character of the area. All development including building, fences, and parking shall be sited and designed to protect the visual character of the surrounding areas and blend in with natural landforms through the use of such methods as setbacks, building orientation, materials and colors (earth tones and non-reflective paints), landscape buffers, shielded exterior lighting, and screening of parking areas.

    PLAN REQUIREMENTS AND TIMING: The applicant shall submit architectural drawings of the proposed project for review and final approval by the Board of Architectural Review prior to Zoning Clearance for structural development.

26. **Special-Project Specific MM-VIS-5 Design Review:** The Owner/Applicant shall obtain Board of Architectural Review (BAR) approval for project design. All project elements (e.g., design, scale, character, colors, materials and landscaping shall be compatible with vicinity development and shall conform in all respects to BAR approval (23BAR-00152).

    TIMING: The Owner/Applicant shall submit architectural drawings of the project for review and shall obtain final BAR approval prior to issuance of Zoning

Clearance. Grading plans, if required, shall be submitted to P&D concurrent with or prior to BAR plan filing.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that the project has been built consistent with approved BAR design and landscape plans prior to Final Building Inspection Clearance.

27. **Special-Project Specific MM-VIS-6 Lighting Plan:** The Owner/Applicant shall ensure any exterior night lighting installed on the proposed project site is of low intensity, low glare design, minimum height, and shall be hooded to direct light downward onto the subject lot and prevent spill-over onto adjacent lots. No unobstructed beam of exterior light shall be directed toward any area zoned or developed residential. The Owner/Applicant shall install timers or otherwise ensure lights are dimmed after 10 p.m.

    PLAN REQUIREMENTS: The Owner/Applicant shall develop a Lighting Plan for P&D and BAR approval incorporating these requirements and showing locations and height of all exterior lighting fixtures.

    TIMING: P&D and BAR shall review a Lighting Plan for compliance with this measure prior to issuance of a Zoning Clearance for structures.

    MONITORING: Compliance Monitoring staff shall inspect structures upon completion to ensure that exterior lighting fixtures have been installed consistent with their depiction on the final Lighting Plan prior to Final Building Inspection Clearance.

28. **Special-Project Specific-Voluntary Lot Merger:** The Owner/Applicant shall merge Assessor Parcel Numbers 107-150-021 and 107-150-022.

    TIMING: The Owner/Applicant shall provide evidence of the recorded Voluntary Lot Merger to the P&D processing planner prior to issuance of Zoning Clearance.

County Rules and Regulations

29. **DIMF-24a DIMF Fees-Library:** In compliance with the provisions of ordinances and resolutions adopted by the County, the Owner/Applicant shall be required to pay development impact mitigation fees to finance the development of facilities for libraries. Required mitigation fees shall be as determined by adopted mitigation fee resolutions and ordinances and applicable law in effect when paid. LUDC §35.84.030.

    The total Library DIMF amount is currently estimated to be $11,051 (June 11, 2025). This is based on a project type of NON-RETAIL COMMERCIAL and a project size of 11.040 square feet.

    TIMING: Library DIMFs shall be paid to Planning & Development Department prior to Final Building Permit Inspection and shall be based on the fee schedules in effect when paid, which may increase at the beginning of each fiscal year (July 1st).

30. **DIMF-24b DIMF Fees-Public Administration:** In compliance with the provisions

of ordinances and resolutions adopted by the County, the Owner/Applicant shall be required to pay development impact mitigation fees to finance the development of facilities for public administration. Required mitigation fees shall be as determined by adopted mitigation fee resolutions and ordinances and applicable law in effect when paid. LUDC §35.84.030.

The total Public Administration DIMF amount is currently estimated to be $6,171 (June 11, 2025). This is based on a project type of ON-RETAIL COMMERCIAL and a project size of 11,040 square feet.

TIMING: Public Administration DIMFs shall be paid to Planning & Development Department prior to Final Building Permit Inspection and shall be based on the fee schedules in effect when paid, which may increase at the beginning of each fiscal year (July 1st).

31. **DIMF-24c DIMF Fees-Sheriff:** In compliance with the provisions of ordinances and resolutions adopted by the County, the Owner/Applicant shall be required to pay development impact mitigation fees to finance the development of facilities for the County Sheriff. Required mitigation fees shall be as determined by adopted mitigation fee resolutions and ordinances and applicable law in effect when paid. LUDC §35.84.030.

The total County Sheriff DIMF amount is currently estimated to be $4.482 (June 11, 2025). This is based on a project type of NON-RETAIL COMMERCIAL and a project size of 11,040 square feet.

TIMING: County Sheriff DIMFs shall be paid to Planning & Development Department prior to Final Building Permit Inspection and shall be based on the fee schedules in effect when paid, which may increase at the beginning of each fiscal year (July 1st).

32. **DIMF-24d DIMF Fees-Fire:** In compliance with the provisions of ordinances and resolutions adopted by the County, the Owner/Applicant shall be required to pay development impact mitigation fees to finance the development of facilities for the Fire Department. Required mitigation fees shall be as determined by adopted mitigation fee resolutions and ordinances and applicable law in effect when paid.

The total Fire DIMF amount is currently estimated to be $7,949 (June 11, 2025). This is based on a project type of NON-RETAIL COMMERCIAL and a project size of project size of 11,040 square feet.

TIMING: Fire DIMFs shall be paid to the County Fire Department prior to Final Building Permit Inspection and shall be based on the fee schedules in effect when paid, which may increase at the beginning of each fiscal year (July 1st).

33. **DIMF-24e DIMF Fees-Parks:** In compliance with the provisions of ordinances and resolutions adopted by the County, the Owner/Applicant shall be required to pay development impact mitigation fees to finance the development of facilities for the Parks Department. Required mitigation fees shall be as determined by

adopted mitigation fee resolutions and ordinances and applicable law in effect when paid.

The total Parks DIMF amount is currently estimated to be $55,068 (June 11, 2025). This is based on a project type of NON-RETAIL COMMERCIAL and a project size of 11,040 square feet.

TIMING: Parks DIMFs shall be paid to the County Parks Department prior to Final Building Permit Inspection and shall be based on the fee schedules in effect when paid, which may increase at the beginning of each fiscal year (July 1st).

34. **DIMF-24g DIMF Fees-Transportation:** In compliance with the provisions of ordinances and resolutions adopted by the County, the Owner/Applicant shall be required to pay development impact mitigation fees to finance the development of facilities for transportation. Required mitigation fees shall be as determined by adopted mitigation fee resolutions and ordinances and applicable law in effect when paid.

    The total DIMF amount for Transportation is currently estimated to be $28,356.00 (June 2, 2025). This is based on a project type of NON-RETAIL COMMERCIAL and an increase of 6 Peak Hour Trips.

    TIMING: Transportation DIMFs shall be paid to the County Public Works Department-Transportation Division prior to Final Building Permit Inspection and shall be based on the fee schedules in effect when paid, which may increase at the beginning of each fiscal year (July 1st).

35. **Rules-01 Effective Date-Not Appealable to CCC:** This Development Plan Permit shall become effective upon the date of the expiration of the applicable appeal period provided an appeal has not been filed. If an appeal has been filed, the planning permit shall not be deemed effective until final action by the final review authority on the appeal. No entitlement for the use or development shall be granted before the effective date of the planning permit. LUDC §35.82.020.

36. **Rules-03 Additional Permits Required:** The use and/or construction of any structures or improvements authorized by this approval shall not commence until the all necessary planning and building permits are obtained. Before any Permit will be issued by Planning and Development, the Owner/Applicant must obtain written clearance from all departments having conditions; such clearance shall indicate that the Owner/Applicant has satisfied all pre-construction conditions. A form for such clearance is available from Planning and Development.

37. **Rules-04 Additional Approvals Required:** Approval of this Development Plan is subject to the Board of Supervisors approving the required Rezoning and Comprehensive Plan Amendment.

38. **Rules-05 Acceptance of Conditions:** The Owner/Applicant's acceptance of this permit and/or commencement of use, construction and/or operations under this permit shall be deemed acceptance of all conditions of this permit by the Owner/Applicant.

39. **Rules-07 DP Conformance:** No permits for development, including grading, shall be issued except in conformance with an approved Final Development Plan. The size, shape, arrangement, use, and location of structures, walkways, parking areas, and landscaped areas shall be developed in conformity with the approved development plan.

40. **Rules-08 Sale of Site:** The project site and any portions thereof shall be sold, leased or financed in compliance with the exhibit(s), project description and the conditions of approval including all related covenants and agreements.

41. **Rules-09 Signs:** Signs. No signs of any type are approved with this action unless otherwise specified. All signs shall be permitted in compliance with the LUDC.

42. **Rules-14 Final DVP Expiration:** Final Development Plans shall expire five years after the effective date unless substantial physical construction has been completed on the development or unless a time extension is approved in compliance with County rules and regulations.

43. **Rules-18 CUP and DVP Revisions:** The approval by the Board of Supervisors of a revised Final Development Plan shall automatically supersede any previously approved Final Development Plan upon the effective date of the revised permit.

44. **Rules-20 Revisions to Related Plans:** The Owner/Applicant shall request a revision for any proposed changes to approved Development, Landscape, Erosion and Sediment Control, or Storm Water Control Protection plans. Substantial conformity shall be determined by the Director of P&D.

45. **Rules-23 Processing Fees Required:** Prior to issuance of Zoning Clearance, the Owner/Applicant shall pay all applicable P&D permit processing fees in full as required by County ordinances and resolutions.

46. **Rules-25 Signed Agreement to Comply:** Prior to approval of Zoning Clearance, the Owner/Applicant shall provide evidence that they have recorded a signed Agreement to Comply with Conditions that specifies that the Owner of the property agrees to comply with the project description, approved exhibits and all conditions of approval. Form may be obtained from the P&D office.

47. **Rules-26 Performance Security Required:** The Owner/Applicant shall post separate performance securities, the amounts and form of which shall be approved by P&D, to cover the full cost of installation and maintenance of landscape and irrigation. Installation securities shall be equal to the value of a) all materials listed or noted on the approved referenced plan, and b) labor to successfully install the materials. Maintenance securities shall be equal to the value of maintenance and/or replacement of the items listed or noted on the approved referenced plan(s) for FIVE years of maintenance of the items.
PLAN REQUIREMENTS/TIMING: The Owner/Applicant shall enter into an agreement with the County to install and maintain said landscaping and irrigation.

The agreement shall be signed and notarized and securities shall be submitted to P&D prior to Zoning Clearance Issuance.

MONITORING: The installation security shall be released when P&D compliance monitoring staff determines that the Owner/Applicant has satisfactorily installed of all approved landscape & irrigation, plans per those condition requirements. Maintenance securities shall be released after the specified maintenance time period and when all approved landscape & irrigation have been satisfactorily maintained. If they have not been maintained, P&D may retain the maintenance security until satisfied. If at any time the Owner fails to install or maintain the approved landscape and irrigation, P&D may use the security to complete the work.

48. Rules-29 Other Dept Conditions: Compliance with Departmental/Division letters required as follows:

1. Air Pollution Control District dated December 20, 2024;
2. Fire Department dated January 24, 2025;
3. Flood Control Water Agency dated October 19, 2023;
4. Resource Recovery and Waste Management Division dated May 13, 2025
5. Transportation Division dated June 2, 2025.

49. Rules-31 Mitigation Monitoring Required: The Owner/Applicant shall ensure that the project complies with all approved plans and all project conditions including those which must be monitored after the project is built and occupied. To accomplish this, the Owner/Applicant shall:

a. Contact P&D compliance staff as soon as possible after project approval to provide the name and phone number of the future contact person for the project and give estimated dates for future project activities;

b. Sign a separate Agreement to Pay for compliance monitoring costs and remit a security deposit prior to issuance of Zoning Clearance as authorized by ordinance and fee schedules. Compliance monitoring costs will be invoiced monthly and may include costs for P&D to hire and manage outside consultants when deemed necessary by P&D staff (e.g. non-compliance situations, special monitoring needed for sensitive areas including but not limited to biologists, archaeologists) to assess damage and/or ensure compliance. In such cases, the Owner/Applicant shall comply with P&D recommendations to bring the project into compliance. The decision of the Director of P&D shall be final in the event of a dispute. Monthly invoices shall be paid by the due date noted on the invoice;

c. Note the following on each page of grading and building plans “This project is subject to Mitigation and Condition Compliance Monitoring and Reporting. All aspects of project construction shall adhere to the approved plans, notes, and conditions of approval, and Mitigation Measures from Negative Declaration 24NGD-00011/SCH 2025040209;

d. Contact P&D compliance staff at least two weeks prior to commencement of construction activities to schedule an on-site pre-construction meeting to be led

by P&D Compliance Monitoring staff and attended by all parties deemed necessary by P&D, including the permit issuing planner, grading and/or building inspectors, other agency staff, and key construction personnel: contractors, sub-contractors and contracted monitors among others.

50. Rules-33 Indemnity and Separation: The Owner/Applicant shall defend, indemnify and hold harmless the County or its agents or officers and employees from any claim, action or proceeding against the County or its agents, officers or employees, to attack, set aside, void, or annul, in whole or in part, the County's approval of this project.

51. Rules-37 Time Extensions-All Projects: The Owner / Applicant may request a time extension prior to the expiration of the permit or entitlement for development. The review authority with jurisdiction over the project may, upon good cause shown, grant a time extension in compliance with County rules and regulations, which include reflecting changed circumstances and ensuring compliance with CEQA. If the Owner / Applicant requests a time extension for this permit, the permit may be revised to include updated language to standard conditions and/or mitigation measures and additional conditions and/or mitigation measures which reflect changed circumstances or additional identified project impacts.

52. Rules-38 Identification of Single-User Toilet Facilities.: Pursuant to Health and Safety Code Section 118600, all single-user toilet facilities in any business establishment, place of public accommodation, or state or local government agency shall be identified as all-gender toilet facilities by signage that complies with Title 24 of the California Code of Regulations, and designated for use by no more than one occupant at a time or for family or assisted use. During any inspection of a business or a place of public accommodation by an inspector, building official, or other local official responsible for code enforcement, the inspector or official may inspect for compliance with this section. For the purposes of this section, “single-user toilet facility” means a toilet facility with no more than one water closet and one urinal with a locking mechanism controlled by the user. This section does not apply to construction jobsites, as described in subdivision (a) of Section 6722 of the Labor Code.

REQUIREMENTS AND TIMING: The Owner/Applicant shall include this condition on the approved plans prior to zoning clearance issuance.

MONITORING: P&D planners shall verify that this condition has been added to the plans prior to zoning clearance issuance. P&D Building and Safety staff shall verify that this condition has been added to the plans prior to building permit issuance. P&D Building and Safety staff shall verify compliance in the field during final inspection.

Conner, Steve

From: Carly V. Barham <BarhamC@sbcapcd.org>
Sent: Friday, December 20, 2024 2:47 PM
To: Conner, Steve
Cc: Beyeler, Gwen; CEQAGroup
Subject: RE: Project review for Famcon Pipe Supply in Santa Maria
Attachments: Attachment A Fugitive Dust Control Measures 2022.pdf; Attachment B Diesel Particulate and NOx Emission Measures 2024.pdf

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Hi Steve,

I've reviewed the project description and supplemental materials included in the Box folder. I expect that air quality impacts from this project will be insignificant due to the minimal vehicle traffic and relative low intensity of use. We could review an admin draft of the CEQA document if you'd like, otherwise we'll look for the public document when released.

A couple notes:

1. The grading quantities that you included below in the email body ("*5,005 cubic yards (cy) of cut, 21,348 cy of fill, and 16,343 cy of net fill*") are much higher than those included in the PDF project description dated 8/10/23 ("*6,687 cy of fill [sic], 6,537 cy of fill with 150 cy net cut*)". Recommend that you confirm the accurate quantities for the CEQA eval and any emission estimates for construction activities that the County may be preparing.
2. To reduce the potential for violations of District Rule 345 *(Control of Fugitive Dust from Construction and Demolition Activities)*, Rule 302 *(Visible Emissions)*, and Rule 303 *(Nuisance)*, we recommend that the project implement our standard dust measures (see **Attachment A**).
3. Also, during project grading, construction, and hauling, construction contracts should specify that contractors adhere to the requirements listed in **Attachment B** (see attached) to reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment. Recommended measures should be implemented to the maximum extent feasible.
4. If you will be running CalEEMod to quantify air emissions, I would recommend using the project-specific trip generation from the ATE traffic study shown in Table 4 and consider adjusting the default trip lengths in the model with project specific data from the applicant for the customer trips and delivery trips. The project description provides some information along these lines, but the applicant could probably further ID specific locations for trip origins/destinations.

Please let me know if you have any questions. Otherwise, I hope you have a wonderful holiday season.

Sincerely,
Carly

Carly Barham
Planning Division
Air Pollution Control District
Santa Barbara County

BarhamC@sbcapcd.org
805.979.8337

air pollution control district
SANTA BARBARA COUNTY

ATTACHMENT A
FUGITIVE DUST CONTROL MEASURES

These measures should be required for all projects involving earthmoving activities regardless of the project size or duration. Projects are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345).

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

PLAN REQUIREMENTS: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. **Timing**: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

air pollution control district
SANTA BARBARA COUNTY

ATTACHMENT B
DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

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

The following measures are required by state law:

- All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NOx idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.

The following measures are recommended:

- Off-road heavy-duty diesel equipment with engines certified to meet U.S. EPA Tier 4 emission standards should be used to the maximum extent feasible. Please contact the District if alternative strategies for meeting Tier 4 emission standards are considered.
- On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.
- Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or renewable diesel, should be used on-site where feasible.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.
- Proposed truck routes should minimize impacts to residential communities and sensitive receptors.
- Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

PLAN REQUIREMENTS AND TIMING: Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout grading and construction periods. The contractor shall retain onsite the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles and have it available for inspection.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

Memorandum

DATE: January 24, 2025

TO: Steve Conner
Planning and Development
County of Santa Barbara
conners@countyofsb.org

FROM: Christopher Olmstead, Captain
Fire Department
County of Santa Barbara
colmstea@countyofsb.org

Christopher Olmstead
Digitally signed by Christopher Olmstead
DN: C=US, E=colmstea@countyofsb.org, O=Santa Barbara County Fire Department, OU="Captain, Planning & Engineering", CN=Christopher Olmstead
Date: 2025.01.24 10:43:37-08'00'

SUBJECT: APN: 107-150-021 Permit: 23DVP-00016 / 23RZN-00001 / 23GPA-00001
Project: 24FDR-00155
Site: 1350 Founders Avenue, Santa Barbara
Project: **General Plan Amendment** – General Plan Amendment for Land Use Redesignation and Urban-Rural Boundry Adjustment

Rezone – Rezone of Parcels 107-150-021 and 107-150-022 from Commercial Highway (CH) to General Commercial (C-3)

Development Plan – Construction of 10,914 sf Commercial Building with 40,000 sf Outdoor Storage Area for Piping Materials

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

CONDITIONS FOR GENERAL PLAN AMENDMENT, REZONE, AND DEVELOPMENT PLAN

The Fire Prevention Division must be notified of any changes to the project proposal.
A change in the project description may cause conditions to be imposed.

ADVISORY

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

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

PROJECT DEVELOPMENT

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

PRIOR TO CONSTRUCTION

3. Create a defensible space of 100 feet (or to the property line, whichever is nearer) around the proposed structures and any existing structures on this property.

   - Removal does not apply to single specimens of trees, ornamental shrubbery or similar plants that are used as ground cover if they do not form a means of rapidly transmitting fire from the native growth to any structure.

- Reference Santa Barbara County Fire Department Development Standard #6*.

4. All access ways shall be installed.
   - Access shall be as shown on plans dated June 1, 2023.
   - All driveways shall be constructed to provide a minimum of sixteen feet (16') unobstructed horizontal clearance.
   - Access ways shall be unobstructed and extended to within 150 feet of all portions of the exterior walls of the first story of any building.
   - Dead-end access exceeding 150 feet shall terminate with a fire department approved turnaround.
   - A minimum of 13 feet, 6 inches of vertical clearance shall be provided and maintained for the life of the project for emergency apparatus access.
   - Reference Santa Barbara County Fire Department Development Standard #1.*

5. 1 new fire hydrant shall be installed.
   - The fire department shall have on file a set of approved fire hydrant plans prior to any work being started.
   - Fire hydrant(s) shall be located per fire department specifications and shall flow 1250 gallons per minute at a 20 psi residual pressure.
   - Commercial fire hydrants shall consist of one 4-inch outlet and two 2-1/2-inch outlets.
   - A set of approved fire hydrant plans, stamped and dated by the fire department shall be kept at the job site and available upon request.
   - Water systems shall be installed exactly as the approved fire hydrant plans dictate. No changes or modifications to these plans shall take place without prior fire department approval.
   - No work shall be covered or otherwise rendered inaccessible or unviewable prior to inspection by a fire department representative.

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

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

PRIOR TO OCCUPANCY CLEARANCE

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

8. An automatic fire sprinkler system shall be installed.
   - Fire sprinkler plans shall be approved by the fire department prior to installation.
   - The fire department shall determine the location of any fire department connection (FDC) that may be required.

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

9. Because a fire sprinkler system shall be installed, the following acceptance testing is required.
   - A flush of dedicated underground mains and lead-in connections shall be witnessed by the fire department Inspector prior to connecting to the overhead fire sprinkler system.
   - Prior to covering any pipes, the sprinkler system shall be inspected at the rough plumbing stage (i.e., exposed pipe, fittings, hangers, and bracing stage) by the fire department inspector.
   - The sprinkler system shall be hydrostatically tested at 200 psi for 2 hours.

10. The Fire Department connection shall be clearly visible from the access road or driveway. Provide unobstructed access from the roadway to the fire department connection. Clearance around the fire department connection shall be a minimum of 3 feet.
    - Clearance shall be maintained for the life of the project.

11. Address numbers shall be a minimum height of 6 inches.

12. A Knox Box entry system shall be installed for the building.
    - To obtain Knox Authorization, use the following link:

      https://sbcfire.com/general-planning-and-engineering-forms/
    - Please note, an authorized fire agency review is required prior to submission to Knox Company.

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

Nonresidential-Retail/Commercial	$0.77 per square foot
Nonresidential-Office	$0.94 per square foot
Nonresidential-Warehouse/Distribution	$0.52 per square foot

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

As always, if you have any questions or require further information, please call me at 805-896-6349 or 805-681-5523.

CO:ps

ATTACHMENT 8

Santa Barbara County Public Works Department
Water Resources Division
Flood Control ⁞ Water Agency ⁞ Project Clean Water
130 E. Victoria Street, Suite 200, Santa Barbara, CA 93101
PH (805) 568-3440 FAX (805) 568-3434
https://www.countyofsb.org/189/Water-Resources

SCOTT D. MCGOLPIN
Director Public Works

WALTER RUBALCAVA
Deputy Director Water Resources

October 19, 2023

Ben Singer, Planner
County of Santa Barbara
Planning & Development Department
624 W. Foster Rd
Santa Maria, CA 93455

Re: 23DVP-00016; Famcon Pipe and Supply
APN: 107-150-021; 1350 Founders Ave, Santa Maria

Dear Mr. Singer:

The Public Works Department Water Resources Division has the following conditions for proposed construction of a 10,914 sf commercial building and approximately 40,000 sf of uncovered outdoor storage for piping materials. Maximum height of the structure would be 25'3".

This project is within the Ineffective Watershed Area (IFA) as shown on Plate 2 of the Flood Insurance Study of the City of Santa Maria dated December 1976. Due to the enormous volume of sumps located within the IFA, the IFA is considered to contribute no surface runoff to the surrounding area.

The Water Resources Division requires the submittal of the following incompleteness items, which may amend the current conditions:
Flood Control:

- Submit a preliminary drainage report (including calculations) showing how post-development runoff will be reduced to pre-development runoff (currently 0cfs).
- If underground detention is proposed, then the design must comply with every applicable underground detention element listed in the Standard Conditions.

A. Flood Control & Water Conservation District
The District requires that the above referenced project is subject to the following conditions:

1. Design/Prior to Permit Approval:
   a. The applicant shall comply with the Santa Barbara County Flood Control District Standard Conditions of Project Plan Approval dated January 2011 (https://content.civicplus.com/api/assets/1076b7b8-f860-4131-a24e-f93a66f4fb0e)
   b. The applicant shall acquire and submit all required data, forms and certifications as described in the Standard Conditions of Approval.
   c. Submit Flood Control District plan check deposit in the amount of $2500 payable to Santa Barbara County Flood Control District to the following address: 130 E. Victoria Street, Suite 200, Santa Barbara, CA 93101. Add case number and APN to the check.

d. Submit project plans including grading and drainage plans, foundation plans, and elevation views with current topography in vertical datum NAVD 1988. The topographic map survey sheet shall be submitted concurrently with the plans and signed/stamped by a CA-licensed land surveyor.
e. Site grading must:
    i. Maintain overland drainage patterns onto and through the parcel.
    ii. Maintain conveyance capacities of existing drainages through the site.
    iii. Cause no adverse impacts to neighboring parcels. Proposed development shall not displace or reroute flows in a manner that deflects runoff onto neighboring parcels, or that concentrates flows at outfall locations.
f. Submit a drainage report, and include predevelopment and post development runoff calculations, an offsite watershed map showing offsite areas contributing runoff to the site, and an onsite watershed map delineating areas contributing to each concentration point (e.g. drop inlets).
g. Detention basins are required and shall be designed such that the post-development peak discharge rate is less than or equal to the pre-development rate for the 2,5,10, 25, 50, and 100 year storm events and
    i. Due to the enormous volume of sumps located within the Ineffective Watershed Area (IFA), the IFA is considered to contribute no surface runoff to the surrounding area. Development proposed within areas of the IFA shall be designed to not divert runoff from historical drainage patterns and in outflow discharge rates that do not exceed pre-development amounts. In this case, pre-development output is 0 cfs.
    ii. Submit a geotechnical report including depth to groundwater information, and attestation regarding suitability of detention system.
    iii. Underground detention systems are not automatically permitted, but must have prior District approval. They must include, but are not limited to, the following requirements:
        1. Must be oversized 10% above the required volume, or must provide 12” freeboard above the maximum calculated water surface elevation.
        2. Underground systems utilizing aggregate void space for storage volume must multiply the void ratio by 0.75.
        3. Must be free draining and have a positive outlet (the outlet invert must be higher than the ultimate outfall invert).
        4. Must include oversized outlet pipes.
        5. Orifice restriction plates must be removable and galvanized, with stainless steel bolts
        6. Must overflow back onto the site in the event of a blockage.
        7. Underground overflow weirs are not allowed.
        8. Must incorporate a pre-treatment system.
        9. No credit towards the required detention volume as a result of infiltration (HydroCAD exfiltration) is allowed. The invert elevation of the primary outlet device is the base of the available storage volume.
h. Submit freeboard calculation for Q100 overland flows assuming all inlets are plugged.
i. No overland cross-lot drainage is allowed. Overland runoff directed towards the property boundaries must be collected in the onsite storm drain system prior to being conveyed offsite.

2. <u>Prior to Permit Issuance/Zoning Clearance</u>
    a. The applicant shall return the signed and notarized detention system Maintenance Agreement (Subdivider’s or Owner’s Agreement).
    b. The applicant shall submit to the District PDF drawings of the approved grading plans, improvement plans, drainage plans, drainage studies and landscape plans.

1. Prior to Occupancy Clearance
    a. The engineer of record shall submit a **Drainage Improvement Certification** (attached to the Standard Conditions of Approval). This certification attests that the engineer has inspected all storm water control measures described in the Stormwater Control Plan and found them constructed per plans and stabilized in substantial conformance with the approved development plans.
    b. In the event that the grading and drainage plans are revised during the construction process the applicant shall update the drainage report and submit to the District for review and approval.
    c. The applicant shall submit PDF record drawings to the District's Floodplain Manager.

B. Project Clean Water

The project is subject to the County's Post-Construction Stormwater Requirements for treating stormwater quality, because the project exceeds the established thresholds of 0.5 or more acres of disturbance, or 25 or more parking spaces, or 5000 SF parking for commercial development. Therefore, appropriate control measures must be designed and installed to treat stormwater runoff, where applicable, from the 1.2-inch storm per PCW's Standard Conditions for Project Plan Approval- Water Quality BMPs.

The following provisions apply to this project:

1. Prior to Permit Approval: For application completeness, submit a **Conceptual Stormwater Control** Plan (SWCP) that identifies how stormwater runoff is treated for water quality using runoff reduction measures such as permeable surfaces (gravel), and treatment measures such dispersal to landscaped or vegetated areas.

    Please follow the County of Santa Barbara's Stormwater Technical Guide for a **Tier 2** project or other approved technical guide. The County's Stormwater Technical Guide is on the Water Resources Division Project Clean Water website.

    The SWCP must provide relevant details on the location and function of treatment facilities. These facilities shall be depicted on a separate plan sheet within the engineering plan set. At a minimum, the submittal(s) must:
    a. Show the locations of all impervious surfaces, their delineated drainage management area, and associated stormwater control measures,
    b. Demonstrate how the treatment areas manage runoff from the design storm, and

2. Prior to issuance of Zoning Clearance, Land Use Clearance, or Building or Grading Permits (whichever of these actions comes first), the applicant must submit for review and approval a **Final SWCP** with accompanying civil, architectural, and possibly landscape plans if appropriate, for the treatment measures provided.

    The Final SWCP must include a separate long-term maintenance plan appropriate for the proposed facilities, including and site schematic identifying water quality treatment areas (no color, hatching, faint lines or small text). Instructions and templates for preparing a Maintenance Plan are provided in the Stormwater Technical Guide.

3. The applicant will include a deposit for plan check review at the time the SWCP and engineering plans are submitted. The plan check deposit of $2,000 shall be submitted to Water Resources

Division, Public Works, 130 E. Victoria St., Santa Barbara, CA 93101. The check shall be made payable to Project Clean Water.

4. Prior to issuance of Building or Grading Permits, the owner must sign a Maintenance Agreement that includes the long-term maintenance plan. The maintenance agreement identifies the owner as the party responsible for maintaining the storm water retention facilities for the life of the project. The maintenance agreement will be signed and notarized by the property owner. **Within the first year after installation, the property owner shall arrange for one onsite inspection with Project Clean Water to verify BMP installation and maintenance**.

5. Upon installation of treatment systems, and before final clearance on the Grading Permit, or in those situations where underground systems are installed - prior to burying the treatment system, **the applicant will arrange for a site inspection with Project Clean Water staff**. **Documentation as shown on the final approved plans shall be provided to Project Clean Water showing installation details including: photos, material specifications, and surveyed elevations**.

6. Prior to Building Division final clearance on Grading or Building permits, all improvements required as part of the above conditions shall be installed in accordance with the approved plans. An **Engineer's Certificate of Approval** shall be signed and stamped by the engineer of record and submitted to the Water Resources Division along with a set of As-Built plans or drawings in PDF format as appropriate to the storm water measures installed. This certification attests that the engineer has verified all storm water control measures described in the SWCP and found them constructed per plans and stabilized in substantial conformance with the approved development plans. As-built surveys may be required. If the treatment systems are installed in phases, separate Certificates of Approval can be provided for each phase. If necessary, the final maintenance plan shall be revised by the engineer of record based on as-built construction drawings, including elevations and construction details of stormwater measures.

Sincerely,

SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT

By: _____

Katrina Brunasso, EIT
Civil Engineering Associate
kbrunasso@countyofsb.org | (805)568-3267

Cc: David Swenk, 2624 Airpark Drive, Santa Maria CA, 93455
Steve Penza, 200 Lamber Street, Oxnard CA , 93036

SANTA BARBARA COUNTY
Resource Recovery & Waste Management Division
Innovative Environmental Solutions

Chris Sneddon, P.E.
Public Works Director

Jeanette Gonzales-Knight, P.E.
Deputy Director

May 13, 2025
Steve Conner, Senior Planner
County of Santa Barbara
Planning & Development Department
123 E. Anapamu St.
Santa Barbara, CA 93101

Re: 23DVP-00016; Famcom Pipe and Supply Inc Project; APNs 107-150-021 and 107-150-022; Orcutt

Dear Mr. Conner:

The Public Works Department Resource Recovery and Waste Management Division (RRWMD) has the following requirements and conditions for a Development Plan to allow construction of a pipe sales and storage site, including a new 11,040 square foot (SF) structure, referred to as the Famcom Pipe and Supply Inc Project (project). The proposed project includes a new 11,040 gross-square-foot structure containing a warehouse, offices, and employee areas, with approximately 40,000 square feet (sf) of outdoor, uncovered storage area for piping materials, and a 19-space parking lot. Grading will create a development pad for the building, parking lot, outdoor storage area, and stormwater retention basin. Grading will also create a 10-percent sloped driveway to allow egress from the outdoor storage area, which will be located adjacent to the southern boundary of the neighboring property that contains the existing pet grooming business exiting onto Morningside Dr.

The Division requires that the above referenced project is subject to the following conditions per County Code Chapter 35.30.170 (Santa Barbara County Land Use & Development Code, Solid Waste and Recycling Storage Facilities) as well as County Code Chapter 17 (Solid Waste Systems).

The following provisions apply to this project:

Prior to Consistency Determination:

1. Provide Adequate Solid Waste Accessibility

This requirement is currently being met by the proposed project design.

Per County Code Chapter 35.30.170..C.1, County Code Chapter 35.30.170..C.2, and County Code Chapter 17-8, solid waste enclosures or storage areas shall be properly located, exterior of living space, for functional use by occupants/users and by the waste collector. The exact size and location of the solid waste and recycling facilities storage areas shall be determined by the review authority on a case-by-case basis taking into account types and quantities of recyclable materials to be generated by the

proposed land use and by the mode of collection. Plans must include where all waste receptacles will be stored and demonstrate that accessibility is provided both to the occupant/user and to the waste collector so receptacles may be serviced in a safe and orderly fashion.

2. Demonstrate Waste Containers will be stored outside of Public View

This requirement is currently being met by the proposed project design.

Per County Code Chapter 35.30.170.C.3 and County Code Chapter 17-8, all waste receptacles shall be maintained on the property out of public view and not placed within the limits of any street, public right-of-way or other public place in the county or in such a place or manner as to constitute a nuisance. Excepting placement at the curbside pickup site on scheduled collection service day(s) for rolling carts, all waste receptacles need to be stored out of public view. This may be accomplished by designing for an enclosure to house waste receptacles and identifying where an enclosure will be located on the plans. It may otherwise be shown on the plans that all waste receptacles would be stored in an area where they are obstructed from public view, such as behind a fence or hedge.

3. Comply with Mandatory Commercial Recycling Regulations

This requirement is not currently being met by the proposed project design.

Per the County's Mandatory Commercial Recycling ordinance, all commercial businesses and/or multi-family properties with 5 units or more regardless of the amount of waste produced must arrange for recycling services and divert all recyclable materials produced from the trash. Additionally, per State Law AB 341, Mandatory Commercial Recycling (MCR), all commercial business or multi-family properties with 5 units or more with 4 cubic yards or more of total solid waste per week must arrange for recycling services and divert all recyclable materials produced from the trash. Therefore, this project is required to plan for and identify recycling waste services. Please indicate on the plans which service each proposed dumpster will provide, trash or recycling, so it can be verified that this project will comply with mandatory commercial recycling regulations.

4. Comply with Mandatory Commercial Organics Recycling Regulations

This requirement is not currently being met by the proposed project design.

Per State Law SB 1383, Short Lived Climate Pollutants Reduction Strategy (SLCP), all commercial businesses and residents must divert their organic waste from the landfill must divert their organic waste from the landfill. Additionally, per State Law 1826, Mandatory Commercial Organics Recycling (MORe), all commercial business or multi-family properties with 5 units or more with 2 cubic yards or more of total solid waste per week must arrange for organics recycling services. Organic waste includes yard waste, food waste, and wet/soiled paper. In this region, this can only be accomplished by subscribing to separate mixed organics service, which can accept all organic waste and divert it to be composted rather than landfilled. Therefore, this project is required to plan for and identify organic waste services. Please indicate on the plans that mixed organics service will be provided on-site (60-gallon cart recommended), stored either within the proposed waste enclosure or just outside while still being largely blocked from view of the public right of way, so it can be verified that this project will comply with mandatory commercial organics recycling regulations. Cart and bin sizes are provided for your reference below.

CART MEASUREMENTS			
Size	Height	Depth	Width
32gl	31"	22.5"	
35gl	37.5"	24"	19.5"
65gl	42"	29"	27"
95gl	46"	34"	29"

BIN MEASUREMENTS			
Size	Height (B)	Depth	Width
1.5yrd	3' 9"	2' 6"	6' 9"
2yrd	4' 3"	2' 11"	6' 9"
3yrd	5'	3' 6"	6' 9"
4yrd	5' 7"	4' 3"	6' 9"

Prior to Issuance of Building Permit:

1. Submit for review and approval a Source Reduction and Solid Waste Management Plan (SRSWMP)

The SRSWMP shall describe proposals to reduce the amount of waste generated during construction and throughout the life of the project and enumerating the estimated reduction in solid waste disposed at each phase of project development and operation. The plan should demonstrate compliance with CalGreen C&D Diversion standards and discuss how future users may dispose of items that are not compatible with standard trash and recycling services, including batteries, e-waste, and bulky items. At a minimum the plan must include the following sections:

- Construction Source Reduction:
  - A description of how fill will be used on the construction site, instead of landfilling.
  - A program to purchase materials that have recycled content for project construction.
- Construction Solid Waste Reduction:
  - Recycling and composting programs including separating excess construction materials onsite for reuse/recycling or proper disposal (e.g., concrete, asphalt, wood, brush). Provide separate onsite bins as needed for recycling.
- Operation Source Reduction:
  - A program to purchase materials that have recycled content for operation (e.g., office supplies, etc.).
- Operation Solid Waste Reduction Examples:
  - Specify [#] sq ft of space and/or bins for storage of recyclable materials within the project site AND
  - [#] sq ft of space within each unit.
  - Establish a recyclable material pickup area.
  - A organic waste source reduction program, including the creation of composting areas, and the use of mulching mowers in all common open space lawns.
  - Implement a curbside/commercial recycling program.
  - Implement a backyard composting organic waste reduction program.

Sincerely,

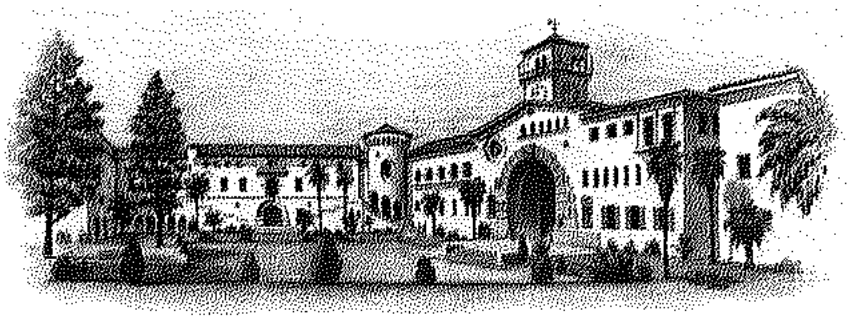
Public Works Department, Resource Recovery and Waste Management Division

By: _____

Mackie Forgey
Senior Program Specialist
SANTA BARBARA COUNTY
Resource Recovery & Waste Management Division
Innovative Environmental Solutions

Phone: (805) 882-3613
mforgey@countyofsb.org

COUNTY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT
123 East Anapamu Street
Santa Barbara, California 93101
805/568-3232 FAX 805/568-3222



June 2, 2025

TO: Steve Conner, Planner
Development Review

FROM: William Robertson, Transportation Planner
Public Works, Transportation Division

SUBJECT: **Famcon Pipe and Supply**
Conditions of Approval (5 pages)
Standard Conditions of Approval (5 pages)
1350 Founders Way, Orcutt
23DVP-00000-00016, 23GPA-00000-00001, 23RZN-000000-00001
APN: 107-150-021, -022

Traffic Mitigation Fees

1. Pursuant to Ordinance No. 4270 regarding Transportation Impact Fees, the applicant will be required to pay a fee for each new peak hour trip, for the purpose of funding transportation facilities within the Orcutt Planning Area of the County.

   Based on the current fee schedule, the total estimated fee for the proposed project is $**28,356.00.** Based upon the project description, there is an anticipated to increase of 6 PHT over the existing land use. However, if subsequently amended, **fees are due prior to occupancy clearance and shall be based on the fee schedule in effect when paid.** This office will not accept payment or process a check received prior to project approval.

   Fees are payable to the County of Santa Barbara, and may be paid in person or mailed to: Santa Barbara County Transportation Division, 123 E. Anapamu St., 2nd Floor, Santa Barbara, CA 93101 or Santa Barbara County Transportation Division North, 620 West Foster Road, Santa Maria, CA 93455. Please phone this office prior to payment if unsure as to the final fee required.

   A protest of mitigation fees imposed may be filed pursuant to Government Code Section 66020(a). The protest shall be filed at the time of approval or conditional approval of the development or within 90 days after the date of the imposition of the fees, dedications, reservations, or other exactions to be imposed on a development project. The Applicant is hereby notified that the 90-day approval period in which the Applicant may protest has begun.

Undergrounding of Utilities

2. **Prior to zoning clearance**, the applicant shall engineer and post a surety, acceptable to County Counsel, for the undergrounding installation of all fronting overhead utilities and services, both existing and proposed, pursuant to Resolution No. 87-344 and Resolution No. 24416. This requirement shall apply all fronting roadways.

3. **Prior to occupancy clearance**, the following utilities and services, both existing and proposed, shall be installed underground pursuant to Resolution No. 87-344 and Resolution No. 24416. All services shall be connected to each commercial building or stubbed out to each legal lot where lots are created/sold: Gas, Water, Cable Television/Internet, Fiber Optic Cables, Telephone, Sanitary Sewer and Electrical Power. This requirement shall apply all fronting roadways.

Sight Distance

4. **Prior to zoning clearance**, the developer shall design shown on landscape plans, and prior to occupancy, the developer shall provide intersection/driveway sight distance in a manner acceptable to the Department of Public Works Traffic Section for all intersections, both public and private.

   When the criteria for sight distances cannot be met, the County may prohibit vehicle turning movements, require vegetation removal, require speed change lanes or require additional speed change lane lengths.

Access

5. **Prior to occupancy clearance**, the developer shall construct all site ingress and egress points in a manner acceptable to the Department of Public Works Traffic Section in conformance with the County of Santa Barbara Engineering Design Standards, September 2011 or as otherwise approved though a design exception. All driveway accesses shall be improved to include a minimum 25-foot-wide commercial driveway unless otherwise approved by Public Works. The combined total width of all site driveways shall not exceed 40 feet unless otherwise approved by a design exception. All necessary pavement or cross gutters shall match adjacent improvements as required by the Department of Public Works Permit and Traffic Sections.

6. **Prior to zoning clearance,** the applicant shall design and **prior to occupancy clearance,** the applicant shall install an unobstructed, direct pedestrian path of travel from all proposed commercial building entrances to all fronting roadways. Implementation shall comply with all applicable State and Federal walkable community guidelines by improving multi-modal access and safety while minimizing pedestrian/vehicle conflicts.

Frontage Improvements

7. **Prior to zoning clearance**, the developer shall design, and **prior to occupancy clearance**, the developer shall install, all frontage improvements consistent with County Standard detail 6-030, unless otherwise approved by the County Traffic Engineer through a design exception. Improvements shall include required half width improvements (travel lane, curb, gutter and sidewalk) and up to 18 feet of matching asphalt pavement opposite the roadway centerline. This requirement shall apply to all fronting roadways.

Street Sections/Pavement Traffic Index

8. **Prior to zoning clearance**, the developer shall design, and **prior to occupancy clearance**, the developer shall construct pavement for all roadwork based on the appropriate road detail provided in the Santa Barbara County Engineering Design Standards (6-030). All designs and/or modifications shall be reviewed and approved, in writing, by the Department of Public Works Traffic and Permit Sections.

   All proposed improvements shall transition in existing improvements in a manner acceptable to the Public Works Traffic and Permit Sections.

9. **Prior to zoning clearance**, the applicant shall engineer and post a surety, acceptable to County Counsel, for the construction/repair of standard concrete curb, gutter, ADA acceptable walking path and up to 18 feet of matching asphalt paving for all proposed roads, public or private, and all applicable project frontages. Improvements shall be based on the appropriate roadway detail provided in the Santa Barbara County Engineering Design Standards (6-030) and shall include any necessary off-site transitions.

Encroachment/Excavation/Haul Permit

10. **Prior to zoning clearance,** an Excavation, Haul or Encroachment Permit shall be required for any work performed in the County right of way, including road construction, driveways, utilities, and connections.

    The developer shall comply will all applicable Engineering Design Standards, as determined by the Public Works Traffic or Permit Sections, prior to issuance of an Encroachment Permit.

    Encroachment Permits and/or Santa Barbara Engineering Design Standards and Public Works Standard Conditions of Approval can be obtained at the following locations:

North County Permits Section
620 West Foster Road
Santa Maria, CA 93455
805-803-8788

South County Permits Section
4417 Cathedral Oaks Road
Santa Barbara, CA 93110
805-681-4967

Traffic Controls

11. **Prior to zoning clearance**, traffic circulation and control on adjacent streets shall be designed as required by the Department of Public Works Traffic Section. This shall include, but is not limited to, curb openings, turn lanes and control signs for regulation, warning, and guidance of traffic.

12. **Prior to zoning clearance**, traffic circulation and control onsite shall meet the approval of the Department of Public Works Traffic Section.

13. **Prior to occupancy clearance**, all signing and striping shall be installed in a manner acceptable to the Public Works Traffic and Permit Sections.

14. **Prior to final building clearance**, the County may require the developer to add traffic safety devices, such as signing and striping, the need for which are not apparent at time of plan approval but which are warranted due to actual field conditions. The developer shall install the traffic safety devices prior to final clearance.

Street Lights

15. As authorized by the Board of Supervisors Resolution No. 81-229, **before the approval of any Final Subdivision Map, or Precise Plan** in planned developments or of any Conditional Use Permit, Conditional Exception or Variance involving land development, the Developer or owner must provide a Road Lighting Plan to the Department of Public Works for approval

    The plan must have the approval of the public utility or the public agency involved.

    The Road Lighting Plan must show the location of each road light, the mounting height, luminaire arm length, the luminaire type, lamp type and lumen rating and conform to IES, RP-08 standards as determined by County staff.

    Whenever possible, road lights must be placed on lot lines and at intersections.

    Residential and commercial road lighting poles may be required to be of an ornamental type acceptable to the Public Works Department and meeting the current standards filed by the utility company concerned in writing, with the Public Works Department

    A written statement showing the number of lights, the lumen output and the monthly/yearly costs must accompany the Road Lighting Plan.

    The Developer or owner, prior to final approval of occupancy, must deposit a check with the Public Works Department, payable to the County of Santa Barbara, sufficient in amount to maintain and energize the street lights shown of the approved lighting plan, from the requested date for occupancy clearance, up to the date the first charges or benefit assessments will be made or levied upon the property being developed.

All electrical equipment and installation must conform to the applicable standards of the following:

a. Electrical safety orders of the Division of Industrial Relations, State of California

b. Rules for overhead electric line construction, General Rule No. 95 of the California Public Utilities Commission.

Road lighting provided under Highway Lighting Districts or County Service Areas must only be installed in the right of way, roads, or other areas dedicated to the public. The Department of Public Works may require increased illumination where it is found necessary for traffic or pedestrian safety, due to special circumstances affecting such areas.

Off-site Road Improvements

16. Where off-site road improvements or a dedication of right of way for off-site improvements is required for which a need cannot be attributed to the project, the County shall deduct the value of construction or dedication from the payment that would otherwise be collected for Traffic Mitigation Fees.

Improvements and dedication that are necessary to mitigate the specific impacts of a project on area roads are considered on-site and are not to be deducted from the Traffic Mitigation Fee's. If the value of the off-site road improvements or dedication exceeds the payment required, the County may:

1. Reimburse the applicant the difference between the amount of the payment and the value of the additional improvements and dedication, or

2. Enter into an agreement with the applicant to establish a credit for the additional improvements and dedications.

If you have any questions, please contact me at (805) 803-8785.

Sincerely,

6/02/2025

William T. Robertson Date

cc: **APN: 107-150-021, 107-150-022**
23DVP-00000-00016, 23GPA-00000-00001, 23RZN-00000-00001
Gary Smart, Transportation, Traffic Section Manager, County of Santa Barbara, Public Works Department

COUNTY OF SANTA BARBARA



DEPARTMENT OF PUBLIC WORKS

Standard Conditions of Approval

1. Construction of all improvements required by the Public Wor**k**s Department in the approval of the Tentative Map shall be in accordance with County Subdivision Ordinance No. 1722, the Geometric Design Standards contained in the Engineering Design Standards Manual, the applicable portions of the California Department of Transportation Standard Specifications of current date and **t**he Standard Detail contained in Appendix 4 of the Engineering Design Standards Manual.

2. Design of all improvements to be constructed as part of this de**v**elopment shall be performed by a Civil Engineer registered in the State of California. Specifications and plan and profile drawings, completed in accordance with Department of Public Works Standards shall be submitted to the Public Works Department and appropriate officials of other departments for their approval, and all bonds and fees shall be posted prior to recordation of the final development map.

3. Prior to recordation of the Final Map and start of any construction, the Developer shall designate to the Department of Public Works the road or roads he intends for construction access to the development to the extent to which subject roads will be used as haul roads. The Public Works Department may, at its option, designate an alternate off-site access or may require a security for the repair or reconstruction in the event subject road is damaged by construction traffic.

4. The Structural road section for all proposed public roads shall consist of the following:

   Aggregate Base conforming to the provisions in Section 26, "Aggregate Bases", of the Standard Specifications shall be placed with a minimum thickness of 0.5 feet on all public roads. The actual thickness of the aggregate base shall be determined by "R" Values from Test Method 301- F, California Department of Transportation Specifications. When the Traffic Index is less than 5.5 the minimum section will be 0.2 feet of A.C. and 0.5 feet of A.B. When the Traffic Index is 5.5 or greater, the minimum section will be 0.3 feet A.C. and 0.5 feet Class II Base.

5. All underground utilities shall be extended to development boundaries and laterals stubbed out to the property lines clear of zone at each lot bef re the placement of concrete surfacing. Prior to release of the Road Improvement Security and acceptance of the roads within the development, it will be necessary for the Developer to have each utility company certify in writing that the above has been accomplished.

6. Prior to release of the Road Improvement Security, the Registered Civil Engineer or Licensed Land Surveyor who performed the construction staking for the development shall certify in writing, that all curbs, gutters, storm drains, and other related street work have been staked in the field accordance with the plan and profile drawings by the Director of Public Works.

7. Prior to approval of plan and profile drawings by the Department of Public Works, the Developer shall post Sureties and provide inspection fees in amounts to be determined by the Department of Public Works to insure required improvements within the road right of way

8. Hydraulic studies indicating drainage flows to be anticipated from the entire watershed within which the development is located shall be submitted to the Public Works Department and Flood Control Engineer for review and approval. Detailed hydraulic studies of storm water run-off to be carried in each gutter of each street shall be submitted by the Developer's Engineer for approval by the Public Works Department. The amount of storm water runoff to be carried in a street section shall be computed on the basis of a 10 year frequency storm. Special drainage facilities will be required when the capacity of the street section has been reached. The drainage facility design shall be prepared in conformance with Section 13 and Appendix 12 of the Engineering Design Standards Manual, and submitted for approval by the Department of Public Works and Flood Control Engineer. Design criteria for underground drainage facilities will be based on a minimum storm frequency of 25 years. Actual design frequency will be determined by the Department of Public Works or the Flood Control Engineer.

9. Developer shall furnish and install any required road name signs, traffic control signs. *And striping* to County standards. *All traffic control signs shall be installed after roads are paved and prior to being opened up to traffic, including construction traffic.*

10. All off-tract drainage and flood control facilities and installations shall be installed and completed prior to grading of subject development.

11. Developer shall offer for dedication as easement to the County, at no cost to the County, all road rights of way shown within the boundaries of subject development map, except roads proposed to be private roads. All read rights of way offered for dedication to the County shall be free and clear of any easements prior to recordation of the Final Map, unless approved otherwise by the Department of Public Works.

12. A denied access strip one foot wide shall be offered for dedication in fee to the County as a separate parcel of land, not part of the road right of way, and standard Public Works Department road barricades constructed across the end of all public roads extending to the tract boundaries of any unit of the tract, except where they are extensions of existing improved public roads.

13. Prior to approval of plan and profile drawings by the Public Works Department, the following utilities shall be shown on the plans and approved by an authorized representative of the utility:

    a. Sewer System
    b. Water Distribution System
    c. Gas Distribution System
    d. Storm Drains required by Flood Control

    Additionally, a preliminary plan showing underground electrical, telephone and Cable T.V. service shall be submitted by each agency.

14. All plan and profile drawings presented to the Public Works Department for approval shall be in conformance with the requirements of the Engineering Design Standards Manual. All road widths shall be as specified in this Manual. Roadway classifications are as specified in the Circulation Element of the General Plan.

15. Water for compaction and dust control shall be made available within the boundaries of the development prior to starting any earth moving operations other than necessary for the installation of subject water source. Applicant shall provide a water availability letter from the appropriate water supply agency.

16. Prior to start of any earth moving or improvements within the development the Developer shall obtain a Road Excavation ad Encroachment Permit from the Public Works Department as required by Board of Supervisors Ordinance No. 1491, dated November 26, 1963, and/or shall obtain a County Grading Permit per Santa Barbara County Ordinance No. 1795 dated May 20, 1967.

17. The program for reconstruction of any existing County road being used by public traffic shall be presented in writing to the Public Works Department a minimum of 4 working days ahead of the proposed starting date. The Progress Schedule of proposed work shall be approved prior to start of construction. After construction on any existing County road commences, the project shall be pursued continuously to completion. Any delay will provide good cause for issuance of a stop order on all other portions of the development.

18. The following utilities and services, both existing and proposed, shall be installed underground in the roads pursuant to Resolution No. 24416 and connected to each dwelling unit where housed are built, or stubbed out to each lot where lots only are sold: Gas, Water, Cable T.V., Telephone, Sanitary Sewer and Electrical Power.

19. After Sign-off by the Public Works Department Inspector, and prior to release of final security, the Developer's Engineer shall add "Record Drawing" information to the original tracings in red or orange ink and sign them as "RECORD DRAWING".

20. On any proposed streets where curbs, gutters and sidewalks are required, the sidewalks shall have a total distance from curb face to back of sidewalk as prescribed in the Standard Details contained in Appendix 3 and 4 of the Engineering Design Standards Manual. Existing streetlights or fire hydrants within the sidewalk area shall be relocated behind the sidewalk, and any proposed streetlights or fire hydrants placed behind the sidewalk.

21. Any double frontage lot (lots having a street both front and rear) shall have denied access to the rear street.

22. Concrete masonry block walls, if required by the Resource Management Department shall be constructed to the design and standards of the Building and Safety Division of the Public Works Department. Walls adjacent to road rights of way shall be shown on the Department of Public Works plan and profile drawings. A Building Permit may be required for such walls.

23. Developer shall comply with the Department of Public Works policy relating to Subdivision Street Trees and Utility Service Laterals on all subdivision streets.

24. Chain link fences, if required by the Resource Management Department of Flood Control, shall be constructed to Cal Trans Standard Plans. Subject fences shall be shown on the Department of Public Works plan and profile drawings if adjacent to County road rights of way.

25. Developer shall post Security and provide plan-checking fees in amounts to be determined by the Public Works Department to insure proper construction of all private streets within the development. Security will be released upon certification of a Civil Engineer registered in the State of California that subject streets have been constructed to approved standards.

26. Occupancy of any building within the development will be denied until all street improvements and drainage facilities are completed.

27. The developer's engineer *of record, as specified in these conditions,* shall certify to the Public Works Department *prior to release of any securities* that all private streets within the subject development are constructed according to approved plans prior to occupancy of any dwelling unit within the tract, *and that all rough grading has been completed in substantial conformance with the tract grading plan.*

28. Upon completion of construction and prior to occupancy, the entire road right o way abutting this project will be cleaned to allow Public Works Department Inspectors to check for damage to curbs, gutters, or sidewalks caused by construction traffic. Any damage will e repaired by the Developer prior to occupancy.

29. The Developer shall comply with the current Bikeway Element of the General Plan as to the dedication and construction of bikeways.

30. All roads shall be kept clear of mud *and/or other construction debris* during construction.

31. The Developer will be responsible for and fees required for materials retesting.

32. The Developer may be required by the Public Works Department to overlay *or chip seal a road, as determined by the Public Works Department,* after construction work has been completed if it is determined by the County that local patching is insufficient to mitigate project related construction and utility trenching damage.

33. Subdivider shall submit a Grading Plan acceptable to the Public Works Department for all streets and building pads prior to submitting the Final Map for approval. The Grading Plan shall show all lots draining to the street on which they front unless otherwise approved by the Public Works Department. The Grading Plan shall also show method and degree of compaction and proposed method of stabilizing exposed slopes. Subdivider shall plant and maintain all cut and fill slopes and maintenance shall be continued until the lot is occupied.

34. A preliminary Soils Report of the area, prepared by a Civil Engineer experienced in soil mechanics and slope stability, and registered in the State of California, will be required prior to the issuance of Grading Permits. The report shall include data regarding the distribution, stability and expansive nature of existing souls and conclusions and recommendations fro grading procedures and design criteria for corrective measures.

35. All grading shall comply with the provisions of County Grading Ordinance No. 1795, and to Public Works Department standards.

36. Grading shall be designed so that natural drainage from off-tract property is not obstructed.

37. Provision shall be made to prevent off-tract drainage from being received by lots. Tract drainage shall not be drained to a public street gutter that does not have storm drainage inlets and where the tract drainage could, after being carried along the road gutter for some distance, be dumped into another tract.

38. No grading can be done prior to Final Map recordation except in compliance with County Code Chapter 21-8-C4.

39. All underground utility trench backfills on private property and in private roads shall be compacted and tested to a minimum of 90%, or to the satisfaction of the Public Works Director. Compaction test reports shall be submitted before and grading is finalized.

40. The Subdivider shall furnish one copy of the Final Tract Map to the Public Works Department prior to approval.

41. All debris, liter, and other construction waste generated by this development shall be removed from the site or adjacent property. Occupancy clearance of any building will be denied until debris removal is acceptable to the Public Works

42. Since certain areas of Santa Barbara County are prone to accelerated seasonal erosion by either wind or water, and acceptable Erosion Control Plan, with timing, may be required with the project Grading Plan.

43. Any tract which is to be graded out (mass graded) and developed as a Phased Build-Out will require a detailed engineered Erosion Control Plan which will apply to all graded areas which are not built out. This plan shall be maintained until the respective tract phases are built out. *This condition shall also apply to Lot Sale Subdivisions.*

44. On lot sale subdivisions, no building permits shall be issued for any lot until all required utilities, rough grading, drainage facilities, and street improvements have been completed, unless otherwise approved by the Director of Public Works. This condition must be shown on the Final Map, along with the time allowed by the Subdividers Contract for the developer to complete said improvements.

45. Prior to issuance of any road construction and/or grading permits, the applicant shall verify to the Department of Public Works, in writing, that a registered civil engineer has been retained to act as the

Engineer of Record during construction and testing operations. This engineer shall be responsible for any and all observation during construction, which he deems necessary to certify those aspects of construction requiring certification pursuant to these conditions. Where possible, the engineer whose signature and stamp appear on the tract plans should be retained as the Engineer of Record.

46. *Regardless of all review and/or acceptance of tract plans, specifications, calculations, and reports by Public Works or other County departments, the registered civil engineer whose signature and stamp appear on the tract grading and road improvement plans is responsible for the accuracy and integrity of the design and base information relating to the plans and calculations. Design conflicts which arise during construction may result in work being stopped until discrepancies are resolved.*

COUNTY OF SANTA BARBARA
Planning and Development

Draft Initial Study/Mitigated Negative Declaration

Famcon Pipe and Supply Proposed project

Case Number 24NGD-00011

March 31, 2025



Applicant
Steve Penza
Famcon Pipe and Suppy
200 Lambert St
Oxnard, CA 93036
(805) 218-2805

Agent
Gelare Macon
Flowers and Associates, Inc.
115 West Canon Perdido Street
Santa Barbara, CA 93101
(805) 966-2224

Engineer
Russell Garrison
Bethel Engineering
2624 Airpark Drive
Santa Maria, CA 93455
(805) 934-5767

For More Information: Contact Steve Conner, Development Review Division, Planner
(805) 459-5740, conners@countyofsb.org

1.0 REQUEST/PROPOSED PROJECT DESCRIPTION

Famcon has outgrown its current facility located approximately six miles north (also adjacent to Highway 101) within City of Santa Maria, and the applicant chose the proposed site because close proximity to a highway is beneficial to the logistical needs of the warehousing and large materials sales business.

Rezone

The proposed project includes a request for a Rezone, Case No. 23RZN-00001, to change the Zone District from Commercial Highway (CH) to General Commercial (C-3) in order to allow the proposed "Building and landscape materials sales – Outdoor" as a permitted use (Figure 1).

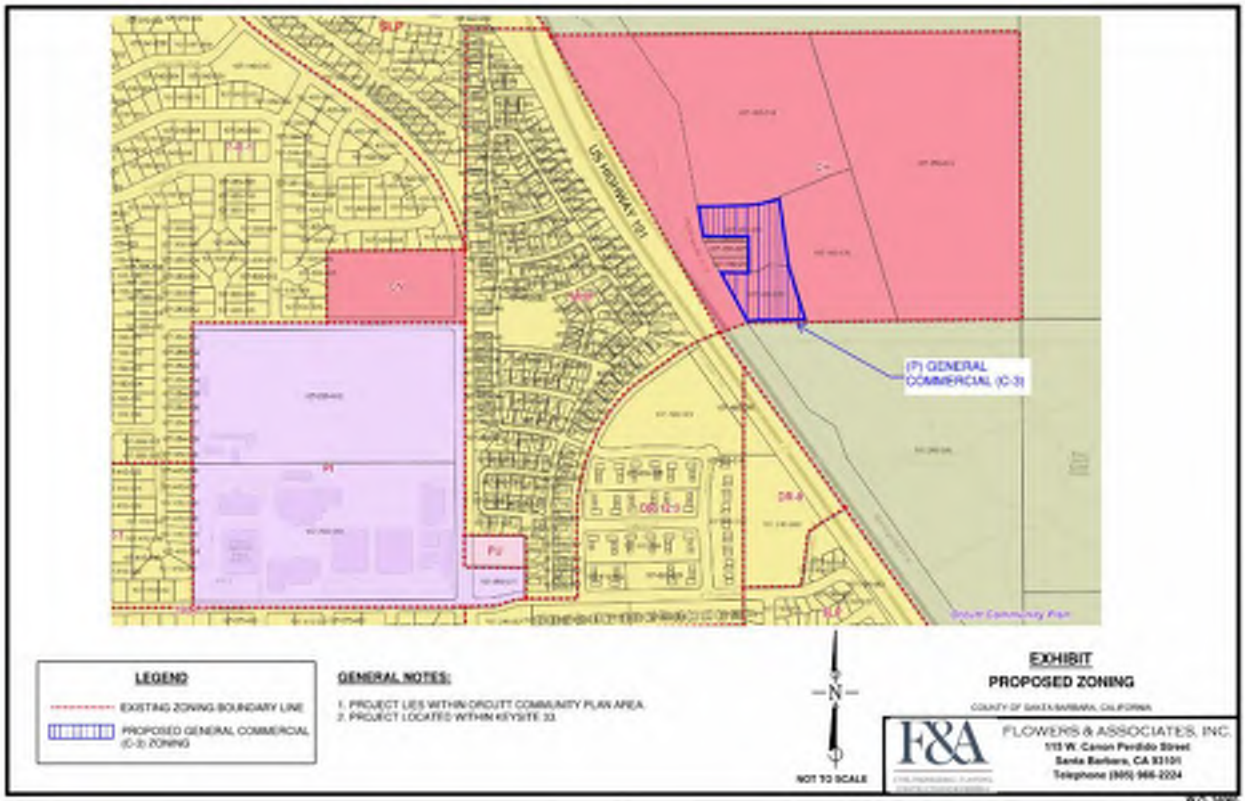


FIGURE 1 PROPOSED REZONE MAP

General Plan Amendment

The proposed project includes a request for a General Plan Amendment (GPA), Case No. 23GPA-00001, to adjust the Urban/Rural Boundary and Land Use Designation on the Comp-1 Map of the Comprehensive Plan Land Use Element and the Community Plan and Land Use Designations Eastern Section Maps of the Orcutt Community Plan (Figure 2). The proposed Land Use Designation would change from Highway Commercial to General Commercial. The GPA includes revisions to Orcutt Community Plan Policy LU-O-6 to allow a change to the Urban/Rural Boundary, as follows (revisions shown in strikethrough and underlined font):

> *The Orcutt Urban/Rural Boundary shall separate principally urban land uses and those uses which are rural and/or agricultural in nature. This boundary shall represent the maximum extent of the Orcutt urban area and the Urban/Rural Boundary shall not be extended until existing inventories of vacant land within the urban area are nearing buildout, except for those parcels served by*

existing public water and sewer utilities. Other b~~B~~oundary adjustments shall be approved only as part of a major Community Plan update.

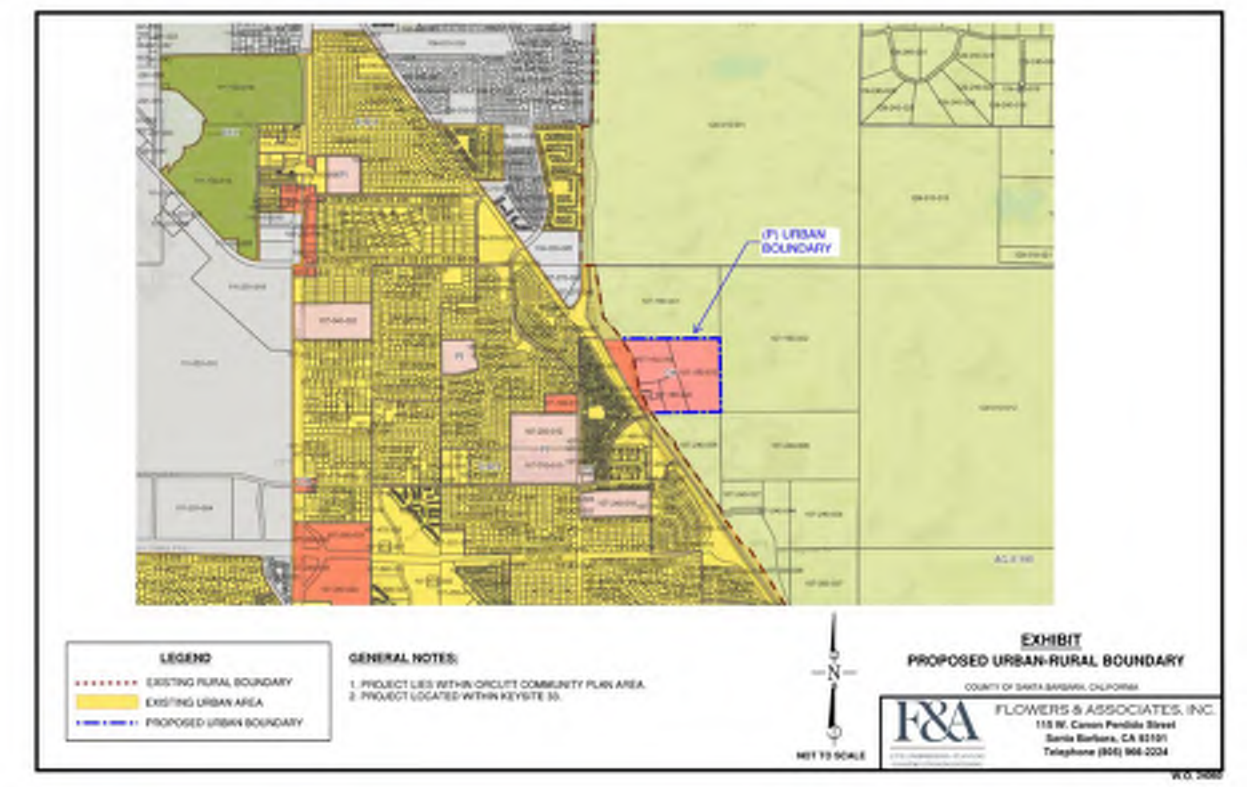


FIGURE 2 URBAN/RURAL BOUNDARY ADJUSTMENT TO COMP-1 MAP OF THE COMPREHENSIVE PLAN LAND USE ELEMENT

Development Plan

The proposed project includes a request for a Development Plan (DVP), Case No. 23DVP-00016, for construction of a pipe sales and storage site, including a new 11,040-sq.-ft.-structure. The Development Plan is required for proposed development to exceed the 20,000-sq.-ft. threshold in the General Commercial (C-3) Zone District. The proposed project includes a new 11,040 gross-square-foot structure containing a warehouse, offices, and employee areas (Attachment 1 Plans). The proposed project will include eight employees and hours of operations will be from 6:30 a.m. to 5:00 p.m. The site will also include approximately 40,000 square feet (sf) of outdoor, uncovered storage area for piping materials. The proposed project includes internal driveways with a 19-space parking lot, including two accessible spaces. The driveways will include 105,300 sf of class II base and 26,950 sf of hardscape (including sidewalks). Grading for the proposed project includes 5,005 cubic yards (cy) of cut, 21,348 cy of fill, and 16,343 cy of net fill with over-excavation and recompaction. One 32,000-sf Advanced Drainage Systems underground chamber stormwater retention basin (60,940 cubic feet of storage) will be constructed on the southern portion of the site to capture stormwater runoff from the proposed project.

As discussed above, buildout of the site will include an 11,000 sf, 25-ft-high single-story rectangular warehouse with clerestory; and associated grading and landscaping. The landscaping will include a 50-foot-wide screening buffer along the northern and southern portions of the site adjacent to Morningside Drive, and perimeter screening trees incorporated within existing trees along the "u-shaped" boundary adjoining the existing pet grooming business property to the west. Grading will provide a development pad for the building, 19-space parking lot, 40,000 sf outdoor storage area, and stormwater retention

basin. Grading will also create a 10-percent sloped driveway to allow an east to west egress. The egress driveway will be adjacent to the site boundary that adjoins the southern boundary of the existing pet grooming business property.

A retaining wall (10-ft maximum height) will be constructed to maintain the grade difference between the proposed egress driveway and the existing pet grooming business development pad. The proposed project will remove two eucalyptus trees *(Corymbia citriodora)* to allow for grading of the proposed egress driveway. A parallel set of retaining walls (5-ft-maximum height) will be constructed to maintain the grade difference between the proposed development and the existing development pad along the eastern and northern boundaries of the pet grooming business. The proposed project will also include installation of a perimeter chain link fence and exterior night lighting around the building and parking lot.

This DVP is being processed concurrently with a General Plan Amendment (GPA) and Rezone (RZN), Case Nos. 23GPA-00001, 23RZN-00001 and 23DVP-00016. The proposed project site consists of two legal parcels, APNs 107-150-021 and 107-150-022, of 2.154 acres and 1.865 acres, respectively. The Applicant intends to voluntarily merge the two parcels prior to issuance of the DVP. The proposed project will take access via a new 40-foot wide driveway off Founders Avenue and an approximately 25-foot wide driveway off Morningside Drive. Water service will be provided by the Golden State Water Company, and wastewater treatment will be provided by the Laguna County Sanitation District. The proposed project site is addressed as 1350 Founders Ave, in the Orcutt Community Plan Area, Fourth Supervisorial District.

2.0 PROPOSED PROJECT LOCATION

The 4.01-acre proposed project site is comprised of APNs 107-150-024 (2.154 acres) and 107-150-022 (1.865 acres) and is located at 1350 Founders Avenue in the Santa Maria area, Fourth Supervisorial District (Figure 1). The proposed project plan is shown on Figure 2 and included in Attachment 1.



FIGURE 3 PROPOSED PROJECT VICINITY

2.1 Site Information	
Comprehensive Plan Designation	Rural Area, Highway Commercial, Orcutt Community Plan Key Site 33
Zoning District, Ordinance	Land Use Development Code (Inland) Section 35.24 Commercial Zones, Highway Commercial (CH), No minimum lot size
Site Size	4.02 gross and net
Present Use & Development	Vacant
Surrounding Uses	North: Vacant South: Elks Event Center East: Vacant/Santa Maria Joint Union High School Mark Richardson Career Technical Education Center and Agricultural Farm (CTECAF) West: Pet Grooming and Boarding Business and Highway 101
Access	Ingress from Founders Avenue (private) via easements and existing 30-ft.-wide driveway shared with the adjacent land owners, CTECAF, and Laguna County Sanitation District; Egress to Morningside Drive via proposed 26-ft-wide easement and 20-ft.-wide driveway
Public Services	Water Supply: Golden State Water Company Sewage: Laguna County Sanitation District Fire: Santa Barbara County Fire Department Battallion 2 North, Station #26

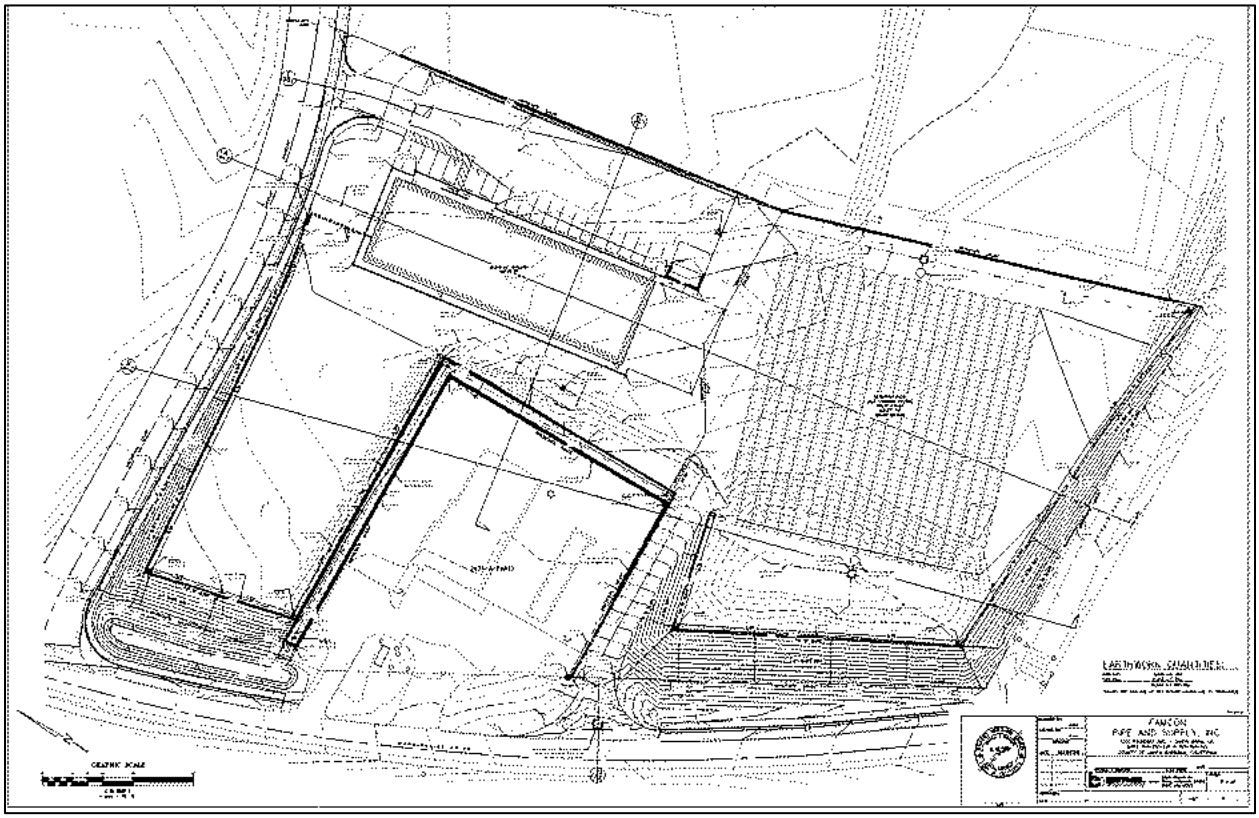


FIGURE 2 SITE PLAN

3.0 ENVIRONMENTAL SETTING

3.1 PHYSICAL SETTING

Slope/Topography: The existing topography of the subject site can be generally characterized as a relatively flat vacant area, with gentle rolling hills sloping downward from east to west. Elevations range from 432 feet above sea level (ASL) at the northeastern corner to 413 ft ASL along the western edge of Morningside Drive.

Fauna/Flora: Vegetation consists of grasslands. The thinly-scattered grassland on site provides little protective cover for fauna. The proposed project site does not contain any documented observations of special status animal species according to the California Natural Diversity Database (CNDDB), however, the site is located within the mapped range of the California Tiger Salamander (CTS).

Archaeological Sites: The proposed project site would be located within a previously disturbed area adjacent to existing agricultural and commercial development. The Central Coast Information Center of the University of California, Santa Barbara (CCIC) conducted a record search on November 18, 2024, and concluded that no known recorded archaeological sites are located on or within a 2,000-foot radius of the proposed project site.

Soils: The soils on the subject property primarily consist of Marina sand with slopes ranging from 9 to 30 percent, and Oceano sand, with slopes ranging from 2 to 15 percent. Marina sand is characterized by moderate erosion hazard and medium surface runoff. Oceano sand is characterized by slow runoff and slight to no erosion hazard.

Surface Water Bodies (including wetlands, riparian areas, ponds, springs, creeks, rivers, lakes, and estuaries): No surface water bodies are located on the subject parcel. The nearest blue line stream is an

unnamed intermittent stream located approximately one mile directly east of the site. Storm water runoff from the site generally flows west towards Highway 101.

Surrounding Land Uses: The subject parcels are surrounded by other commercially-zoned (CH - Highway Commercial) parcels to the north, east and south, and the properties abut a frontage road (Morningside Drive) with Highway 101 to the west. The site parcels surround (in a horseshoe formation) two adjacent parcels to the west that contain an existing pet grooming business within an existing building which was formerly a California Highway Patrol Office. The Santa Maria Joint Union High School Mark Richardson Career Technical Education Center and Agricultural Farm (CTECAF) is located on a parcel to the east, with access from an easement along Founders Avenue (driveway located immediately north of the site).

Existing Development: Historically, the site contained agricultural operations such as a Christmas tree farm and may have been utilized for livestock grazing, but it has not been under any agricultural production for at least 20 years. The vacant site contains no existing structures. There are abandoned stem walls on APN 107-150-022 (formerly part of Ikola Historical Park), a ten-foot-deep, approximately 19,700 square feet drainage basin on the southwest corner of the site (APN 107-150-022), and a graded slope associated with the building pad which was developed for the offsite pet grooming business on the inset parcels (APNs 107-150-006, -016, and -017).

3.2 ENVIRONMENTAL BASELINE

The environmental baseline from which the proposed project's impacts are measured consists of the physical environmental conditions in the vicinity of the proposed project, as described above. In addition to the on the ground conditions described above, the environmental baseline from which the proposed project's impacts are measured includes several recorded access/pipeline/utility easements running east-west across the northern, middle, and southern portions of the site. The 26-foot-wide public secondary emergency access and sewer easement which traverses east-west through the middle portion of the site was recorded as part of a proposed 30,000 square foot (sf) church on APN 107-150-020 immediately adjacent and east of the subject property. The church project was approved by the County Planning Commission on November 28, 2007 under a Conditional Use Permit and Development Plan (06CUP-00000-00055 and 06DVP-00000-00012) and also included Parcel Map 14,711 (06TPM-00000-00022/08MPC-00000-00001) which created the current configuration of the subject parcels and the adjacent APN 107-150-020. The 30-foot-wide recorded easement along the northern portion of the site was recorded for construction of water and sewer utilities in 2019 (Recording No 2019-0048787) and also to provide primary access to the church. The driveway and easement currently provide access to the Santa Maria Joint Union High School Mark Richardson Career Technical Education Center and Agricultural Farm (CTECAF), which was constructed after the church project was proposed. Utilities such as water and sewer main lines were constructed within the easement as part of the CTECAF project and services are provided to CTECAF by Golden State Water Company and Laguna County Sanitation District (respectively). The roadway, pipeline and utilities easement along the southern portion of the site was recorded to provide access and utilities in favor of a previous owner of the property that was subsequently sold and developed into the CTECAF.

The project proponent for the church allowed the CUP and DVP permits to expire and the church was never constructed. The 6.41-acre "church" parcel (APN 107-150-020) remains undeveloped and is not part of the proposed Famcon site or project. However, the potential environmental impacts of the proposed church project were analyzed under an Addendum to the Orcutt Community Community Plan EIR (OCP EIR/95-EIR-01). The Orcutt Community Plan EIR (OCP EIR) evaluated the impacts on the development potential contained within the Orcutt Community Plan as a whole. The OCP EIR contained detailed analyses for a number of Key Sites, including Key Site 33, which contains the proposed Famcon site.

In regards to the likely buildout of Highway Commercial Uses allowed on Key Site 33, the Orcutt Community Plan EIR identified significant and unavoidable impacts to agricultural resources, groundwater resources, traffic/circulation, wastewater, and visual resources. The County Board of Supervisors adopted a Statement of Overriding Considerations for those identified environmental impacts which could not be fully mitigated. The Statement of Overriding Considerations concluded that the significant and unavoidable impacts identified in the OCP EIR were ultimately determined to be acceptable when balanced against the merits of the OCP. When the OCP was adopted, the County determined that several mitigation measures were feasible and those measures were incorporated as polices and development standards in the OCP.

When the Planning Commission approved the church project, they determined that the proposed project must be consistent with the policies and development standards of the OCP. The Hope Church 06DVP-12 Staff Report referenced the Orcutt Community Plan EIR analysis of Key Site 33, which included a potential development scenario of: a 400-room motel, two restaurants, two gas stations, a large-scale RV park, and two convenience stores. The addendum to the OCP EIR did not discuss impacts to Land Use, Archaeological and Historical Resources, Recreation, Public Services, Noise, or Solid Waste because no significant impacts to those resources were identified during evaluation of the proposed church project and site. Significant impacts were anticipated for several other issue areas, including Agriculture, Biology, Geology and Soils/Flooding and Drainage, Water Resources, Air Quality, Risk of Upset/Oil Hazards, Wastewater, and Visual/Aesthetic Resources. Therefore, several mitigation measures from the OCP EIR were incorporated into the Conditions of Approval for the church project. The impacts and corresponding mitigation measures are discussed in the analyses of potentially significant effects under the respective issue areas below.

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

The following checklist indicates the potential level of impact and is defined as follows:

Potentially Significant and Unavoidable Impact: A fair argument can be made, based on the substantial evidence in the file, that an effect may be significant.

Significant but Mitigable: Incorporation of mitigation measures has reduced an effect from a Potentially Significant Impact to an Insignificant Impact.

Insignificant Impact: An impact is considered adverse but does not trigger a significance threshold.

No Impact: There is adequate support that the referenced information sources show that the impact simply does not apply to the subject proposed project.

Beneficial Impact: There is a beneficial effect on the environment resulting from the proposed project.

Reviewed Under Previous Document: The analysis contained in a previously adopted/certified environmental document addresses this issue adequately for use in the current case and is summarized in the discussion below. The discussion should include reference to the previous documents, a citation of the page(s) where the information is found, and identification of mitigation measures incorporated from the previous documents.

4.1 AESTHETICS/VISUAL RESOURCES

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?		X			
b. Change to the visual character of an area?		X			
c. Glare or night lighting which may affect adjoining areas?		X			
d. Visually incompatible structures?		X			

Existing Setting:
The proposed project site is located approximately 100 feet East of Highway and 2,000 feet south of the Santa Maria Way intersection with Highway 101, in a rural area bounded by vacant properties and an area characterized by agricultural, commercial, and institutional land uses, including buildings such as the existing pet grooming business and the CTECAF. Public views in this area are dominated by open rolling grasslands with small eucalyptus windrows on the site and nearby properties. The primary public viewshed for this proposed project is along the north- and south-bound lanes of Highway 101; offering travelers open northbound views of the distant Sierra Madre Mountains and southbound views of the Solomon Hills. Highway 101 is eligible for "Scenic Highway Designation" along its entire length in Santa Barbara County. The topography is relatively flat and existing nearby development does not silhouette against the skyline. Views of this site are available from Highway 101 roughly ¼-mile north and south of the site. Topography generally limits views of the site from viewpoints further than ¼-mile north, and vegetation generally limits views of the site from neighborhoods west of Highway 101. There are no public views of the site from the east.

County Environmental Thresholds:
The County's Visual Aesthetics Impact Guidelines classify coastal and mountainous areas, the urban fringe, and travel corridors as "especially important" visual resources. A proposed project may have the potential to create a significantly adverse aesthetic impact if (among other potential effects) it would impact important visual resources, obstruct public views, remove significant amounts of vegetation, substantially alter the natural character of the landscape, or involve extensive grading visible from public areas. The guidelines address public views, but aesthetic impacts are not addressed for private views.

Impact Discussion:
Development of the site would add a building, storage of water/utility conveyance (pipe) materials, paving, roads, signs, and night lighting. In addition, a General Plan Amendment and Rezone is proposed to change the land use designation from Highway Commercial (H) to General Commercial (C) and the zoning designation from Highway Commercial (CH) to General Commercial (C-3). The General Plan Amendment would also adjust the Urban/Rural Boundary to change the site from Rural Lands designation to Urban Lands designation.

a.-b., d.) The proposed urban land use designation, rezone to the General Commercial (C-3) Zone District, and construction of the pipe supply and outdoor storage site have the potential to cause **significant but mitigable impacts** to the visual character of the area when compared to the site's surroundings and may result in visually incompatible development (Impact VIS-1). The proposed project would develop a semi-rural and vacant property and allow more urbanized uses (such as outdoor storage of materials) with adjustment of the Urban/Rural Lands boundary. Specifically, the proposed building and outdoor storage

of construction (pipe) materials on site would be visible to the public view along Highway 101. Buildout of the site will include an 11,000 sf, 25-ft-high single-story rectangular warehouse with clerestory; and associated grading and landscaping. The landscaping will include a 50-foot-wide screening buffer along the northern and southern portions of the site adjacent to Morningside Drive, and perimeter screening trees incorporated within existing trees along the "u-shaped" boundary adjoining the existing pet grooming business property to the west. Grading will include 5,005 cubic yards (cy) of cut and 21,348 cy of fill (16,343 cy net soil import). Grading will provide a development pad for the building, internal driveways and 19-space parking lot, 40,000 sf outdoor storage area for large pipe materials, and 31,000 sf underground chamber stormwater retention basin. Grading will also create a 10-percent sloped driveway to allow an east to west egress. The egress driveway will be adjacent to the site boundary that adjoins the southern boundary of the existing pet grooming business property.

A retaining wall (10-ft maximum height) will be constructed to maintain the grade difference between the proposed egress driveway and the existing pet grooming business development pad. The proposed project will remove two eucalyptus trees *(Corymbia citriodora)* to allow for grading of the proposed egress driveway. A parallel set of retaining walls (5-ft-maximum height) will be constructed to maintain the grade difference between the proposed development and the existing development pad along the eastern and northern boundaries of the pet grooming business. The proposed project development would be similar to the existing character of the area, which includes a 4,000 sf building (pet grooming business) with 2,000 sf of kennels and three CTECAF buildings which total approximately 46,000 sf.

As discussed in Section 3.2 Environmental Baseline, the Addendum to the OCP EIR identified mitigation measures from the OCP EIR that were applied to the formerly-proposed Hope Community Church project and included in the Conditions of Approval for the CUP, DVP, and TPM permits. Additionally, the TPM Conditions of Approval were recorded with the Final Parcel Map. Impact VIS-1 above corresponds with OCP DevStd KS33-3 and OCP EIR Impacts VIS-3, VIS-4, VIS-5, VIS-7, and VIS-16 and mitigation measures MM-VIS-3, MM-VIS-4 and MM-VIS-7. Therefore, the impacts will be mitigated with implementation of MM-VIS-1 Frontage Road Landscaping, MM-VIS-2 Landscape Buffer, MM-VIS-3 Parking Landscaping, MM-VIS-4 Rural Character, and MM-VIS-5 Design Review.

Aesthetic/Visual Resources impacts will also be mitigated by MM-VIS-2 Right-Of-Way Landscape Maintenance and MM-VIS-3, which will require landscaping and maintenance within the parking area and frontage road right-of-way. In addition, the proposed project will be required to obtain North Board of Architectural Review approval of proposed project design to ensure the proposed development (including scale, character, colors, materials, and landscaping) will be compatible with vicinity development (MM-VIS-4 and MM-VIS-6). The architecture shall be compatible with the rural character of the area (MM-VIS-4), pursuant to the mitigation measures that were recorded for the subject properties as part of the church project (Case No. 06DVP-00000-00012).

c.) The proposed project has the potential to cause **significant but mitigable** impacts to nighttime dark skies of adjoining areas, because it would install exterior night lighting for security purposes and to meet California Building Code requirements (Impact VIS-2). Impact VIS-2 coincides with OCP EIR Impact VIS-2, and mitigation measure MM-VIS-2. Therefore, the impact will be mitigated with implementation of MM-VIS-6 Lighting Plan, which will require the incorporation of a Lighting Plan that includes low intensity, low glare, hooded and downward-directed exterior lighting. In addition, the Lighting Plan shall be reviewed and approved by the North Board of Architectural Review.

Cumulative Impacts. The OCP EIR identified significant and unavoidable cumulative impacts caused by expansion of urban activities into existing rural open space and degradation of views from designated scenic corridors (Impacts VIS-17 and VIS-18). As discussed in Section 3.2 Environmental Setting, the Board

of Supervisors adopted a Statement of Overriding Considerations for those impacts which could not be fully mitigated. The project's incremental contribution to this overall impact would be addressed by the Statement of Overriding Considerations previously approved by the Board of Supervisors when the OCP was adopted. As described in the impact section above, implementation of the proposed project is not anticipated to result in any substantial change in the aesthetic character of the area since the development will be visually compatible with its surroundings. Thus, the proposed project would not cause a cumulatively considerable effect on aesthetics.

Mitigation and Residual Impact.
The following mitigation measures would reduce the proposed project's aesthetic impacts to an insignificant level:

MM-VIS-1 Frontage Road Landscaping: Proposed project development shall incorporate the adjacent portion of the Morningside Drive right-of-way into landscape plans. The landscaping shall utilize drought-tolerant species to the maximum extent feasible, consisting of low maintenance trees, shrubs, and groundcover which do not obstruct views of motorists, bicyclists, and pedestrians. The owner of the property shall be responsible for the maintenance of the adjacent right-of-way area.
MONITORING: Permit Compliance staff shall inspect landscaping prior to occupancy to ensure material has been installed consistent with the approved landscaping plans.

MM-VIS-2 Landscape Buffer: All new development adjacent to Highway 101 shall include a 50-foot landscaped buffer along the western boundary of the site with Highway 101, not including the frontage road. The buffers shall be vegetated with sufficient plantings of drought tolerant and/or native trees and shrubs to screen parking areas and "break up" building masses. The landscaping shall utilize a large proportion of trees reaching a minimum height of 35 feet to help preserve the areas rural character.
PLAN REQUIREMENTS AND TIMING: The applicant shall submit architectural drawings, fencing plans, grading plans, and landscape plans of the proposed project which reflect the 50-foot landscape buffer for review and final approval by the Board of Architectural Review prior to issuance of a Zoning Clearance for structural development on the project site.
MONITORING: Prior to occupancy clearance, Permit Compliance staff shall site inspect for conformance to approved plans.

MM-VIS-3 Parking Landscaping: All parking areas shall include a minimum of one planter for every 10 parking spaces. The planters shall include trees of sufficient canopy upon maturity to provide at least 50% canopy coverage of parking areas. Larger planters should be included at the end of each row of parking spaces and planted with trees, smaller shrubs, and drought tolerant ground cover.
PLAN REQUIREMENTS AND TIMING: The applicant shall submit architectural drawings, fencing plans, grading plans, and landscape plans of the proposed project for review and final approval by the Board of Architectural Review prior to issuance of Zoning Clearance for structural development. Fencing that is proposed around the storm water retardation basin shall also be approved by the Flood Control District.
MONITORING: Prior to occupancy clearance, Permit Compliance staff shall site inspect for conformance to approved plans.

MM-VIS-4 Rural Character: The design, scale, and character of the proposed project architecture shall be compatible with the rural character of the area. All development including building, fences, and parking shall be sited and designed to protect the visual character of the surrounding areas and blend in with natural landforms through the use of such methods as setbacks, building orientation, materials and colors (earth tones and non-reflective paints), landscape buffers, shielded exterior lighting, and screening of parking areas.

PLAN REQUIREMENTS AND TIMING: The applicant shall submit architectural drawings of the proposed project for review and final approval by the Board of Architectural Review prior to Zoning Clearance for structural development.

MM-VIS-5 Design Review: The Owner/Applicant shall obtain Board of Architectural Review (BAR) approval for project design. All project elements (e.g., design, scale, character, colors, materials and landscaping shall be compatible with vicinity development and shall conform in all respects to BAR approval (23BAR-00152).
TIMING: The Owner/Applicant shall submit architectural drawings of the project for review and shall obtain final BAR approval prior to issuance of Zoning Clearance. Grading plans, if required, shall be submitted to P&D concurrent with or prior to BAR plan filing.
MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that the project has been built consistent with approved BAR design and landscape plans prior to Final Building Inspection Clearance.

MM-VIS-6 Lighting Plan: The Owner/Applicant shall ensure any exterior night lighting installed on the proposed project site is of low intensity, low glare design, minimum height, and shall be hooded to direct light downward onto the subject lot and prevent spill-over onto adjacent lots. No unobstructed beam of exterior light shall be directed toward any area zoned or developed residential. The Owner/Applicant shall install timers or otherwise ensure lights are dimmed after 10 p.m.
PLAN REQUIREMENTS: The Owner/Applicant shall develop a Lighting Plan for P&D and BAR approval incorporating these requirements and showing locations and height of all exterior lighting fixtures.
TIMING: P&D and BAR shall review a Lighting Plan for compliance with this measure prior to issuance of a Zoning Clearance for structures.
MONITORING: Compliance Monitoring staff shall inspect structures upon completion to ensure that exterior lighting fixtures have been installed consistent with their depiction on the final Lighting Plan prior to Final Building Inspection Clearance.

With the incorporation of these measures, residual impacts would be insignificant.

4.2 AGRICULTURAL RESOURCES

Will the proposal result in:	Poten. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs?				X	
b. An effect upon any unique or other farmland of State or Local Importance?				X	

Existing Setting:
As discussed in Section 3.0 Environmental Setting, the site does not contain any agricultural operations and the surrounding properties to the north and east are vacant. The adjoining property to the south is zoned AG-II-100 and is currently occupied by the Elks Event Center. One driveway immediately adjacent and along the southern property boundary provides access (via easement) to agricultural operations on property located approximately 1,000 feet to the east of the proposed Famcon site. Another driveway (located approximately 80 feet south of the southern property boundary) provides secondary access to the Elks Event Center and parking areas located in the fields on the northeast portion of the Elks Event Center.

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR analyzed impacts to Agricultural Resources. No significant impacts to Agricultural Resources were identified during evaluation of the proposed church project and site. Therefore, none of the OCP EIR mitigations for impacts to Archaeological and Historical Resources have been applied to the Famcon project.

a.-b) The proposed project site does not contain a combination of acreage and/or soils which render the site an important agricultural resource. The site does not adjoin any neighboring agricultural operations, nor will it impact any neighboring agricultural operations.

Mitigation and Residual Impact: No impacts are identified. No mitigations are necessary.

Cumulative Impacts:
The County's Environmental Thresholds were developed, in part, to define the point at which a proposed project's contribution to a regionally significant issue constitutes a significant effect at the proposed project level. In this instance, the proposed project has been found not to have any impact on agricultural resources. Therefore, the proposed project's contribution to the regionally significant loss of agricultural resources is not considerable, and its cumulative effect on regional agriculture is insignificant.

4.3a AIR QUALITY

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?			X		
b. The creation of objectionable smoke, ash or odors?				X	
c. Extensive dust generation?			X		

Existing Setting. The Santa Barbara County Air Pollution Control District (APCD) provides oversight on compliance with air quality standards within the County, and is responsible for the preparation of the County's Clean Air Plan. Santa Barbara County is part of the Central South Coast Air Basin, which also includes Ventura and San Luis Obispo Counties. Ambient air quality within the basin in generally good. However, the basin periodically experiences atmospheric temperature inversion layers, generally between May and October, which tend to prevent the rapid dispersion of pollutants. Presently, Santa Barbara County is in attainment of the California Ambient Air Quality Standards (CAAQS) for nitrogen dioxide (NO_2), sulfur dioxide (SO_2), carbon monoxide (CO), sulphates ($SO_{4,2}$), hydrogen sulfide (H_2S), and lead (Pb). The County is in nonattainment of the CAAQS for ozone (O_3, 8-hour) and particulate matter PM10, and is considered unclassified for $PM_{2.5}$. The major sources of ozone precursor emissions in the County are motor vehicles and marine vessels, the petroleum industry, and solvent use. Sources of

particulate matter include mineral quarries, grading, demolition, agriculture tilling, road dust, and vehicle exhaust.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) identified the following groups who are most likely to be affected by air pollution, known as sensitive receptors: children under 14 years of age; elderly over 65 years of age; athletes; and people with cardiovascular and chronic respiratory diseases. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics.

County Environmental Threshold:
Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (as revised in August 2024) addresses the subject of air quality. The thresholds provide that a proposed project will not have a significant impact on air quality if operation of the proposed project will:

- emit (from all proposed project sources, mobile and stationary), less than the daily trigger for offsets for any pollutant (currently 240 pounds per day for NO_x and ROC, and 80 pounds per day for PM_{10});
- emit less than 25 pounds per day of oxides of nitrogen (NO_x) or reactive organic compounds (ROC) from motor vehicle trips only;
- not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);
- not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and
- be consistent with the adopted federal and state Air Quality Plans.

No thresholds have been established for short-term impacts associated with construction activities. However, the County's Grading Ordinance requires standard dust control conditions for all proposed projects involving grading activities. Long-term/operational emissions thresholds have been established to address mobile emissions (i.e., motor vehicle emissions) and stationary source emissions (i.e., stationary boilers, engines, and chemical or industrial processing operations that release pollutants).

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR analyzed impacts that were identified in the OCP EIR, but no site-specific Air Quality impacts were identified for the project. Therefore, none of the OCP EIR mitigations were applied to the church project, and none of them have been incorporated into the proposed Famcon project.

(a.-c.) The proposed project would not result in significant new vehicle emissions because the 84 new vehicular trips to and/or from the site would fall well below the screening threshold of 800 trips. It would not involve new stationary sources (i.e., equipment, machinery, hazardous materials storage, industrial or chemical processing, etc.) that would increase the amount of pollutants released into the atmosphere. The proposed project would not generate additional smoke, ash, odors, or long term dust after construction.

Short-Term Construction Impacts. Proposed project-related construction activities would require grading that has been minimized to the extent possible under the circumstances. Earth moving operations at the proposed project site would not have the potential to result in significant proposed project-specific short-term emissions of fugitive dust and $PM_{10,}$ with the implementation of standard dust control measures that are required for all new development in the County.

Emissions of ozone precursors (NO_x and ROC) during proposed project construction would result primarily from the on-site use of heavy earthmoving equipment. Due to the limited period of time that grading activities would occur on the proposed project site, construction-related emissions of NO_x and ROC would not be significant on a proposed project-specific or cumulative basis. However, due to the non-attainment status of the air basin for ozone, the proposed project should implement measures recommended by the APCD to reduce construction-related emissions of ozone precursors to the extent feasible (Attachment 2). Compliance with these measures is routinely required for all new development in the County.

Cumulative Impacts. The County's Environmental Thresholds were developed, in part, to define the point at which a proposed project's contribution to a regionally significant impact constitutes a significant effect at the proposed project level.

In this instance, the proposed project has been found not to exceed the significance criteria for air quality. Therefore, the proposed project's contribution to regionally significant air pollutant emissions is not cumulatively considerable, and its cumulative effect is insignificant.

Mitigation and Residual Impact. The following mitigation measures would reduce the proposed project's air quality impacts to an insignificant level:

Implementation of standard conditions placed on the grading plan as implemented through Chapter 14 (Grading Ordinance) of the County Code, along with standard APCD conditions would reduce potential short-term dust impacts to a less than significant level. The proposed project would not result in significant proposed project-specific long-term air quality impacts. No further mitigation measures are required.

MM-AIR-01: Dust Control. The Owner/Applicant shall comply with the following dust control components at all times including weekends and holidays:
1. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site.
2. During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, use water trucks or sprinkler systems to prevent dust from leaving the site and to create a crust after each day's activities cease.
3. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site.
4. Wet down the construction area after work is completed for the day and whenever wind exceeds 15 mph.
5. When wind exceeds 15 mph, have site watered at least once each day including weekends and/or holidays.
6. Order increased watering as necessary to prevent transport of dust off-site.
7. Cover soil stockpiled for more than two days or treat with soil binders to prevent dust generation. Reapply as needed.
8. If the site is graded and left undeveloped for over four weeks, the Owner/Applicant shall immediately: (i) Seed and water to re-vegetate graded areas; and/or (ii) Spread soil binders; and/or; (iii) Employ any other method(s) deemed appropriate by P&D or APCD.
PLAN REQUIREMENTS: These dust control requirements shall be noted on all grading and building plans.
PRE-CONSTRUCTION REQUIREMENTS: The contractor or builder shall provide P&D monitoring staff and APCD with the name and contact information for an assigned onsite dust control monitor(s) who has the responsibility to:
1. Assure all dust control requirements are complied with including those covering weekends and holidays.
2. Order increased watering as necessary to prevent transport of dust offsite.
3. Attend the pre-construction meeting.

TIMING: The dust monitor shall be designated prior to First Grading Permit. The dust control components apply from the beginning of any grading or construction throughout all development activities until Final Building Inspection Clearance is issued and landscaping is successfully installed.
MONITORING: P&D processing planner shall ensure measures are on plans. P&D grading and building inspectors shall spot check; Grading and Building shall ensure compliance onsite. APCD inspectors shall respond to nuisance complaints.

MM-AIR-02: Emission Reduction.
1. All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
2. Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
3. Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
4. All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NOx idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.
5. Off-road heavy-duty diesel equipment with engines certified to meet U.S. EPA Tier 4 emission standards should be used to the maximum extent feasible. Please contact the District if alternative strategies for meeting Tier 4 emission standards are considered.
6. On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
7. Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.
8. Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or renewable diesel, should be used on-site where feasible.
9. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
10. All construction equipment shall be maintained in tune per the manufacturer's specifications.
11. The engine size of construction equipment shall be the minimum practical size.
12. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
13. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
14. Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.
15. Proposed truck routes should minimize impacts to residential communities and sensitive receptors.
16. Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

PLAN REQUIREMENTS AND TIMING: Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout grading and construction periods.

The contractor shall retain onsite the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles and have it available for inspection.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

4.3b AIR QUALITY - GREENHOUSE GAS EMISSIONS

Greenhouse Gas Emissions - Will the proposed project:	**Poten. Signif. and Unavoid.**	**Signif. But Mitigable**	**Insignif.**	**No Impact / Beneficial Impact**	**Reviewed Under Previous Document**
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?					X
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?					X

Existing Setting: Greenhouse gases (GHG) include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3) (California Health and Safety Code, § 38505(g)). These gases create a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as "the greenhouse effect," human activities have accelerated the generation of GHG emissions above pre-industrial levels (U.S. Global Change Research Program 2018). The global mean surface temperature increased by approximately 1.8°F (1°C) in the past 80 years, and is likely to reach a 2.7°F (1.5°C) increase between 2030 and 2050 at current global emission rates (IPCC 2023).

The largest source of GHG emissions from human activities in the United States is from fossil fuel combustion for electricity, heat, and transportation. Specifically, the *Inventory of U.S. Greenhouse Gasses and Sinks: 1990-2022* (U.S. Environmental Protection Agency 2024) states that the primary sources of GHG emissions from fossil fuel combustion in 2022 included electricity production (25%), transportation (29%), industry (30%), agriculture (10%), and commercial and residential end users (31%, combined).

The County of Santa Barbara's 2030 Climate Action Plan (2030 CAP) and the accompanying Programmatic Environmental Impact Report (PEIR) contain a detailed description of the proposed project's existing regional setting as it pertains to GHG emissions. Regarding non-stationary sources of GHG emissions within Santa Barbara County specifically, the transportation sector produces 48% of the total emissions, followed by natural gas used in buildings and facilities (21%), agriculture (14%), electricity used in buildings and facilities (7%), off-road equipment (5%), and solid waste (4%) sectors (2030 CAP).

The overabundance of GHG in the atmosphere has led to a warming of the earth and has the potential to substantially change the earth's climate system. More frequent and intense weather and climate-related events are expected to damage infrastructure, ecosystems, and social systems across the United States (U.S. Global Change Research Program 2018). California's Central Coast, including Santa Barbara County, will be affected by changes in precipitation patterns, reduced foggy days, increased extreme heat days, exacerbated drought and wildfire conditions, and acceleration of sea level rise leading to increased coastal flooding and erosion (Langridge, Ruth 2018).

Global mean surface warming results from GHG emissions generated from many sources over time, rather than emissions generated by any one proposed project (IPCC 2014). As defined in CEQA Guidelines Section 15355, and discussed in Section 15130, "'Cumulative impacts' refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Therefore, by definition, climate change under CEQA is a cumulative impact.

CEQA Guidelines Section 15064.4(b) states that a lead agency "should focus its analysis on the reasonably foreseeable incremental contribution of the proposed project's [GHG] emissions to the effects of climate change." A proposed project's individual contribution may appear small but may still be cumulatively considerable. Therefore, it is not appropriate to determine the significance of an individual proposed project's GHG emissions by comparing against state, local, or global emission rates. Instead, the Governor's Office of Planning and Research recommends using an established or recommended threshold as one method of determining significance during CEQA analysis (OPR 2008, 2018). A lead agency may determine that a proposed project's incremental contribution to an existing cumulatively significant issue, such as climate change, is not significant based on supporting facts and analysis [CEQA Guidelines Section 15130(a)(2)].

Environmental Threshold: In 2024, Santa Barbara County adopted its 2030 Climate Action Plan (2030 CAP), with an emission reduction goal of 50 percent below 2018 levels by 2030 and achieving carbon neutrality by 2045 or sooner, which are in line with the State's GHG emission reduction goals. The 2030 CAP is a qualified greenhouse gas emissions reduction plan pursuant to CEQA Guidelines Section 15183.5, which allows discretionary non-industrial proposed projects to tier their GHG emissions analysis off the 2030 CAP Programmatic Environmental Impact Report (PEIR) if the proposed project is found consistent with the 2030 CAP. To aid in determining a proposed project's consistency with the 2030 CAP, the County has developed the Climate Action Plan Consistency Checklist (Checklist). A proposed project found to be consistent with the 2030 CAP that tiers GHG emissions analysis off the 2030 CAP PEIR will have an insignificant environmental impact in regards to GHG emissions.

Concurrent with adoption of the 2030 CAP, Santa Barbara County adopted new GHG emissions thresholds of significance (Thresholds) for non-industrial stationary source proposed projects based on the County's 2030 GHG target (i.e., 50 percent below 2018 levels by 2030). The thresholds were developed and adopted consistent with CEQA Guidelines Section 15064.7, Thresholds of Significance. The thresholds are designed to identify (1) a cumulatively considerable contribution to an existing adverse condition, and (2) a cumulatively significant impact in combination with other proposed projects causing related impacts. A CEQA lead agency may determine that a proposed project's incremental contribution to an existing cumulatively significant issue, such as climate change, is not significant based on supporting facts and analysis (CEQA Guidelines Section 15130, Discussion of Cumulative Impacts, Subsection (a)(2)). The CEQA Guidelines direct that a proposed project's contribution to a significant cumulative impact will be rendered insignificant if the proposed project is required to implement or fund its fair share of a mitigation measure designed to alleviate the cumulative impact (CEQA Guidelines Section 15130(a)(3)). Any non-industrial stationary source project that does not demonstrate consistency with the 2030 CAP shall be subject to the following applicable threshold based on proposed project type: 2.68 metric tons CO_2 equivalent (MT CO_2e) per year per resident for residential proposed projects; 2.63 MT CO_2e/year per employee for non-residential proposed projects; and 2.67 MT CO_2e/year per service person for mixed-use proposed projects. If the estimated GHG emissions are less than the applicable threshold, staff can conclude that the proposed project will have an insignificant environmental impact, and the proposed project would require no further analysis. For proposed projects that exceed the threshold, mitigation measures are needed.

Impact Discussion:

As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR analyzed impacts that were identified in the OCP EIR, but GHGs were not yet included in County EIR analyses. Therefore, there were no previous GHG mitigations that could be applied to the Famcon project.

a.-b.) The proposed project has been found consistent with the 2030 Climate Action Plan (CAP), as demonstrated by the completed Climate Action Plan Consistency Checklist (Attachment 3). The proposed project can therefore tier GHG emissions analysis from the 2030 CAP PEIR pursuant to CEQA Guidelines Section 15183.5. Based on the 2030 CAP measures applied as mitigation measures, the proposed project would result in less than significant GHG emissions and would not result in a cumulatively considerable impact related to GHG emissions and climate change.

The completed CAP Checklist specifies that Comprehensive Plan and Zoning Amendments which result in an equivalent or less GHG-intensive project when compared to the existing designations (item 1b.) could be considered consistent with the CAP – depending on the proposed development. The proposed project involves a land use Designation change and rezone from Commercial Highway to General Commercial. The proposed development is equivalent or less GHG-intensive that what could be allowed under the current designation of Commercial Highway. The use will remain commercial, and therefore the proposed change in land use and zoning designation will not create a more GHG—intensive impact.

Certain 2030 CAP measures do not apply to the proposed project as follows, and inclusion of these measures is not required for consistency with the 2030 CAP. As indicated in the completed checklist (Attachment 3), County 2030 Climate Action Plan Measure TR-2, Large Employers – Transportation Demand Management/TDM does not apply because the project will have eight employees, which is well below the threshold of 50 or more employees.

Mitigation and Residual Impact:
The following mitigation measures would reduce the proposed project's greenhouse gas impacts to an insignificant level:

MM-GHG-1 Building Electrification: Project construction shall comply with 2030 Climate Action Plan Action CE-1.1 and be all-electric with no natural gas hookup.

MM-GHG-2 Carbon Free Electricity: Project construction and operation shall retain Central Coast Community Energy as the energy provider or otherwise utilize 100% carbon free electricity.

MM-GHG-3 EV Charging Infrastructure: Project construction and operation shall commit to the use of electrified off-road landscaping equipment (e.g. mowers, chippers, tractors) for ongoing operations and maintenance.

MM-GHG-4 Reduce VMT: Project shall demonstrate consistency with the County's Thresholds of Significance for Transportation Impacts in the County Environmental Thresholds and Guidelines manual by meeting the screening criteria for Vehicle Miles Traveled (VMT).

MM-GHG-5- Landfill Diversion Rate Goal: Project shall meet current legislation and 2030 Climate Action Plan goals to properly sort and collect recyclables and organic waste, as applicable, to reduce communitywide landfilled organics 80% by 2030 and 100% by 2045 by providing dedicated space for organic waste and/or recycling receptacles.

MM-GHG-6- Organics Recycling Requirement: Project shall meet SB 1383 legislation requirements by posting education signage, as applicable, and sorting and collecting organic waste, as applicable, to achieve 0.08 tons per capita compost procurement requirements for the unincorporated County.

With the incorporation of these measures, residual impacts would be insignificant.

Cumulative Impacts:

The proposed project's total greenhouse gas emissions would be less than the applicable threshold. Therefore, the proposed project's incremental contribution to a cumulative effect is not cumulatively considerable and the proposed project's greenhouse gas emissions will not have a significant impact on the environment.

References:

County of Santa Barbara Sustainability Division, Community Services Department, *Climate Action Plan*, August 2024.

County of Santa Barbara Sustainability Division, Community Services Department, *Final Environmental Impact Report for the Climate Action Plan*, May 2024.

County of Santa Barbara Planning and Development, *Environmental Thresholds and Guidelines Manual*, October 2008 (Revised August 2024).

Governor's Office of Planning and Research (OPR), *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review,* June 2008.

Governor's Office of Planning and Research (OPR), *CEQA and Climate Change Advisory, Discussion Draft,* December 2018.

Intergovernmental Panel on Climate Change (IPCC), *Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II, and III to the Firth Assessment report of the Intergovernmental Panel on Climate Change* [Core Writing Team, R.K. Pachauri and L.A. Mayer (eds.)]. IPCC, Geneva, Switzerland, 151 pp.

IPCC, 2023: Summary for Policymakers. In: Climate Change 2023: Synthesis Report. Contribution of Working Groups I, II and III to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, H. Lee and J. Romero (eds.)]. IPCC, Geneva, Switzerland, pp. 1-34, doi: 10.59327/IPCC/AR6-9789291691647.001

Langridge, Ruth (University of California, Santa Cruz). California's Fourth Climate Change Assessment, Central Coast Summary Report, September 2018.

U.S. Environmental Protection Agency*, Inventory of U.S. Greenhouse Gasses and Sinks: 1990-20122*, April 2024.

U.S. Global Change Research Program, *Fourth National Climate Assessment, Volume II*: Impacts, Risks, and Adaptation in the United States, 2018.

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
Flora					
a. A loss or disturbance to a unique, rare or threatened plant community?				X	
b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants?				X	
c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?				X	
d. An impact on non-native vegetation whether naturalized or horticultural if of habitat value?				X	
e. The loss of healthy native specimen trees?				X	
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat?				X	
Fauna					
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals?				X	
h. A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)?				X	
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?				X	
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?				X	
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?				X	

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR analyzed impacts that were identified in the OCP EIR, but no site-specific Biological Resources impacts were identified for the project. Therefore, none of the OCP EIR mitigations for impacts to Biological Resources were applied to the church project, and none of them have been incorporated into the Famcon project.

a.-k.) No natural plant communities exist on the site and no sensitive wildlife species are known to inhabit the premises or use the site for breeding or foraging. The site is within an area mapped as potential range of the Santa Barbara population of California Tiger Salamander. Therefore, P&D consulted with the United States Fish and Wildlife Service (USFWS) staff via email correspondence on November 11, 2024, and no concerns were identified with the proposed project (Attachment 4). Additionally, no native or specimen trees are located in the area of proposed project disturbance. No impacts to biological resources are anticipated.

Mitigation and Residual Impact[1]:
No impacts are identified. No mitigation is necessary.

Cumulative Impacts:
Since the proposed project would not impact biological resources, it would not have a cumulatively considerable effect on the County's biological resources.

4.5 CULTURAL RESOURCES

Will the proposal:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Cause a substantial adverse change in the significance of any object, building, structure, area, place, record, or manuscript that qualifies as a historical resource as defined in CEQA Section 15064.5?			X		
b. Cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource pursuant to CEQA Section 15064.5?			X		
c. Disturb any human remains, including those located outside of formal cemeteries?			X		
d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X		

County Environmental Thresholds: Chapter 8 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (2008, revised February 27, 2018) contains guidelines for the identification, significance evaluation, and mitigation of impacts to cultural resources, including archaeological, historic,

[1] May require payment of fees to the California Department of Fish and Game

and tribal cultural resources. In accordance with the requirements of CEQA, these guidelines specify that if a resource cannot be avoided, it must be evaluated for importance under specific CEQA criteria. CEQA Section 15064.5(a)(3)A-D contains the criteria for evaluating the importance of archaeological and historic resources. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the significance criteria for listing in the California Register of Historical Resources: (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history. The resource also must possess integrity of at least some of the following: location, design, setting, materials, workmanship, feeling, and association. For archaeological resources, the criterion usually applied is (D).

CEQA calls cultural resources that meet these criteria "historical resources". Specifically, a "historical resource" is a cultural resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources, or included in or eligible for inclusion in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1. As such, any cultural resource that is evaluated as significant under CEQA criteria, whether it is an archaeological resource of historic or prehistoric age, a historic built environment resource, or a tribal cultural resource, is termed a "historical resource".

CEQA Guidelines Section 15064.5(b) states that "a proposed project that may cause a substantial adverse change in the significance of an historical resource is a proposed project that may have a significant effect on the environment." As defined in CEQA Guidelines Section 15064.5(b), substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired when a proposed project: (1) demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; (2) demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources; or (3) demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

For the built environment, a proposed project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Weeks and Grimmer 1995), is generally considered as mitigated to an insignificant impact level on the historical resource.

Existing Setting:
For at least the past 10,000 years, the area that is now Santa Barbara County has been inhabited by Chumash Indians and their ancestors. Cultural sites in this area tend to be along waterways (particularly on adjacent alluvial benches or terraces), near springs, and near rock outcrops. A records search was conducted at the Central Coast Information Center of the University of California, Santa Barbara (CCIC) on November 18, 2024 and no recorded archaeological sites are located within 2,000 feet of the proposed project site. In addition, there are no waterways, alluvial benches, springs or rock outcrops on or nearby the site.

To date, Santa Barbara County has received no requests from tribal groups to participate in government-to-government consultation, pursuant to Public Resources Code (PRC) Sections 21080.3.1 and 65352.3, and in accordance with the provisions of Assembly Bill (AB) 52 and Senate Bill (SB) 18. On August 22 and November 20, 2024, formal notices of General Plan Amendment (pursuant to SB 18 and AB 52, respectively) for the proposed project were sent to the following tribal contacts:
Sam Cohen, Government and Legal Affairs Director of the Santa Ynez Band of Chumash Indians
Gabe Frausto, Chairman of the Coastal Band of the Chumash Nation
Crystal Mendoza, Elder's Council Administrative Assistant for the Santa Ynez Band of Chumash Indians
Julio Quair, Chairperson of the Chumash Council of Bakersfield
Wendy Teeter, Cultural Resources Archaeologist for the Santa Ynez Band of Chumash Indians
Violet Walker, Chairperson of the Northern Chumash Tribal Council
Nakia Zavalla, Tribal Historic Preservation Officer for the Santa Ynez Band of Chumash Indians

The notices provided opportunity for consultation under SB 18 and AB 52, and included a description of the proposed project. The consultation period under SB 18 ended on November 26, 2024 and the consultation period under AB 54 ended on January 6, 2025. One reply was received from the Tribal Elders' Council for the Santa Ynez Band of Chumash Indians with no concerns expressed and no tribal cultural resources (TCRs) were identified on the subject parcel.

As indicated in the Orcutt Community Plan, the property was owned by Dr. Roger Ikola and he moved three historic structures (The Pleasant Valley Schoolhouse, The Newlove Residence, and The Paulding Residence) from the East Battles Road area of Santa Maria to the site to save them from demolition. Dr. Ikola had hoped to create "Heritage Park" (a historical park), but the park never came to fruition and the buildings fell into disrepair. The Paulding Schoolhouse was moved to another site in Buellton and restored, The Newlove Residence was moved to the Foxen Canyon Road area and restored, and The Paulding Residence was demolished.

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR did not analyze impacts to Archaeological and Historical Resources because no significant impacts to those resources were identified during evaluation of the proposed church project and site, and none of the OCP EIR mitigations for impacts to Archaeological and Historical Resources have been applied to the Famcon project.

a.- d.) As discussed in Section 3.2 Environmental Baseline and the Cultural Resources Existing Setting above, no cultural resources were identified within or adjacent to the proposed project area. Therefore, the proposed project would not cause a substantial adverse change in the significance of any historical resource, cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource, disturb any human remains, or cause a substantial adverse change in the significance of a tribal cultural resource. In order to comply with cultural resource policies, the development proposed project would be conditioned with a standard archaeological discovery clause which requires that any previously unidentified cultural resources discovered during site development are treated in accordance with the County's Cultural Resources Guidelines [Chapter 8 of the County's Environmental Thresholds and Guidelines Manual (rev.2/2018)]. Impacts would be insignificant.

Cumulative Impacts:
Since the proposed project would not impact cultural resources, it would not have a cumulatively considerable effect on the County's cultural resources.

4.6 ENERGY

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?			X		
b. Requirement for the development or extension of new sources of energy?			X		

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR did not analyze impacts to electrical facilities within the OCP area because no significant impacts to Public Services were identified during evaluation of the proposed project and project site. Therefore, none of the OCP EIR mitigations were applied to the church project.

a.-b.) The County has not identified significance thresholds for electrical and/or natural gas service impacts (Thresholds and Guidelines Manual). Private electrical and natural gas utility companies provide service to customers in Central and Southern California, including the unincorporated areas of Santa Barbara County. The proposed project consists of a pipe and supply sales warehouse for wet and dry utility installations, and energy use is estimated in the following table:

Energy Use

Multiplier	Proposed project Demand
Natural Gas (13.7 million BTU per capita[2])	Not applicable/No natural gas use proposed
Electricity (7.4MWh/yr/home PG&E; 6.9 MWh/yr/home SCE)[3]	0.5 megawatt hours per year

The building would need a daily supply of 455 amps at 120/208V, resulting in 164 kW used per day. The total usage would be approximately 500 kWh/yr, or 0.5 MWh/yr. As indicated in the table above, the building demand would represent a much lower portion of total demand when compared with the average annual electricity demand of the typical residence in California. The proposed demand would be a fraction (seven percent) of the annual energy usage of the typical residence in California.

In summary, the proposed project would have minimal long-term energy requirements. No adverse impacts would result.

Cumulative Impacts:
The proposed project's contribution to the regionally significant demand for energy is not considerable, and is therefore insignificant.

Mitigation and Residual Impact:
No mitigation is required. Residual impacts would be insignificant.

[2] http://apps1.eere.energy.gov/states/residential.cfm/state=CA#ng
[3] http://enduse.lbl.gov/info/LBNL-47992.pdf

4.7 FIRE PROTECTION

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Introduction of development into an existing high fire hazard area or exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?		X			
b. Proposed project-caused high fire hazard?			X		
c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for fire fighting?			X		
d. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X		
e. Introduction of development that will substantially impair an adopted emergency response plan, emergency evacuation plan, or fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?			X		
f. Development of structures beyond safe Fire Dept. response time?			X		

County Standards

The following County Fire Department standards are applied in evaluating impacts associated with the proposed development:

- The emergency response thresholds include Fire Department staff standards of one on-duty firefighter per 4,000 persons (generally 1 engine company per 12,000 people, assuming three firefighters/station). The emergency response time standard is approximately 5-6 minutes.
- Water supply thresholds include a requirement for 750 gpm at 20 psi for urban single family dwellings in urban and rural developed neighborhoods, and 500 gpm at 20 psi for dwellings in rural areas (lots larger than five acres).
- The ability of the County's engine companies to extinguish fires (based on maximum flow rates through hand held line) meets state and national standards assuming a 5,000 square foot structure. Therefore, in any portion of the Fire Department's response area, all structures over 5,000 square feet are an unprotected risk (a significant impact) and therefore should have internal fire sprinklers.
- Access road standards include a minimum width (depending on number of units served and whether parking would be allowed on either side of the road), with some narrowing allowed for driveways. Cul-de-sac diameters, turning radii and road grade must meet minimum Fire Department standards based on proposed project type.
- Two means of egress may be needed and access must not be impeded by fire, flood, or earthquake. A potentially significant impact could occur in the event any of these standards is not adequately met.

Impact Discussion:
Predictions about the long-term effects of global climate change in California include increased incidence of wildfires and a longer fire season, due to drier conditions and warmer temperatures. Any increase in the number or severity of wildfires has the potential to impact resources to fight fires when they occur, particularly when the state experiences several wildfires simultaneously. Such circumstances place greater risk on development in high fire hazard areas.

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR did not analyze impacts to Fire Protection because no significant impacts to Public Services were identified during initial evaluation of the proposed project and project site. Therefore, none of the OCP EIR mitigations were applied to the church project.

a.) The proposed project is located within the mapped boundaries of the High Fire Hazard Area of Santa Barbara County. Therefore, the proposed project will cause **significant but mitigable impacts** with regard to wildfire risk to structures and people (Impacts FIRE-1, FIRE-2, FIRE-3, and FIRE-4). Special provisions of the Building Code will apply regarding fire safety, including requirements for structural design, sprinkler system requirements, and fire-resistant building materials with implementation of mitigations MM-FIRE-1 and MM-FIRE-3. In addition, Defensible Space Guidelines will apply to the design and maintenance of the site and associated landscaping with implementation of mitigation MM-FIRE-2. The project applicant will also be required to pay Development Impact Mitigation Fees to the Fire Department with implementation of mitigation MM-FIRE-4.

b.-f.) The proposed project would not cause a high fire hazard because it will be within an urbanized area that contains very little fuel for wildland fire. The vacant property contains mostly grassland that is mowed to reduce fuel load. There is an existing water main adjacent to the site along the northern boundary and adequate water resources for fighting wildland fire are available. Fire hydrants and building sprinklers will be installed as part of the proposed project. The proposed project will not require installation or maintenance of other infrastructure associated with wildland fire. The proposed development will not substantially impair an adopted emergency response plan, emergency evacuation plan, or fire prevention techniques such as controlled burns or backfiring in high fire hazard areas. The proposed project would be within the service area of Santa Barbara County Fire Station # 26 at 1596 Tiffany Park Ct in Orcutt. Emergency response times are estimated to be within 5-7 minutes. Proposed project impacts will be insignificant for these items.

Cumulative Impacts:
The proposed project includes mitigation measures that will reduce fire hazards to less than significant, it would not have a cumulatively considerable effect on fire safety within the County.

Mitigation and Residual Impact:
The following mitigation measures would reduce the proposed project's fire hazard impacts to an insignificant level:

MM-FIRE-1: The proposed project shall include the use of fire-resistant building materials, pursuant to Chapters 10 and 15 of the Santa Barbara County Municipal Code.
PLAN REQUIREMENTS AND TIMING: The Owner/Applicant shall include building materials on applicable plans for building permits prior to BDP issuance.
MONITORING: The Owner/Applicant shall demonstrate to County Fire staff and/or P&D Building and Safety staff, as applicable, that the project has been built with the use of fire-resistant building materials, pursuant

to Chapters 10 and 15 of the Santa Barbara County Municipal Code, prior to Final Building Inspection Clearance.

MM-FIRE-2: The proposed project shall include the maintenance of defensible space around structures, pursuant to Chapters 10 and 15 of the Santa Barbara County Municipal Code.
PLAN REQUIREMENTS AND TIMING: The Owner/Applicant shall provide a defensible space plan to the P&D case processing planner and County Fire staff for review prior to Zoning Clearance issuance. The defensible space plan shall be maintained for the life of the project.
MONITORING: The Owner/Applicant shall demonstrate implementation of the defensible space plan to County Fire and/or P&D Building and Safety staff, as applicable, prior to Final Building Inspection Clearance.

MM-FIRE-3: The proposed project applicant shall be required to obtain a Fire Protection Certificate (FPC) prior to building occupancy and ensure adequate access to properties for emergency vehicles, pursuant to the County Fire Department requirements and Chapters 15 and 49 of the Santa Barbara County Municipal Code. These requirements also include the installation of fire sprinklers and a monitored alarm system.
PLAN REQUIREMENTS AND TIMING: The Owner/Applicant shall obtain an FPC prior to building occupancy. Adequate access for emergency vehicles shall be maintained for the life of the project.
MONITORING: The Owner/Applicant shall demonstrate to County Fire staff that the FPC has been obtained prior to Final Building Inspection Clearance.

MM-FIRE-4: The proposed project applicant shall be required to pay Development Impact Mitigation Fees for Fire Suppression services.
TIMING: Fire DIMFs shall be paid to the County Fire Department prior to Final Building Permit Inspection and shall be based on the fee schedules in effect when paid, which may increase at the beginning of each fiscal year (July 1st).

With the incorporation of these measures, residual impacts would insignificant.

4.8 GEOLOGIC PROCESSES

Will the proposal result in:	**Poten. Signif. and Unavoid.**	**Signif. But Mitigable**	**Insignif.**	**No Impact / Beneficial Impact**	**Reviewed Under Previous Document**
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?				X	
b. Disruption, displacement, compaction or overcovering of the soil by cuts, fills or extensive grading?		X			
c. Exposure to or production of permanent changes in topography, such as bluff retreat or sea level rise?				X	
d. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X	
e. Any increase in wind or water erosion of soils, either on or off the site?		X			

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?				X	
g. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent?				X	
h. Extraction of mineral or ore?				X	
i. Excessive grading on slopes of over 20%?				X	
j. Sand or gravel removal or loss of topsoil?				X	
k. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?				X	
l. Excessive spoils, tailings or over-burden?				X	

Existing Geologic Conditions:
The project is located within an area called the Ineffective Watershed Area[4] (IFA), which does not discharge storm water runoff to the surrounding watersheds because of sumps (natural dunes and valleys) that retain storm water temporarily until it infiltrates. Nearby sites have been observed to have a hardpan soil layer that can prevent vertical groundwater infiltration during wet years.

In a Geotechnical Investigation Report dated from June of 2023, Pacific Coast Testing provided geotechnical recommendations for project site preparation, foundations, slabs-on-grade, retaining walls, and pavement sections. As discussed in the report, the primary geotechnical concerns are the loose condition of the near surface soils and the potential for differential settlements. Pacific Coast Testing recommended that the proposed building pad area be overexcavated for a building supported on conventional footings.

County Environmental Threshold:
Pursuant to the County's Adopted Thresholds and Guidelines Manual, impacts related to geological resources may have the potential to be significant if the proposed project involves any of the following characteristics:

1. The proposed project site or any part of the proposed project is located on land having substantial geologic constraints, as determined by P&D or PWD. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion. "Special Problems" areas designated by the Board of Supervisors have been established based on geologic constraints, flood hazards and other physical limitations to development.
2. The proposed project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.
3. The proposed project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade.
4. The proposed project is located on slopes exceeding 20% grade.

[4] Plate 2 of the Flood Insurance Study of the City of Santa Maria dated December 1976: Ineffective Watershed Area (IFA), as referenced in the Santa Barbara County Flood Control and Water Conservation District Standard Conditions of Project Plan Approval, Dated January 2011.

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR did analyze impacts to Geologic Processes because site-specific impacts to Geology and Soils were identified during initial evaluation of the proposed project and project site. Therefore, several OCP EIR mitigations were applied to the church project, with expanded language to reflect project-specific details. These revised mitigations are discussed and incorporated below.

The northeastern portion of the site would be graded and the existing ground elevations will be lowered 1-2 feet to provide a development pad for the proposed warehouse/office building. The northwestern and southern portion of the site would be filled with approximately 16,000 cubic yards of imported fill for construction of the proposed outdoor storage of pipe materials and storm water retention basin. The existing elevation of the southwest corner of the site (currently shaped like a drainage basin) would be raised to match the elevation of the rest of the site and allow a level outdoor storage area located on top of the proposed installation of the proposed storm water retention system. The existing elevation would be raised from the 412 feet above sea level (asl) to 429 feet asl, with a maximum fill depth of 17 feet.

a., c.-d., f.-l.) The proposed project site is not underlain by any known fault. Compliance with existing building regulations would reduce potential ground shaking impacts caused by movement along a distant fault to a less than significant level. Liquefaction potential in the area has been determined to be low. Any potential for expansive soils would be mitigated by the use of non-expansive engineered fill. All soils-related hazards would be less than significant through the normal building permit review and inspection process. The proposed project site is located inland and there are no surface waters or water bodies located nearby. Therefore, the project would not be subject to bluff retreat or sea level rise, nor would the project alter any geomorphology of rivers, streams, lakes, or ocean. The proposed cut for grading of the building pad is not substantial and would not destroy any unique paleontological resources or geologic features, nor would there be grading on slopes of over 20%. The project would not require septic because it will connect to the Laguna County Sanitation District for wastewater services. The proposed project would not involve mining, the loss of topsoil, or construction-related vibrations. The proposed project would not result in impacts related to the geological resources listed above in items a., c.-d., and f.-l.

b.) The proposed grading would involve a moderate amount of fill and have the potential to cause **significant but mitigable impacts** due to the development proposed at the southwest portion of the site, including installation of a storm water retention basin and creation of outdoor storage area above the basin (Impact GEO-1). The previously-proposed Hope Community Church project Addendum to the OCP EIR stated that the amount and type of grading proposed was within the scope that was analyzed in the OCP EIR for Key Site 33; and that no new mitigation measures would be required to reduce any potential impacts to less than significant levels. Therefore, no previous mitigation measures for the grading will be incorporated into the Famcon project. The applicant provided several studies to support the proposed site drainage and storm water retention basin design, including a Drainage Study, Preliminary Storm Water Control Plan (SWCP), and Geotechnical Investigation Report (Attachments 5-7). The Preliminary SWCP and basin design was reviewed by Public Works Flood Control Staff and determined to be adequate for preliminary approval, pending review and approval of final design plans. Impacts will be mitigated with implementation of MM-GEO-1 and MM-GEO-2.

e.) The proposed project has the potential to cause **significant but mitigable impacts** to geologic resources because the proposed grading operations on the proposed project site would remove vegetative cover and disturb the ground surface, thereby increasing the potential for erosion and sedimentation impacts. The previously-proposed Hope Community Church project Addendum to the OCP EIR stated that impacts from the OCP EIR included blowing sand as a result of future development on the project site (OCP EIR Impact

GEO-2), increased storm flows from impervious surfaces (OCP EIR Impact FLD-3), inadequate storm drain/retention basin capacity (OCP EIR Impact FLD-6), and increased storm flows, erosion and sedimentation, flooding, personal injury and property damage (OCP EIR Impact FLD-11). In addition, the OCP EIR site-specific analysis of Key Site 33 concluded there could be possible impacts from water erosion (OCP EIR Impact KS33-GEO-1), soil blowing hazards along the Highway 101 corridor (OCP EIR KS33-GEO-2) and increased runoff (OCP EIR Impact KS33-FLD-3). The Preliminary SWCP and basin design was reviewed by Public Works Project Clean Water Staff and determined to be adequate for preliminary approval, pending review and approval of final design plans. Project Clean Water Staff provided a letter with comments and conditions (Attachment 8), and impacts will be mitigated with implementation of MM-GEO-1 and MM-GEO-2.

Cumulative Impacts:
Since the proposed project would not result in significant geologic impacts after mitigation, and geologic impacts are typically localized in nature, it would not have a cumulatively considerable effect on Geologic Resources within the County.

Mitigation and Residual Impact:
The following mitigation measures would reduce the proposed project's geologic impacts to an insignificant level:

MM-GEO-01b Soils Engineering Study: The Owner/Applicant shall submit a soils engineering study addressing structure site, access roads and outdoor storage area with underlying fill and storm water retention basin to determine structural design criteria.
PLAN REQUIREMENTS: The Owner/Applicant shall submit the study for P&D and Public Works review and approval. Elements of the approved study shall be reflected on grading and building plans as required.
TIMING: The Owner/Applicant shall submit the study prior to issuance of Zoning Clearance.
MONITORING: P&D permit processing planner shall review the study. The Owner/Applicant shall demonstrate that the submitted plans conform to required study components. Grading and building inspectors shall ensure compliance in the field.

MM-GEO-02 Erosion and Sediment Control Plan: Where required by the latest edition of the California Green Code and/or Chapter 14 of the Santa Barbara County Code, a Storm Water Pollution Prevention Plan (SWPPP), Storm Water Management Plan (SWMP) and an Erosion and Sediment Control Plan (ESCP) shall be implemented as part of the project. Grading and erosion and sediment control plans shall be designed to minimize erosion during construction and shall be implemented for the duration of the grading period and until re-graded areas have been stabilized by structures, long-term erosion control measures or permanent landscaping. The Owner/Applicant shall submit the SWPPP, SWMP and ESCP using Best Management Practices (BMP) designed to stabilize the site, protect natural watercourses/creeks, prevent erosion, convey storm water runoff to existing drainage systems keeping contaminants and sediments onsite. The SWPPP and ESCP shall be a part of the Grading Plan submittal and will be reviewed for its technical merits by P&D. Information on Erosion Control requirements can be found on the County web site re: Grading Ordinance Chapter 14 (http://sbcountyplanning.org/building/grading.cfm) refer to Erosion and Sediment Control Plan Requirements; and in the California Green Code for SWPPP (projects < 1 acre) and/or SWMP requirements.
PLAN REQUIREMENTS: The grading and SWPPP, SWMP and/or ESCP shall be submitted for review and approved by P&D prior to issuance of Zoning Clearance. The plan shall be designed to address erosion, sediment and pollution control during all phases of development of the site until all disturbed areas are permanently stabilized.
TIMING: The SWPPP requirements shall be implemented prior to the commencement of grading and throughout the year. The ESCP/SWMP requirements shall be implemented between November 1st and April 15th of each year, except pollution control measures shall be implemented year-round.
MONITORING: P&D staff shall perform site inspections throughout the construction phase.

With the incorporation of these measures, residual impacts would be insignificant.

4.9 HAZARDOUS MATERIALS/RISK OF UPSET

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?					X
b. The use, storage or distribution of hazardous or toxic materials?				X	
c. A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?				X	
d. Possible interference with an emergency response plan or an emergency evacuation plan?				X	
e. The creation of a potential public health hazard?				X	
f. Public safety hazards (e.g., due to development near chemical or industrial activity, producing oil wells, toxic disposal sites, etc.)?					X
g. Exposure to hazards from oil or gas pipelines or oil well facilities?				X	
h. The contamination of a public water supply?				X	

Existing Setting:
The southern portion of Orcutt is an area which has previously been used for oil exploration and drilling. There are a large number of abandoned oil wells, not all of which have been accurately mapped. Where well sites are known, additional difficulty exists in precisely locating abandoned pipelines, site dumpings, and other hazardous anomalies related to the production of oil. Key Site 33 has two known previous oil well sites; one dry and one abandoned. Shell-Standard Blackenberg Well #01 was installed in the late 1960s or early 1970s approximately 300 feet east of the proposed site. The well is listed as a "completed and water-flooded well: that was plugged and abandoned. Well #42-1 was drilled in 1974 and listed as a "plugged and abandoned dry hole." Although the likelihood of soil or groundwater contamination is low for property abandoned wells, sumps adjacent to wells invariably result in near surface soil contamination.

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR analyzed hazards posed by risk of upset during handling of hazardous materials and the site's potential for presence of former oil production operations. The OCP EIR identified a potentially significant impact (OCP EIR Impact OIL-1), which might expose future building occupants to hazardous substances due to known prior oil activities on within Key Site 33. Therefore, an Oil Activity Overlay was placed on Key Site 33 (OCP EIR Mitigation-OIL-1), and the mitigation was modified in the Addendum to specify in the event that any unexpected wells, sumps, piping, or dump areas were encountered during normal grading operations, all grading operations should cease until the Division of

Oil and Gas had been notified and appropriate actions had been taken (Addendum Mitigation-HAZMAT-1).

a., f.) An Environmental Site Assessment (Phase I) was conducted for the Hope Community Church project by GSI Soils, Inc., dated July 26, 2005. The Phase I revealed no past evidence of hazardous materials use, storage, or spillage on the proposed site. No areas of soil discoloration or releases of chemicals were observed on site, and no agency records of hazardous substance releases were found. No further investigation was recommended. Due to the potential for sumps adjacent to oil wells to result in near surface soil contamination, the proposed Famcon project has potential to cause **significant but mitigable impacts** (Impact HAZMAT-1). Therefore, potential impacts will be mitigated with MM-HAZMAT-1 Hazmat Discovery.

b.-e., g.-h.) There are no aspects of the proposed use that would include or involve hazardous materials at levels that would constitute a hazard to human health or the environment.

Cumulative Impacts:
Since the proposed project would not result in any hazardous material/risk of upset impacts it would not have a cumulatively considerable effect on hazardous materials/risk of upset within the County.

Mitigation and Residual Impact:
The following mitigation measures would reduce the proposed project's aesthetic impacts to an insignificant level:

MM-HAZMAT-1 Haz Mat Discovery: Haz Mat Discovery. In the event that visual contamination or chemical odors are detected while implementing the approved work on the project site all work shall cease immediately. The property owner or appointed agent shall Contact the County Fire Department's Hazardous Materials Unit (HMU); the resumption of work requires the approval of the HMU.
PLAN REQUIREMENTS: This requirement shall be noted on all grading and building plans.
MONITORING: P&D compliance monitoring staff shall perform periodic inspections.

4.10 LAND USE

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Structures and/or land use incompatible with existing land use?			X		
b. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		
c. The induction of substantial unplanned population growth or concentration of population?				X	
d. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				X	
e. Loss of existing affordable dwellings through demolition, conversion or removal?				X	
f. Displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
g. Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	
h. The loss of a substantial amount of open space?				X	
i. An economic or social effect that would result in a physical change? (i.e. Closure of a freeway ramp results in isolation of an area, businesses located in the vicinity close, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic/social effect on the community would be the basis for determining that the physical change would be significant.)				X	
j. Conflicts with adopted airport safety zones?				X	

Existing Setting:
The proposed project site is located within an area designated as Key Site 33 in the Orcutt Community Plan, in an area outside the boundary which divides Urban Lands from Rural Lands (the site is within the Rural Lands designation). The site is zoned Highway Commercial (CH) and designated as Highway Commercial in the Comprehensive Plan. Allowed uses within the CH Zoning District include development such as motels, convenience stores, gas stations, and restaurants.

The site is bounded by vacant property on the north and east, a driveway and the Elks Event Center on the south, and an existing pet grooming business, Morningside Drive and Highway 101 on the west. As discussed in Section 3.0 Environmental Setting, the Santa Maria Joint Union High School Mark Richardson Career Technical Education Center and Agricultural Farm (CTECAF) is located on a parcel to the east, with access from an easement along Founders Avenue (driveway located immediately north of the site). Generally, onsite resources are characterized by a relatively flat and vacant lot with sandy soils and thinly-scattered grassland vegetation.

As discussed in Section 3.0 Environmental Setting and Section 4.5 Cultural Resources, the vacant site contains no structures. Historically, the site contained agricultural operations such as a Christmas tree farm and may have been utilized for livestock grazing, but it has not been under any agricultural production for at least 20 years. As discussed in Section 4.5 Cultural Resources, the site briefly contained historic structures which had been relocated from other locations in Santa Maria. The previous property owner had proposed a historic park but the structures were removed after they fell into disrepair and the owner's hopes of establishing a historical park did not come to fruition.

As discussed in Section 3.2 Environmental Baseline, a 30,000 sf church (Hope Community) was approved under a Development Plan (Case No. 06DVP-00000-00012) and Conditional Use Permit (Case No. 06CUP-00000-00012), but the project proponent allowed the permits to expire and the church development was not built.

Environmental Threshold:

The Thresholds and Guidelines Manual contains no specific thresholds for land use. Generally, a potentially significant impact can occur if a proposed project would result in substantial growth inducing effects or result in a physical change in conflict with County policies adopted for the purpose of avoiding or mitigating an environmental effect.

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR did not analyze impacts to Land Use because no significant impacts were identified during initial evaluation of the proposed project and project site. Therefore, none of the OCP EIR mitigations were applied to the church project.

a.-b.) The proposed urban land use designation change from Highway Commercial to General Commercial, modification of Comprehensive Plan text, adjustment of the Urban/Rural Lands Boundary, rezone from Highway Commercial (CH) to General Commercial (C-3), and construction of the pipe supply and outdoor storage site would cause **insignificant** impacts related to land use compatibility and applicable land use policy. As discussed in Section 1.0 Request/Proposed Project Description, and pursuant to LUDC Section 35.24.030, a Development Plan is required for site development that exceeds the 20,000 sf threshold in the General Commercial C-3 Zone District. The site is located within the Commercial Highway (CH) Zone District and Keysite 33 (designated in the Orcutt Community Plan) and the Applicant proposes to store large utility pipe materials outside without enclosing them in a structure. This use is not allowed in the Highway Commercial Zone District, but it is allowed in the General Commercial C-3 Zone District. Highway Commercial is primarily intended for uses that serve the highway traveler and Key Site 33 was specifically designated as such to serve the adjacent Elks Rodeo Events Center, as well as general highway traffic.

This proposed changes to the Comprehensive Plan require a General Plan Amendment (Comprehensive Plan Amendment). Pursuant to LUDC Section 35.104.030, the applicant requested that the County Planning Commission determine whether the proposed Comprehensive Plan Amendment and Zoning Map Amendments (rezone) should be initiated. The County Planning Commission reviewed the proposed project at a hearing on April 12, 2023 and voted to accept the General Plan Amendment and rezone applications for processing, and therefore Amendments were initiated. Pursuant to LUDC Section 35.80.020, the Comprehensive Plan Amendment must return to a Planning Commission hearing for the Commission's recommendation the Board of Supervisors. During deliberations of the initiation hearing, Commissioners commented that in the years since the Orcutt Community Plan was adopted, there has been no demand to develop the site with Highway Commercial uses because the anticipated traffic associated with the Elks Rodeo never materialized. Commissioners also commented that several other sites in the County had been rezoned from Highway Commercial to other designations; indicating that the CH Zone District may have been outdated due to low demand for the uses allowed in the District. The Planning Commission recommended the applicant gather the support of surrounding landowners (within the CH Zone District) in their effort to pursue a General Plan Amendment and Rezone. The applicant provided correspondence indicating that two out of three surrounding landowners supported the effort.

As discussed above, the proposed change in land use and zoning will change the designation from Highway Commercial to General Commercial. Since commercial uses are allowed in both designations, there will

not be a drastic change in the compatibility of uses. The proposed use will not result in incompatibility with either the existing uses or the uses allowed in the existing land use and zoning designations.

Therefore, the Applicant proposes to change the Land Use and Zoning District designations of the site, adjust the Urban/Rural Lands boundary, and update the associated Land Use and Zoning maps and language for Key Site 33 in the Orcutt Community Plan.

c.-j.) The proposed project is not growth inducing, and does not result in the loss of affordable housing, loss of open space, or a significant displacement of people. The proposed project does not involve the extension of a sewer trunk line, cause the division of an existing community, or conflict with any airport safety zones. As mentioned in Section 3.2 Environmental Baseline, water and sewer utilities are available immediately adjacent to the site. In addition, the applicant has obtained preliminary can and will serve letters from Golden State Water Company and Laguna County Sanitation District (Attachment 9).

Cumulative Impacts:
The implementation of the proposed project is not anticipated to result in any substantial change to the site's conformance with environmentally protective policies and standards or have significant growth inducing effects. Land use incompatibility and conflict with land use policy will be insignificant, because the project includes a Rezone and General Plan Amendment to ensure conformance with land use regulations. Therefore, the proposed project would not cause a cumulatively considerable effect on land use.

Mitigation and Residual Impact:
No mitigation is required. Residual impacts would be insignificant.

With the incorporation of these measures, residual impacts would be insignificant.

4.11 NOISE

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Long-term exposure of people to noise levels exceeding County thresholds (e.g. locating noise sensitive uses next to an airport)?				X	
b. Short-term exposure of people to noise levels exceeding County thresholds?				X	
c. Proposed project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?				X	

Existing Setting: The OCP EIR analyzed the existing conditions of the OCP area based in part from the Technical Noise Analysis for Orcutt Community Plan, prepared by Impact Sciences, Inc. Based on that analysis, the western edge of the property is exposed to noise levels in excess of 65 dB from traffic on Highway 101. Most of the site is exposed to noise levels between 60-65 dB.

County Environmental Threshold:
Noise is generally defined as unwanted or objectionable sound which is measured on a logarithmic scale and expressed in decibels (dB(A)). The duration of noise and the time period at which it occurs are important values in determining impacts on noise-sensitive land uses. The Community Noise Equivalent Level (CNEL)

and Day-Night Average Level (L_{dn}) are noise indices which account for differences in intrusiveness between day- and night-time uses. County noise thresholds are: 1) 65 dB(A) CNEL maximum for exterior exposure, 2) 45 dB(A) CNEL maximum for interior exposure of noise-sensitive uses, and 3) an increase in noise levels by 3 db(A) – either individually or cumulatively when combined with other noise-generating sources when the existing (ambient) noise levels already exceed 65 db(A) at outdoor living areas or 45db(A) at interior living areas. Noise-sensitive land uses include: residential dwellings; transient lodging; hospitals and other long-term care facilities; public or private educational facilities; libraries, churches; and places of public assembly.

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR did not analyze impacts associated with Noise because no significant impacts were identified during initial evaluation of the proposed project and project site. Therefore, none of the OCP EIR mitigations were applied to the church project.

a.- c.) The proposed project consists of construction and operation of a new pipe supply and outdoor storage site. The project would not result in: 1) the generation of any noise exceeding County thresholds; 2) substantially increase ambient noise levels in adjoining areas; or 3) exposure of noise sensitive uses on the proposed project site to off-site noise levels exceeding County thresholds. No noise-related impacts would result.

Mitigation and Residual Impact:
No mitigation is required. Residual impacts would be less than significant.

4.12 PUBLIC FACILITIES

Will the proposal require or result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. A need for new or altered police protection and/or health care services?			X		
b. Student generation exceeding school capacity?			X		
c. Significant amounts of solid waste or breach any federal, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)?			X		
d. The relocation or construction of new or expanded wastewater treatment facilities (sewer lines, lift-stations, etc.) the construction or relocation of which could cause significant environmental effects?				X	
e. The relocation or construction of new or expanded storm water drainage or water quality control facilities, the construction of which could cause significant environmental effects?			X		

Existing Setting:
Police protection is provided by the County Sheriff. The site is within the Orcutt Union and Santa Maria Joint Union High School Districts. Solid waste collection services are offered by Waste Management and

disposal is handled at the Santa Maria Regional Landfill. Sewer services are provided by the Laguna County Sanitation District.

County Environmental Thresholds:
Solid Waste. The County Environmental Thresholds and Guidelines Manual states that a proposed project would cause significant impacts to landfill capacity if it generates 196 tons per year of solid waste (operational). This volume represents 5% of the expected average annual increase in waste generation, and is therefore considered a significant portion of the remaining landfill capacity. In addition, construction and demolition waste from new construction, remodels and demolition/rebuilds is considered significant if it exceeds 350 tons. A proposed project which generates between 40 and 196 tons per year of solid waste is considered to have an adverse cumulative effect on solid waste generation, and mitigation via a Solid Waste Management Plan is recommended.

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR analyzed impacts to Public Facilities, but no site-specific impacts were identified during initial evaluation of the proposed project and project site. Therefore, none of the OCP EIR mitigations were applied to the church project.

d.) The proposed project would have no impact on wastewater treatment facilities. The proposed project will not cause the need for new or altered sewer system facilities as it is already in the Laguna County Sanitation District service area, and the District has adequate capacity to serve the proposed project. The applicant has obtained a preliminary can and will serve letter from the Laguna County Sanitation District (Attachment 9).

Mitigation and Residual Impact: No impacts are identified for item d. No mitigation is necessary.

Impact Discussion:
a.-b.) The proposed project would result in the construction of a new 11,000 sf warehouse structure with 40,000 sf outdoor storage area and associated commercial use within the area. This level of new development would not have a significant impact on existing police protection, health care services, or school capacities. Existing service levels would be sufficient to serve the proposed project.

c.) The proposed project would not generate solid waste in excess of County thresholds. The general guidelines in the County Environmental Thresholds and Guidelines Manual indicate that construction of a new commercial development would generate approximately 25 pounds per square foot (sf) of structure, and operation would generate 0.0016 tons of solid waste per square foot. The proposed construction of the 11,000 sf structure would generate an estimated 275,000 pounds of solid waste (or 138 tons; one ton being equivalent to 2,000 pounds), which would not exceed the thresholds of 350 tons. The propose operation of the 11,000 sf structure would generate an estimated 18 tons of solid waste, which would not exceed the threshold of 196 tons. Therefore, the proposed project's construction and operation would have less than significant impacts to recycling facilities and existing landfill capacity.

e.) The proposed project is located within the Ineffective Watershed Area (IFA), as shown on Plate 2 of the Flood Insurance Study of the City of Santa Maria, dated December 1976[5]. The IFA designation is due to

[5] Santa Barbara County Flood Control and Water Conservation District Standard Conditions of Project Plan Approval, dated January 2011, accessed on March 14, 2025 https://content.civicplus.com/api/assets/1076b7b8-f860-4131-a24e-f93a66f4fb0e

the enormous volume of sumps located in the area. The IFA is considered to contribute no surface runoff to the surrounding area. Therefore, the proposed project will be required to maintain pre-development runoff levels (currently 0 cubic feet per second). The proposed project will incorporate an underground detention basin to maintain pre-development runoff levels. The applicant provided a Drainage Study and Storm Water Control Plan to address post construction stormwater and runoff (Attachment 5). There are no sensitive biological or cultural resources on the site and construction of the basin would not result in significant impacts to any environmental resources.

Cumulative Impacts:
The County's Environmental Thresholds were developed, in part, to define the point at which a proposed project's contribution to a regionally significant impact constitutes a significant effect at the proposed project level. In this instance, the proposed project has been found not to exceed the cumulative thresholds of significance for public services, including the cumulative solid waste threshold of 40 tons per operational year. Therefore, the proposed project's contribution to the regionally significant demand for public services is not considerable, and is insignificant. However, the property was annexed into the Orcutt Community Facilities District No. 2002-1 in 2008; and the applicant will be required to pay special taxes to finance a broad range of facilities which have a special benefit such as streets, water, sewer, and drainage facilities as well as facilities with a general benefit such as parks, schools, libraries, childcare facilities, jails and administration facilities located within designated Orcutt Community Plan.

Mitigation and Residual Impact:
No mitigation is required. Residual impacts would be less than significant.

4.13 RECREATION

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Conflict with established recreational uses of the area?				X	
b. Conflict with biking, equestrian and hiking trails?				X	
c. Substantial impact on the quality or quantity of existing recreational opportunities (e.g., overuse of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area)?				X	

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR analyzed impacts to Recreation, but no site-specific impacts were identified during initial evaluation of the proposed project and project site. Therefore, none of the OCP EIR mitigations were applied to the church project.

a.-b.) The proposed project site is not located on or near any established recreational uses, including biking, equestrian or hiking trails. No adverse impacts would result.

c.) The proposed project would not result in any population increase and would have no adverse impacts on the quality or quantity of existing recreational opportunities, either in the proposed project vicinity or County-wide.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would be insignificant.

Cumulative Impacts:
Since the proposed project would not affect recreational resources, it would not have a cumulatively considerable effect on recreational resources within the County.

4.14 TRANSPORTATION

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?			X		
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?			X		
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		
d. Result in inadequate emergency access?			X		

Existing Setting:
The site is located within the northwestern portion of the Orcutt Planning Area and is generally bounded by Founders Avenue and vacant property on the north, Morningside Drive and Highway 101 on the west, driveways to the Elks' Event Center and neighboring farming operations on the south, and vacant property and CTECAF technical school on the east. The site has approximately 413 linear feet of road frontage along Founders Avenue to the north, and approximately 433 linear feet of frontage along Morningside Drive (approximately 157' on the northern portion and 276' on the southern portion – with the intervening frontage occupied by the adjacent pet grooming business property that is partially encompassed by the western boundary of the site). Key roadways in the area include Santa Maria Way and Morningside Drive, and key intersections include Santa Maria Way at the Highway 101 north and southbound ramps and Morningside Drive. The proposed project site is served by a network of highways, arterial roadways, and collector streets. Santa Maria Way extends as a four-lane arterial roadway from Route 135 on the north to the full-access interchange at Highway 101 on the south. The interchange is currently controlled by stop signs. Morningside Drive 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 proposed project site via a new driveway on the northern property boundary along Founders Avenue. Founders Avenue is a two-lane local roadway that extends east from Morningside Drive to its terminus at the CTECAF technical school. Founders Avenue was constructed in 2021 to provide access to the new CTECAF. A Traffic, Circulation and VMT Study for the proposed project was prepared by Associated Traffic Engineers on August 9, 2023 (Attachment 10). The study indicated that all roadway segments currently carry volumes within the Acceptable Capacity ratings outlined in the Orcutt Community Plan. The study also indicated that the study-area intersections currently operate in the LOS A-C range, which is also within acceptable ratings outlined in the Orcutt Community Plan.

County Environmental Thresholds:
According to the County's Environmental Thresholds and Guidelines Manual, a significant transportation impact would occur when there is:

a.) Potential Conflict with a Program, Plan, Ordinance, or Policy. The Santa Barbara County Association of Government's (SBCAG's) 2040 Regional Transportation Plan and Sustainable Communities

Strategy (SBCAG, 2013) and the County's Comprehensive Plan, zoning ordinances, capital improvement programs, and other planning documents contain transportation and circulation programs, plans, ordinances, and policies. Threshold question "a" considers a proposed project in relation to those programs, plans, ordinances, and policies that specifically address multimodal transportation, complete streets, transportation demand management (TDM), and other VMT-related topics. The County and CEQA Guidelines Section 15064.3(a) no longer consider automobile delay or congestion an environmental impact. Therefore, threshold question "a" does not apply to provisions that address LOS or similar measures of vehicular capacity or traffic congestion. A transportation impact occurs if a proposed project conflicts with the overall purpose of an applicable transportation and circulation program, plan, ordinance, or policy, including impacts to existing transit systems and bicycle and pedestrian networks pursuant to Public Resources Code Section 21099(b)(1).

b.) Potential Impact to VMT.

The County uses the Santa Barbara County Association of Governments' (SBCAG) Regional Travel Demand Model (RTDM) to estimate VMT. The RTDM (TransCAD Version 6.0) is a four-step travel demand model that performs the following classical modeling steps:

Each trip forecasted in the RTDM has a purpose, type, origin, and destination. The RTDM estimates and forecasts travel by traffic analysis zones (TAZ) for a 24-hour period 1 on a typical weekday. Approximately 360 TAZs have significant portions within the unincorporated areas of the county.

The SBCAG RTDM requires a geographic boundary to define the extent of data to select and analyze. The County's VMT metrics, described in the subsection below, use the unincorporated areas of the county (entire Santa Barbara County, excluding incorporated cities) as the geographic boundary for estimating VMT. This chapter refers to VMT for the unincorporated areas as "county VMT." County VMT reflects all vehicle-trips that start and/or end in the unincorporated areas of Santa Barbara County. SBCAG periodically updates the RTDM's data and functions, such as when it prepares a new regional transportation plan/sustainable community strategy (RTP/SCS). The County uses the most up-to-date version of the RTDM to estimate VMT and evaluate transportation impacts.

The County's VMT thresholds (Section E in the Environmental Thresholds and Guidelines Manual) lists screening criteria to help identify projects that would result in less than significant VMT impacts without conducting detailed VMT analyses and studies. Table 2 indicates that a single component project (e.g. a pipe supply warehouse) might only be required to meet one screening criteria if it generates 110 or fewer average daily trips and can be categorized as a small project.

c. Design Features and Hazards. Threshold "c" considers whether a proposed project would increase roadway hazards. An increase could result from existing or proposed uses or geometric design features. In part, the analysis should review these and other relevant factors and identify results that conflict with the County's Engineering Design Standards or other applicable roadway standards. For example, the analysis may consider the following criteria:

Proposed project requires a driveway that would not meet site distance requirements, including vehicle queueing and visibility of pedestrians and bicyclists.

- Proposed project adds a new traffic signal or results in a major revision to an existing intersection that would not meet the County's Engineering Design Standards.
- Proposed project adds substantial traffic to a roadway with poor design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure).

- Proposed project introduces a new use and substantial traffic that would create potential safety problems on an existing road network (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use).

If a proposed project would result in potential roadway hazards, the applicant would need to modify the proposed project or identify mitigation measures that would eliminate or reduce the potential hazards.

d.) Emergency Access. Threshold "d" considers any changes to emergency access resulting from a proposed project. To identify potential impacts, the analysis must review any proposed roadway design changes and determine if they would potentially impede emergency access vehicles. A proposed project that would result in inadequate emergency vehicle access would have a significant transportation impact and, as a result, would require proposed project modifications or mitigation measures. For example, a proposed project that modifies a street and, as a result, impairs fire truck access, would require modifications or redesign to comply with County and fire department road development standards.

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR analyzed impacts to Traffic, but no site-specific impacts were identified during initial evaluation of the proposed project and project site. Therefore, none of the OCP EIR mitigations were applied to the church project.

a.) The proposed project would not preclude implementation of or interfere with SBCAG's major proposed projects shown in Figure 1-3 of the 2050 Regional Transportation Plan and Sustainable Communities Strategy (SBCAG 2021). Policy CIRC-O-3 of the Orcutt Community Plan states:

> *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.*

The ATE Traffic, Circulation and VMT Study for the proposed project indicated that the roadway and intersection operations after implementation of the proposed project would be consistent with SBCAG's Sustainable Community Strategies and CIRC-O-3.

There are no transit, bicycle, or pedestrian networks adjacent to the proposed project site. The proposed project would not conflict with or cause a significant impact to a program, plan, ordinance, or policy addressing the circulation system.

b.) The trip generation estimates from the ATE Traffic, Circulation and VMT Study for the proposed project indicated that there would be a total of 84 ADT, including 56 ADT generated by employees and customers and 28 ADT generated by delivery trucks. This level of traffic generation would not exceed the County's "Project Size" screening criteria of 110 ADT. The proposed project would have a less than significant impact to VMT, based on the County Environmental Thresholds and Guidelines Manual VMT screening criteria for Land Use projects.

c.) The proposed project would not increase road hazards. The proposed driveway design does not meet the County Department of Public Works Transportation Division Engineering Design Standards with regard to location and combined width of driveways (commercial). Therefore, the applicant applied for a design exception to allow placement of the egress driveway at 16 feet from property line rather than the required 75 feet; and to allow a width of 25 feet for each driveway – exceeding the maximum combined width of 40 feet. The Public Works Traffic Section, Transportation Permits, and Roads Coordination Committee reviewed and approved the design exception request because the road is low volume and sight distance for the conditions is adequate (Attachment 11).

d.) The proposed project would not result in any temporary or permanent road closures or otherwise cause a substantial interference in roadways. The existing road network provides adequate access to the proposed project site. The proposed project would not result in the construction of new or altered roads. Proposed operations associated with customer, delivery, and employee vehicles would be accommodated by the proposed driveways and parking area, and impacts to emergency vehicle access would be less than significant.

Cumulative Impacts:
The County's Environmental Thresholds were developed, in part, to define the point at which a proposed project's contribution to a regionally significant impact constitutes a significant effect at the proposed project level. As discussed in the ATE Traffic, Circulation, and VMT Study, the proposed project does not exceed the thresholds of significance for transportation. Therefore, the proposed project's contribution to the regionally significant transportation impacts is not considerable, and is insignificant. However, the applicant will be required to pay transportation impact mitigation fees (Development Impact Mitigation Fees/DIMFs) based on the number of PM peak hour trips generated by the proposed project; and the applicant will be required to implement frontage improvements along Morningside Drive and Founders Avenue pursuant to County Ordinance standards. The frontage improvement requirements will be determined by County staff as part of the proposed project approval process.

Mitigation and Residual Impact:
No mitigation is required. Residual impacts would be insignificant.

4.15 WATER RESOURCES/FLOODING

Will the proposal result in:	**Poten. Signif. and Unavoid.**	**Signif. But Mitigable**	**Insignif.**	**No Impact / Beneficial Impact**	**Reviewed Under Previous Document**
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?				X	
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?			X		
c. Change in the amount of surface water in any water body?				X	
d. Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc.1) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?				X	

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
e. Alterations to the course or flow of flood water or need for private or public flood control proposed projects?				X	
f. Exposure of people or property to water related hazards such as flooding (placement of proposed project in 100 year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion?				X	
g. Alteration of the direction or rate of flow of groundwater?			X		
h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?			X		
i. Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment of any groundwater basin?				X	
j. The substantial degradation of groundwater quality including saltwater intrusion?				X	
k. Substantial reduction in the amount of water otherwise available for public water supplies?			X		
l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?				X	

Existing Setting:
The vacant project site is not located in a flood hazard area as defined by the Federal Emergency Management Agency (FEMA 2024). As discussed in Section 3.0 Environmental Setting, the neareast blue line stream is an unnamed intermittent stream located approximately one mile directly east of the site. Storm water runoff from the site generally flows west towards Morningside Drive and Highway 101. The project site overlies the Santa Maria River Valley Groundwater Basin (SMRVGB). The California Department of Water Resources has defined the SMRVGB as very low-priority; or not mandatorily subject to the Sustainable Groundwater Management Act. The SMRVGB is not an overdrafted basin. Water supply sources for water users in the SMRVGB within Santa Barbara County include groundwater and imports from the California State Water Project.

Water Resources Thresholds
A proposed project is determined to have a significant effect on water resources if it would exceed established threshold values which have been set for each overdrafted groundwater basin. These values were determined based on an estimation of a basin's remaining life of available water storage. If the proposed project's net new consumptive water use [total consumptive demand adjusted for recharge less discontinued historic use] exceeds the threshold adopted for the basin, the proposed project's impacts on water resources are considered significant. A proposed project is also deemed to have a significant effect on water resources if a net increase in pumpage from a well would substantially affect production or quality from a nearby well.

Water Quality Thresholds:
A significant water quality impact is presumed to occur if the proposed project:

- Is located within an urbanized area of the county and the proposed project construction or redevelopment individually or as a part of a larger common plan of development or sale would disturb one (1) or more acres of land;
- Increases the amount of impervious surfaces on a site by 25% or more;
- Results in channelization or relocation of a natural drainage channel;
- Results in removal or reduction of riparian vegetation or other vegetation (excluding non-native vegetation removed for restoration proposed projects) from the buffer zone of any streams, creeks or wetlands;
- Is an industrial facility that falls under one or more of categories of industrial activity regulated under the NPDES Phase I industrial storm water regulations (facilities with effluent limitation; manufacturing; mineral, metal, oil and gas, hazardous waste, treatment or disposal facilities; landfills; recycling facilities; steam electric plants; transportation facilities; treatment works; and light industrial activity);
- Discharges pollutants that exceed the water quality standards set forth in the applicable NPDES permit, the Regional Water Quality Control Board's (RWQCB) Basin Plan or otherwise impairs the beneficial uses[6] of a receiving water body;
- Results in a discharge of pollutants into an "impaired" water body that has been designated as such by the State Water Resources Control Board or the RWQCB under Section 303 (d) of the Federal Water Pollution Prevention and Control Act (i.e., the Clean Water Act); or
- Results in a discharge of pollutants of concern to a receiving water body, as identified by the RWQCB.

Impact Discussion:
As discussed in Section 3.2 Environmental Baseline, the previously-proposed Hope Community Church project Addendum to the OCP EIR analyzed impacts to Water Resources. Although the current checklist for Water Resources requires analyses of multiple issues like impacts to surface waters and pollution of storm water, the OCP EIR analysis of Water Resources was limited to impacts of proposed projects upon availability of water supply and proposed water demand. The Addendum identified several changes in project impacts (specifically with regard to water demand) that had occurred subsequent to the OCP EIR impact analysis. The OCP EIR was drafted at a time when significant over drafting of the Santa Maria River Valley Groundwater Basin was suspected. Thus, OCP policies directed that new development in Orcutt may not be served by additional drafts from groundwater. Therefore, proponents of new development would need to secure supplemental water from a source outside the Santa Maria Water Basin (such as the State Water Project via the City of Santa Maria). The Addendum incorporated general mitigation measures from the OCP EIR (Mitigations WAT-1 through WAT-4) and modified a site-specific mitigation measure (for Impact KS33-WAT-1) to reflect updated language and the project-specific details for the Church project impact upon Water Resources. These impacts and measures have been incorporated into the analysis of the Famcon project.

a., c.-f., h.-j., l.) The proposed project would not result in impacts on the course or direction of water movements or flood water in marine or fresh waters, the amount of surface water in any water body, surface water quality, discharge into surface waters, alterations to the course or flow of flood water, exposure of people or property to water related hazards, change in quantity of groundwater, overdraft of the Santa Maria

[6] Beneficial uses for Santa Barbara County are identified by the Regional Water Quality Control Board in the Water Quality Control Plan for the Central Coastal Basin, or Basin Plan, and include (among others) recreation, agricultural supply, groundwater recharge, fresh water habitat, estuarine habitat, support for rare, threatened or endangered species, preservation of biological habitats of special significance.

River Valley groundwater basin, degradation of groundwater quality, or introduction of storm water pollutants.

The proposed project could adversely affect surface water quality by increasing the volume and decreasing the quality of stormwater runoff. Runoff from driveways and/or parking lots could introduce oil and other hydrocarbons into drainage facilities. However, the proposed project would be expected to generate only minor amounts of storm water pollutants. Minor amounts of such hazardous material would not present a significant potential for release of waterborne pollutants and would be highly unlikely to create a public health hazard because a hydrodynamic separator will treat runoff prior to entering the proposed underground detention chamber system. Per the Preliminary Stormwater Control Plan prepared by Bethel Engineering, dated October 2023 (Attachment 5), the proposed stormwater treatment system and other stormwater pollution control measures in the proposed project have been designed in accordance with the current edition of the Santa Barbara County Project Clean Water's Stormwater Technical Guide.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would be insignificant.

Impact Discussion

b., g., k.) The proposed project would create minor amounts of additional storm water runoff as a result of newly constructed impermeable surfaces (i.e. structures, driveways, etc.) Construction activities such as grading could also potentially create temporary runoff and erosion problems. Application of standard County grading, erosion, and drainage-control measures would ensure that no significant increase of erosion or storm water runoff would occur. The applicant provided a Storm Water Control Plan and Preliminary Drainage Study (Attachments 5 and 6). The applicant will construct an underground stormwater detention basin to capture runoff and prevent runoff from leaving the site via surface flows. Detained runoff will slowly infiltrate into groundwater from the underground basin. County Public Works Flood Control reviewed the proposed Storm Water Control Plan and Preliminary Drainage Study and found them to meet Flood Control requirements (Attachment 8). The proposed new connection to Golden State Water Company's existing main line in Founders will require the applicant to obtain a final "can and will serve letter". Therefore, the project will not result in a substantial reduction in the amount of water otherwise available for public water supplies.

Cumulative Impacts:

The County's Environmental Thresholds were developed, in part, to define the point at which a proposed project's contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the cumulative impact to water resources identified in the OCP EIR remains significant and unavoidable. This impact was overridden by the Board of Supervisors upon adoption of the OCP. No new impacts associated with the proposed development would occur and no new mitigation measures would be required. Select OCP EIR mitigation measures have been applied to the project, consistent with OCP EIR and development standards.

Mitigation and Residual Impact:

The following mitigation measures would reduce the proposed project's water resource impacts to an insignificant level:

MM-WATSERV-1 Can and Will Serve: The Owner/Applicant shall provide a can and will serve letter from the Golden State Water Company, indicating that adequate water is available to serve the project.
TIMING: Can and will serve letters shall be submitted to P&D prior to issuance of Zoning Clearance.

MM-WATCONS-1 Water Conservation-Outdoor: To improve water conservation, the Owner/Applicant shall include the following in Landscape and Irrigation Plans to be approved by P&D:

a. Landscaping that reduces water use:

i. Landscape with native and/or drought-tolerant species.
ii. Group plant material by water needs.
iii. Turf shall constitute less than 20% of the total landscaped area.
iv. No turf shall be allowed on slopes of over 4%.
v. Extensive mulching (2" minimum) shall be used in all landscaped areas to reduce evaporation.

b. Irrigation that reduces water use:
c. Install drip irrigation or other water-conserving irrigation.
i. Install soil moisture sensing devices to prevent unnecessary irrigation.
ii. Plumb each lot for a grey water system. Each dwelling shall contain a grey water system plumbed to front and rear yard irrigation systems.
iii. Install separate landscape meters (plumbing permit required).
iv. Use reclaimed water for all irrigation; and/or
v. The Owner/Applicant shall contract with an agency that sells reclaimed water to provide water for all exterior landscaping
d. Hardscape to retain water:
i. Permeable surfaces such as decomposed granite, porous pavement or unit pavers on sand or intermittent permeable surfaces such as French drains shall be used for all parking areas, pathways, sidewalks, driveways.

PLAN REQUIREMENTS: The Owner/Applicant shall submit a Final landscape and irrigation plan to P&D for review and approval prior to Issuance of Zoning Clearance.
TIMING: The Owner/Applicant shall implement all aspects of the landscape and irrigation plan in accordance with the Landscape and Performance Security Conditions.
MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that all required conserving landscape and irrigation features are installed prior to Final Building Inspection Clearance and landscape and irrigation are maintained per approved landscape plans. Any part of irrigation plan requiring a plumbing permit shall be inspected by building inspectors.

WATCONS-02 Water Conservation-Indoor: Indoor water use shall be limited through the use of the following measures:

a. Re-circulating, point-of-use, or on-demand water heaters shall be installed.
b. Water efficient clothes washers and dishwaters shall be installed.
c. Self-regenerating water softening shall be prohibited in all structures.
d. Lavatories and drinking fountains shall be equipped with self-closing valves.

PLAN REQUIREMENTS: The Owner/Applicant shall include all indoor water conservation measures on plans, including plumbing and electrical plans, as needed subject to P&D review and approval.
TIMING: Indoor water-conserving measures shall be implemented prior to Final Building Inspection Clearance.
MONITORING: The Owner/Applicant shall demonstrate compliance with all required indoor water conservation measures to P&D compliance monitoring staff prior to Final Building Inspection Clearance.

With the incorporation of these measures, residual impacts would be insignificant.

5.0 INFORMATION SOURCES

5.1 County Departments Consulted

Fire, Public Works, Flood Control, Parks, Environmental Health, Special Districts,
Regional Programs, Other : _____

5.2 Comprehensive Plan

Seismic Safety/Safety Element Conservation Element

	Open Space Element		Noise Element
	Coastal Plan and Maps	X	Circulation Element
	ERME	X	Land Use Element
X	Orcutt Community Plan		

5.3 Other Sources

	Field work		Ag Preserve maps
	Calculations	X	Flood Control maps
X	Project plans	X	Other technical references
X	Traffic studies		(reports, survey, etc.)
X	Records	X	Planning files, maps, reports
X	Grading plans	X	Zoning maps
X	Elevation, architectural renderings	X	Soils maps/reports
X	Published geological map/reports	X	Plant maps
X	Topographical maps	X	Archaeological maps and reports
X	U.S. Fish and Wildlife Service		Other
X	Caltrans		
X	Santa Barbara County Air Pollution Control District		

- Santa Barbara County. 2021. Environmental Thresholds and Guidelines Manual. Amended August 24. https://cosantabarbara.app.box.com/s/vtxutffe2n52jme97lgmv66os7pp3lm5 (accessed December 2024).
- County of Santa Barbara Public Works Department Flood Control District FEMA Revised Mapping of the Special Flood Hazard Areas, FEMA Revised Mapping of the Special Flood Hazard Area | Santa Barbara County, CA - Official Website, accessed on March 19, 2025.
- County of Santa Barbara Public Works Department Water Resources Division, Water Agency, Santa Barbara County 2024 Groundwater Basins Summary Report, https://content.civicplus.com/api/assets/29ac08e3-0b04-47d1-ae56-8113fdf3b851, dated October 2024.

6.0 PROJECT SPECIFIC *(short- and long-term)* AND CUMULATIVE IMPACT SUMMARY

The proposed project does not have potential impacts that cannot be feasibly mitigated to less than significant levels.

I. Project specific impacts which are of unavoidable significance levels: **None**

II. Project specific impacts which are potentially significant but can be reduced to less than significant levels with incorporation of mitigation measures: **Aesthetics, Air Quality, Fire Protection, Geologic Processes, Transportation, and Water Resources**

III. Potentially significant adverse cumulative impacts: None

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, contribute significantly to greenhouse gas emissions or significantly increase energy consumption, or eliminate important examples of the major periods of California history or prehistory?			X		
2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?			X		
3. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.)			X		
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		
5. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR ?			X		

1. The proposed project would not include components which would impact wildlife habitats or cause wildlife populations to drop below self-sustaining levels. The proposed project would be consistent with the applicable goals and policies of the County's Energy and Climate Action Plan. The proposed project would not contribute significantly to greenhouse gas emission or significantly increase energy consumption. The proposed project would not alter any identified historical resources.

2. There are no short-term environmental goals that would be achieved by the proposed project to the disadvantage of long-term environmental goals.

3. As discussed within each environmental issue area identified in this document, the proposed project's contribution to cumulative impacts would not be cumulatively considerable.

4. Impacts to human beings are typically associated with air quality, hazardous materials, and noise impacts. These impacts are addressed in Sections 4.3a and 4.3b Air Quality, Section 4.9 Hazardous Materials/Risk of Upset, and Section 4.11 Noise. As discussed in these sections, the proposed project would not result in environmental effects which will cause substantial adverse effects to human beings

due to the release of pollutants which would violate ambient air quality standards, creation of public safety hazards due to exposure to hazardous materials and exposure of people to noise levels exceeding County thresholds. Mitigation Measures MM-AIR-01 and MM-AIR-02 will reduce the potential for the proposed project to result in short- and long-term exposure of people to dust from construction and operational emissions.

5. The proposed project would be consistent with the County's Land Use and Development Code which permits the proposed use with a General Plan Amendment, Rezone, and Development Plan. There is no disagreement among County planners or other related experts over the significance of the effects analyzed in this document which would warrant investigation in an EIR.

8.0 INITIAL REVIEW OF PROPOSED PROJECT CONSISTENCY WITH APPLICABLE SUBDIVISION, ZONING AND COMPREHENSIVE PLAN REQUIREMENTS

Zoning

With an approved rezone, the proposed project is consistent with the requirements of the Santa Barbara County Land Use and Development Code. The C3 rezoning of the site allows for the proposed use and outdoor storage of materials with a Development Plan in accordance with Santa Barbara County Land Use Development Code Section 35.24.020.(C).

Comprehensive Plan

With an approved General Plan Amendment, the proposed project will be subject to all applicable requirements and policies in accordance with the Santa Barbara County Land Use and Development Code and the County's Comprehensive Plan, including applicable policies from the Orcutt Community Plan. This analysis will be provided in the forthcoming Staff Report. Comprehensive Plan and Orcutt Community Plan policies that pertain to the proposed project include, but are not limited to the following:

1. Comprehensive Plan
    a. Land Use Development Policy #3: No urban development shall be permitted beyond boundaries of land designated for urban uses except in neighborhoods in rural areas.
    b. Land Use Development Policy #4: Prior to issuance of a development permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available public or private services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan. Affordable housing projects proposed pursuant to the Affordable Housing Overlay regulations, special needs housing projects or other affordable housing projects which include at least 50% of the total number of units for affordable housing or 30% of the total number of units affordable at the very low income level shall be presumed to be consistent with this policy if the project has, or is conditioned to obtain all necessary can and will serve letters at the time of final map recordation, or if no map, prior to issuance of land use permits.
    c. Land Use Development Policy #5: Within designated urban areas, new development other than that for agricultural purposes shall be serviced by the appropriate public sewer and water district or an existing mutual water company, if such service is available.
    d. Land Use Development Policy #8: Proposed development of parcels, including changes of zone, subdivisions, and lot splits, which are divided by a Comprehensive Plan boundary line, i.e. Urban, Inner-Rural, Rural, or Existing Developed Rural Neighborhood, may be

found consistent with the Comprehensive Plan provided that the resulting density on one side of the boundary line complies with the designated density, notwithstanding that the resulting density on the remainder portion of the parcel, which shall not be further divided, exceeds the designated density.

2. Orcutt Community Plan
    a. Policy LU-O-6: The Orcutt Urban/Rural Boundary shall separate principally urban land uses and those which are rural and/or agricultural in nature. This boundary shall represent the maximum extent of the Orcutt urban area and the Urban/Rural Boundary shall not be extended until existing inventories of vacant land within the urban area are nearing buildout. Boundary adjustments shall be approved only as part of a Major Community Plan update.
    b. Action LUC-O-1.1: Planning and Development shall coordinate with property owners and developers to encourage buildout of Commercial and Industrial designated parcels.
    c. Policy LUC-O-5: All commercial and industrial projects shall minimize impacts to adjoining residences, businesses and open space areas.
    d. DevStd LUC-O-5.1: Rooftop mechanical structures shall be minimized. Where they cannot be avoided (e.g. vents, air conditioning, etc.), they shall be shielded from view from surrounding roadways and residences through architectural design, camouflage housing, or other appropriate methods.
    e. Policy FIRE-O-2: Fire hazards in Orcutt shall be minimized in order to reduce the cost of/need for increased fire protection services and to protect the natural resources in undeveloped open space areas.
    f. DevStd FIRE-O-2.1: Development within or adjacent to high fire hazard areas should include the use of fire prevention measures such as perimeter roads, trails, Class A or B roofs, adequate access to the urban/rural interface and inclusion of structural setbacks per DevStd BIO-1.7 Fencing within the structural setback shall be comprised of fire-resistant material to minimize fire hazards.
    g. DevStd FIRE-2.2: The County shall require two routes of ingress and egress for development unless waived by the Fire Department.
    h. DevStd RR-O-1.3: All multi-family residential areas and commercial/industrial projects shall establish a recyclable material pickup area (i.e. recycling bins, loading dock) where collection of currently accepted recyclable materials could be accommodated.
    i. DevStd RR-O-1.4: Developers shall provide recycling bins at all construction sites, where collection of currently accepted construction materials could be accommodated.
    j. Action RR-O-1.5: The County shall encourage developers to use recycled building materials such as composites, metals, and plastics, to the greatest extent feasible.
    k. Policy WW-O-2: Prior to discretionary approval of new development, the County shall make a finding that there will be adequate capacity and availability for LCSD to serve the new development.
    l. DevStd WW-O-2.3: A “Can and Will Serve Letter” from LCSD will be found adequate for recording of maps or issuance of land use permits (including permits for development of preexisting lots) if the letter demonstrates: LCSD’s effluent, including the effluent from the proposed project, will not exceed the discharge standards established by the Regional Water Quality Control Board; Adequate disposal capabilities exist at the plant or through agreement with the City of Santa Maria (providing that treatment and disposal by the City does not further degrade the underlying groundwater quality) to serve the project(s); and existing or planned and funded transmission lines have available capacity to serve the project.
    m. DevStd WW-O-2.4: Prior to final inspection, adequate collection, transmission, treatment and disposal facilities to serve the development must be operational.

n. DevStd WW-O-3.1: All new commercial and industrial development which will contribute grease, oils, and/or chemicals to wastewater flows shall be fitted with onsite filtration consisting of charcoal filters or other methods approved by the LCSD to reduce site-specific discharge of these substances.
o. Policy CIRC-O-3: The County shall maintain a minimum Level of Service (LOS) 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:
    i. Foster Road and Highway 135 intersections
    ii. Lakeview Road and Skyway Drive intersection
    iii. Stillwell Road and Lakeview Road intersection
    iv. All the Clark Avenue roadway segments and intersections between Blosser Road on the west and Foxenwood Lane on the east.
p. Policy CIRC-O-4: A determination of project consistency with the standards and policies of the Orcutt Community Plan Circulation Section shall constitute a determination of consistency with LUDP#4 with regard to roadway and intersection capacity.
q. Policy WAT-O-2: In order to be found consistent with the Land Use Development Policy No. 4 (LUPD#4), the water demand of new discretionary development must be offset by long-term supplemental water supplies that do not result in further overdraft of the local groundwater basin and that are adequate to meet the project's net water demand as determined by the County considering appropriate reliability factors as determined by County Water Agency. To demonstrate an adequate long-term supplemental water supply, projects must comply with the following development standards:
r. DevStd WAT-O-2.1: Prior to discretionary action by any County decision-maker on new development, the applicant shall provide one of the following:
    i. A "Can and Will Serve" letter from California Cities Water Company dated before July 1997;
    ii. An "Intent to Serve" letter from California Cities Water Company or other water purveyor(s) including draft contract(s), if any, demonstrating to the County's satisfaction that the development's net water demand will be offset by a long-term supplemental water supply and that the development will have a continuing right to obtain water equal to that of the water purveyor's other customers. Contract(s), if any, must include terms consistent with the requirements of DevStd WAt-O-2.2.
s. DevStd WAT-O-2.2: Prior to discretionary action on new development, the applicant must demonstrate adequacy of the water supply proposed to serve the project, unless the applicant has satisfied DevStd WAT-O-2.1 #1 above. This demonstration shall be based on the following information, which must be provided prior to application completeness:
    i. Resources
        1. Provide information on project's projected gross and net demand for water. The supplemental water supply must offset the project's net water demand.
        2. Documentation of the reliability of the proposed water supply as projected by the Department of Water Resources (for State Water) and confirmed by the County Water Agency.
        3. A description of how the project will be served during drought periods. If conjunctive use of the Santa Maria Groundwater Basin is planned, demonstration that the use of the basin will not contribute to long-term groundwater overdraft considering drought periods. The factual determination of overdraft contribution shall be made by the Planning & Development Department and County Water Agency.

4. Provide a factual demonstration that the water purveyor has available, firm, long-term reliable water supplies which equal or exceed present demand from existing customers, projects approved for new service, and the proposed project under County review. The demonstration should also show that the project use would not contribute to overdraft of the basin. The factual determination of no additional overdraft shall be made by Planning and Development and County Water Agency.
5. Provide draft contract(s) with water purveyor(s), which demonstrate(s) to the satisfaction of the County that the development will be served by a long-term supplemental water source and will have a continuing right to obtain water equal to that of the water purveyor's other customers.
6. Provide information on the water purveyor's existing and projected range of potential State Water and/or other supplemental water delivery amounts needed for full buildout under the water purveyor's management plan, status of conservation programs, drought buffers, and groundwater pumpage consistent with applicable state government code requirements on water reporting. Provide information on the most recent annual water deliveries from various sources in the purveyor's service area, as available from existing reports.

t. Policy WAT-O-2.3: Prior to map recordation or land use clearance, the developer must provide a Can and Will Serve letter and necessary final contract(s) consistent with the conditions of the discretionary permits and terms of the draft contract(s).
u. Policy WAT-O-2.4: Development in Orcutt shall incorporate water efficient design and technology.
v. Policy WAT-O-2.5: To reduce overall TDS levels in the wastewater in Orcutt, and thereby reduce the level of potential groundwater contamination from disposal of this wastewater, water used to serve new development in Orcutt must have a TDS level of no greater than 425 mg/L. This may either be provided through direct deliveries of 425mg/L or less water to new development or through the delivery of offsetting 425mg/L or less water to the water system serving Orcutt. An exception to this standard is allowed only when the TDS level of State Water delivered to Santa Maria exceeds 425mg/L; in that case, the TDS level of water serving Orcutt may not exceed the TDS level of State Water. However, in "drought years" (as determined by the County Water Agency) water demand may be satisfied by groundwater pumpage in compliance with the adopted groundwater management agreement between the City of Santa Maria and the SMV Water Conservation District.
w. Policy AQ-O-2: Significant fugitive dust and PM10 emissions shall be reduced through implementation of appropriate construction restrictions and control measures, consistent with standards adopted by the Board.
x. Policy AQ-O-3: The County should promote the use of alternative fuels, solar energy systems, and the use of construction techniques which are designed to conserve energy and minimize pollution in Orcutt, consistent with, but not limited to the provisions of the CA Building Code.
y. Policy FLD-O-2: Off-site runoff associated with development should be minimized.
z. DevStd FLD-O-2.1: Pervious construction materials, such as turf block, non-grouted brick, and gravel, shall be used where feasible.
aa. Policy FLD-O-4: All applications for development within the Orcutt Community Plan area shall comply with applicable County development standards regarding drainage, floodplain management, and stream setbacks.
bb. DevStd FLD-O-4.1: The Santa Barbara Flood Control and Water Conservation District shall

cc. review all site and grading plans that are subject to County Floodplain Management and Stream Setback ordinances and verify conformance to all applicable County development requirements to ensure proposed drainage and water conveyance systems are designed to meet District standards and are directed into a District approved watercourse or drainage facility. Quality Best Management Practices that meet or exceed current County of Santa Barbara Project Clean Water and Drainage Ordinance standards.

dd. Policy KS33-1: The Ikola parcels (APN 107-150-19 and -18), the Blackenburg parcel (APN 107-150-13), and the Armstrong parcels (APN 107-150-07, -15, -16)are designated Highway Commercial/CH. All other parcels are designated Agriculture II and zoned AG-II-100. Any proposed development on Key Site 33 shall comply with the following development standards.

ee. DevStd KS33-1: Development and/or a change in agricultural uses on Key Site 33 should not increase storm runoff to basins off-site. If storm runoff cannot be entirely contained onsite, the amount and method of conveying such runoff to other basins shall be reviewed and approved by the County Flood Control District under agreement with the owners of those basins. If runoff is contributed to other basins, the owners of responsible parcels on Site 33 shall pay a proportional share of the maintenance costs of the basin(s) to the owners.

ff. DevStd KS33-2: Onsite retention basin(s) and adequate downstream conveyance systems as specified by SBCFCD shall be required to reduce flooding impacts from non-agricultural development of the site.

gg. DevStd KS33-3: Any new non-agricultural development in close proximity to Highway 101 or the frontage road shall include a 50 foot wide landscaped buffer along the western boundary. The buffer shall include sufficient plantings of drought tolerant and/or native trees and shrubs to screen parking areas and "break up" building masses. The landscaping shall incorporate trees reaching a minimum height of 35 feet at maturity.

9.0 RECOMMENDATION BY P&D STAFF

On the basis of the Initial Study, the staff of Planning and Development:

____ Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a Negative Declaration (ND) be prepared.

__X__ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the REVISED PROPOSED PROJECT DESCRIPTION would successfully mitigate the potentially significant impacts. Staff recommends the preparation of an ND. The ND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial Study finding for the preparation of an EIR may result.

____ Finds that the proposed project MAY have a significant effect on the environment, and recommends that an EIR be prepared.

____ Finds that from existing documents (previous EIRs, etc.) that a subsequent document (containing updated and site-specific information, etc.) pursuant to CEQA Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas:

_____ With Public Hearing ___X___ Without Public Hearing

PREVIOUS DOCUMENT: N/A

PROPOSED PROJECT EVALUATOR: **Steve Conner** **DATE:** March 31, 2025

10.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

__X__ I agree with staff conclusions. Preparation of the appropriate document may proceed.
____ I DO NOT agree with staff conclusions. The following actions will be taken:
____ I require consultation and further information prior to making my determination.

SIGNATURE: Steven Bergeller **INITIAL STUDY DATE**: March 31, 2025

SIGNATURE: Steven Bergeller **NEGATIVE DECLARATION DATE**: April 1, 2025

SIGNATURE:_____ **REVISION DATE:** _____

SIGNATURE:_____ **FINAL NEGATIVE DECLARATION DATE:** _____

11.0 ATTACHMENTS

1. Plan sets
2. Email from Carly Barham/APCD, RE: Project review for Famcon Pipe Supply in Santa Maria, dated December 20, 2024.
3. Completed GHG Checklist.
4. Correspondence with USFWS regarding CTS range, dated November 27, 2024.
5. Preliminary Stormwater Control Plan for Famcon Pipe and Supply, Inc. 1350 Founders Ave Santa Maria, CA, dated October 18, 2023. Bethel Engineering.
6. Flood Control: Drainage Study (Preliminary) for Famcon Pipe and Supply, Inc. 1350 Founders Ave Santa Maria, CA, dated October 18, 2023. Bethel Engineering.
7. Geotechnical Investigation Report Proposed Building 1350 Founders Ave (APN 107-150-022), dated June 12,2023.
8. Public Works Water Resources Division review letter, dated October 19, 2023.
9. Can and Will Serve Letters: Golden State Water Company, dated February 24, 2025; Laguna County Sanitation District, dated February 21, 2025.
10. Famcon Pipe and Supply Proposed project Traffic, Circulation, and VMT Study, dated August 9, 2023. Associated Transportation Engineers.
11. Encroachment Permit for Design Exception – 0 Frontage Road #5593 (aka Morningside Dr) – Famcon, dated September 4, 2024. Chris Sneddon, County Public Works Director.

ATTACHMENT D-1

RESOLUTION OF THE PLANNING COMMISSION OF THE
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF RECOMMENDING TO THE BOARD OF SUPERVISORS THAT AN ORDINANCE BE APPROVED TO AMEND SECTION 35.2, THE SANTA BARBARA COUNTY LAND USE AND DEVELOPMENT CODE, BY AMENDING THE COUNTY ZONING MAP FOR ASSESSOR'S PARCEL NUMBERS 107-150-021 AND 107-150-022 TO CHANGE THE ZONING FROM HIGHWAY COMMERCIAL (CH), TO GENERAL COMMERCIAL (C-3).	RESOLUTION NO.: 25 - _____ CASE NO.: 23RZN-00001

WITH REFERENCE TO THE FOLLOWING:

A. WHEREAS on September 29, 1958, by Ordinance 971, the Board of Supervisors of the County of Santa Barbara adopted the Santa Barbara County Zoning Ordinance, Ordinance 661 of Chapter 35 of the Santa Barbara County Code; and

B. WHEREAS on November 27, 2007, by Ordinance 4660, the Board of Supervisors adopted the Santa Barbara County Land Use and Development Code, Section 35-1 of Chapter 35, Zoning, of the Santa Barbara County Code which included the County Zoning Map that designates property within the unincorporated area of the County of Santa Barbara with specific zones; and

C. WHEREAS all zoning maps and zoning designations previously adopted under the provisions of Section 35.14.020, Zoning Map and Zones, of Section 35.1, the Santa Barbara County Land Use and Development Code, of Chapter 35, Zoning, of the Santa Barbara County Code are hereby repealed as they relate to Assessor's Parcel Numbers 107-150-021 and 107-150-022, as shown in Exhibit A of Attachment 1.

D. WHEREAS the Planning Commission now finds that it is in the interest of orderly development of the County and important to the preservation of the health, safety and general welfare of the residents of the County to recommend that the Board of Supervisors adopt an Ordinance (Case No. 23RZN-00001) amending Section 35-1 of Chapter 35, Zoning, of the Santa Barbara County Code, by amending the County Zoning Map by re-designating Assessor's Parcel Numbers 107-150-021 and 107-150-022 from Highway Commercial (CH) to General Commercial (C-3) as shown on Exhibit A of Attachment 1 attached hereto.

E. WHEREAS Section 65855 of the Government Code requires inclusion of the reason for the recommendation and the relationship of the zoning map amendment to the applicable general and specific plans. The proposed Ordinance is in the interest of the general

community welfare as the parcel is currently zoned Highway Commercial (CH) and a Rezone to General Commercial (C-3) will allow a pipe supply business that is already located nearby in the City of Santa Maria to continue providing products which are used for road maintenance and utilities and infrastructure construction by municipalities, utility providers, Caltrans, and agricultural operations. The project site is currently vacant. The rezone of the parcel to C-3 will allow for the storage of said pipe supplies, which represents good planning consistent with the intent of the County General Plan and Orcutt Community Plan.

F. WHEREAS this County Planning Commission has held a duly noticed public hearing, as required by Section 65484 of the Government Code, on the proposed amendments to the Zoning Map, at which hearing the proposed Ordinance was explained and comments invited from persons in attendance.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.

2. In compliance with the provisions of Section 65855 of the Government Code, this County Planning Commission recommends that the Board of Supervisors of the County of Santa Barbara, State of California, following the required noticed public hearing, approve and adopt the above-referenced Ordinance to Rezone Assessor Parcel Number 013-090-001, attached hereto as Exhibit A, as recommended by the County Planning Commission, based on the findings included as Attachment A of the County Planning Commission staff report dated June 3, 2025. Said Ordinance is attached hereto as Attachment 1 and is incorporated herein by reference.

3. A certified copy of this resolution shall be transmitted to the Board of Supervisors.

4. The Chair of this Commission is hereby authorized and directed to sign and certify all maps, documents, and other materials in accordance with this Resolution to show the above-mentioned action by the County Planning Commission.

PASSED, APPROVED AND ADOPTED this 11th day of June, 2025 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____

LAURA M. BRIDLEY, Chair
Santa Barbara County Planning Commission

ATTEST:

_____
JEFFREY WILSON
Secretary to the Commission

APPROVED AS TO FORM:

RACHEL VAN MULLEM
COUNTY COUNSEL

By _____
Deputy County Counsel

ATTACHMENTS:
1. Board of Supervisors' Ordinance to Rezone Assessor Parcel Numbers 107-150-021 and 107-150-022

ATTACHMENT 1

COUNTY LAND USE AND DEVELOPMENT CODE
(ZONING MAP AMENDMENT)

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTION 35-1, THE SANTA BARBARA COUNTY LAND USE AND DEVELOPMENT CODE, OF CHAPTER 35, ZONING, OF THE SANTA BARBARA COUNTY CODE BY AMENDING THE COUNTY ZONING MAP FOR ASSESSOR'S PARCEL NUMBERS 107-150-021 AND 107-150-022 TO CHANGE THE ZONING FROM HIGHWAY COMMERCIAL (CH) TO GENERAL COMMERCIAL (C-3).

Case No. 23RZN-00001

The Board of Supervisors of the County of Santa Barbara ordains as follows:

SECTION 1

All zoning maps and zone designations previously adopted under the provisions of Section 35.14.020, Zoning Map and Zones, of Section 35-1, the Santa Barbara County Land Use and Development Code, of Chapter 35, Zoning, of the Santa Barbara County Code, State of California, are hereby repealed as they related to Assessor's Parcel Numbers 107-150-021 and 107-150-022, as shown on Exhibit A.

SECTION 2

Pursuant to the provisions of Section 35.14.020, Zoning Map and Zones, of Section 35-1, the Santa Barbara County Land Use and Development Code, of Chapter 35, Zoning, of the Santa Barbara County Code, State of California, the Board of Supervisors hereby amends the County Zoning Map by re-designating Assessor's Parcel Numbers 107-150-021 and 107-150-022 from Highway Commercial (CH) to General Commercial (C-3).

The amended Zoning Map is made a part of said section by reference, with the same force and effect as if the boundaries, locations, and lines of the districts and territory therein delineated and all notations, references, and other information shown on said Zoning Map were specifically and fully set out and described therein.

SECTION 3

The Chair of the Board of Supervisors is hereby authorized and directed to sign and certify this Ordinance and all maps, documents, and other materials in accordance with this Ordinance to show that said zone change for Assessor's Parcel Numbers 107-150-021 and 107-150-022 from Highway Commercial (CH) to General Commercial (C-3) has been adopted by this Board.

SECTION 4

Except as amended by this Ordinance, Section 35.14.020 of the Santa Barbara County Land Use and Development Code shall remain unchanged and shall continue in full force and effect.

SECTION 5

This ordinance shall take effect and be in force thirty (30) days from the date of its passage; and before the expiration of fifteen (15) days after its passage it, or a summary of it, shall be published once, with the names of the members of the Board of Supervisors voting for and against the same in the Santa Barbara Independent, a newspaper of general circulation published in the County of Santa Barbara.

PASSED, APPROVED, AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this ____ day of _____, 2025 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
LAURA CAPPS, CHAIR
BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA

ATTEST:

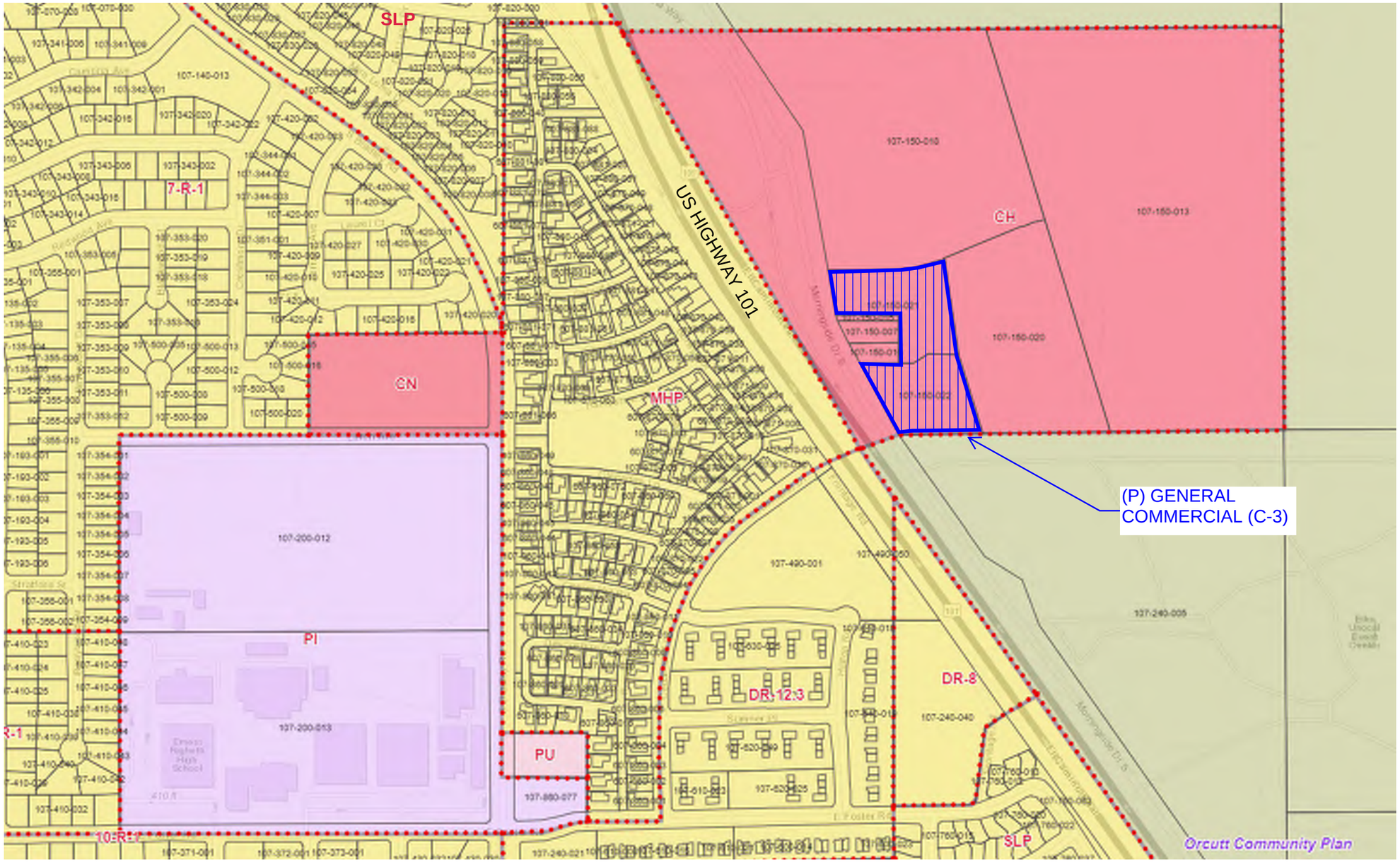
MONA MIYASATO
COUNTY EXECUTIVE OFFICER
CLERK OF THE BOARD OF SUPERVISORS

By: _____
Deputy Clerk

APPROVED AS TO FORM:

RACHEL VAN MULLEM
COUNTY COUNSEL

By _____
Deputy County Counsel



LEGEND

EXISTING ZONING BOUNDARY LINE

PROPOSED GENERAL COMMERCIAL (C-3) ZONING

GENERAL NOTES:

1. PROJECT LIES WITHIN ORCUTT COMMUNITY PLAN AREA.
2. PROJECT LOCATED WITHIN KEYSITE 33.

N

NOT TO SCALE

EXHIBIT A

PROPOSED ZONING

COUNTY OF SANTA BARBARA, CALIFORNIA

F&A
CIVIL ENGINEERING • PLANNING
CONSTRUCTION ENGINEERING

FLOWERS & ASSOCIATES, INC.
115 W. Canon Perdido Street
Santa Barbara, CA 93101
Telephone (805) 966-2224

W.O. 24060

ATTACHMENT D-2

RESOLUTION OF THE SANTA BARBARA COUNTY PLANNING COMMISSION
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF RECOMMENDING TO THE BOARD OF SUPERVISORS THAT A RESOLUTION BE APPROVED TO AMEND THE COMPREHENSIVE PLAN LAND USE ELEMENT MAP (COMP-1) AND THE ORCUTT COMMUNITY PLAN LAND USE DESIGNATIONS EASTERN SECTION MAP TO ADJUST THE URBAN/RURAL BOUNDARY AND CHANGE THE LAND USE DESIGNATION MAP BY REDESIGNATING ASSESSOR'S PARCEL NUMBERS 107-150-021 AND 107-150-022 FROM HIGHWAY COMMERCIAL TO GENERAL COMMERCIAL; AND TO REVISE ORCUTT COMMUNITY PLAN POLICY LU-O-6.

RESOLUTION NO. 25-_____

CASE NO: 23GPA-00001

WITH REFERENCE TO THE FOLLOWING:

A. WHEREAS on December 20, 1980, by Resolution No. 80-566, the Board of Supervisors of the County of Santa Barbara adopted the Comprehensive Plan (General Plan) for the County of Santa Barbara.

B. WHEREAS on July 22, 1997, by Resolution No.97-314, the Board of Supervisors of the County of Santa Barbara adopted the Orcutt Community Plan.

C. WHEREAS the above-referenced initiated amendments to the Comprehensive Plan were developed in order to comply with Government Code Section 65860 that requires County zoning ordinances to be consistent with the General Plan.

D. WHEREAS the proposed amendment is consistent with the Santa Barbara County Comprehensive Plan, the Orcutt Community Plan and the requirements of California Planning, Zoning, and Development laws.

E. WHEREAS public agencies, California Native American Indian Tribes, civic, education, and other community groups, public utility companies, and citizens have been provided the opportunity for involvement pursuant to Section 65351 and 65352 of the Government Code.

F. WHEREAS the County initiated consultations with Native American tribes as required by Government Code Sections 65352.3 and 65352.4.

G. WHEREAS the County Planning Commission has held a duly noticed hearing, as required by Section 65353 of the Government Code on the proposed amendment at which hearing the amendment was explained and comments invited from the persons in attendance and through this Resolution will endorse and transmit a written recommendation to the Board of Supervisors pursuant to Government Code Section 65354.

H. WHEREAS the County Planning Commission has determined that the proposed amendment is consistent with the Comprehensive Plan, including the Orcutt Community Plan, and provide the greatest community welfare without compromising community values, environmental quality, or

the public health and safety, as included in the findings in Attachment A of the Planning Commission staff report, dated June 3, 2025, which is incorporated herein by reference.

I. WHEREAS in compliance with Government Code Section 65855, which requires the County Planning Commission's written recommendation on the proposed amendments and ordinances to include the reasons for the recommendation and the relationship of the proposed ordinances and amendments to applicable general and specific plans, the County Planning Commission has determined that the proposed amendments represent good planning consistent with the intent of the Comprehensive Plan.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.

2. The County Planning Commission now finds that it is in the interest of the orderly development of the County and important to the preservation of the health, safety and general welfare of the residents of the County to recommend that the Board of Supervisors adopt a Resolution (Case No. 23GPA-00001) amending the Land Use Element Map (COMP-1) of the Comprehensive Plan Land Use Element, the Orcutt Community Plan Land Use Designations Eastern Section Map, and Orcutt Community Plan Policy KS33-1 to redesignate Assessor's Parcel Numbers 107-150-021 and 107-150-022 from Highway Commercial to General Commercial and to adjust the Urban/Rural boundary line, as shown on Exhibits A and B of Attachment 1.

   Said recommended Board Resolution is attached hereto as Attachment 1 and is incorporated by reference.

3. In compliance with the provisions of Section 65855 of the Government Code, this County Planning Commission recommends that the Board of Supervisors of the County of Santa Barbara, State of California, following the required noticed public hearing, approve and adopt the above-mentioned recommendation of this Commission, based on the findings included as Attachment A of the Planning Commission Staff report for the project dated June 3, 2025.

4. A certified copy of this resolution shall be transmitted to the Board of Supervisors.

5. The Chair of this County Planning Commission is hereby authorized and directed to sign and certify all maps, documents, and other materials in accordance with this resolution to show the above-mentioned action by the County Planning Commission.

PASSED, APPROVED AND ADOPTED this June 11, 2025, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____

LAURA M. BRIDLEY, Chair
Santa Barbara County Planning Commission

ATTEST:

_____

JEFF WILSON
Secretary to the Commission

APPROVED AS TO FORM:

RACHEL VAN MULLEM
COUNTY COUNSEL

By _____
Deputy County Counsel

ATTACHMENTS:

1. Board of Supervisors Ordinance to change the Comprehensive Plan Land Use designation of Assessor Parcel Numbers 107-150-021 and 107-150-022

ATTACHMENT 1

RESOLUTION OF THE SANTA BARBARA COUNTY BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF ADOPTION OF AN AMENDMENT TO THE COMPREHENSIVE PLAN LAND USE ELEMENT MAP (COMP-1) AND THE ORCUTT COMMUNITY PLAN LAND USE DESIGNATIONS EASTERN SECTION MAP TO ADJUST THE URBAN/RURAL BOUNDARY AND CHANGE THE LAND USE DESIGNATION MAP BY REDESIGNATING ASSESSOR'S PARCEL NUMBERS 107-150-021 AND 107-150-022 FROM HIGHWAY COMMERCIAL TO GENERAL COMMERCIAL; AND TO REVISE ORCUTT COMMUNITY PLAN POLICY LU-O-6.

RESOLUTION NO. 25-_____

CASE NO: 23GPA-00001

WITH REFERENCE TO THE FOLLOWING:

A. WHEREAS on December 20, 1980, by Resolution No. 80-566, the Board of Supervisors of the County of Santa Barbara adopted the Comprehensive Plan (General Plan) for the County of Santa Barbara.

B. WHEREAS on July 22, 1997, by Resolution No. 97-314, the Board of Supervisors of the County of Santa Barbara adopted the Orcutt Community Plan.

C. WHEREAS the above-referenced initiated amendments to the Comprehensive Plan were developed in order to comply with Government Code Section 65860 that requires County zoning ordinances to be consistent with the General Plan.

D. WHEREAS the proposed amendment is consistent with the Santa Barbara County Comprehensive Plan and the requirements of California Planning, Zoning, and Development laws.

E. WHEREAS public agencies, California Native American Indian Tribes, civic, education, and other community groups, public utility companies, and citizens have been provided the opportunity for involvement pursuant to Section 65351 of the Government Code.

F. WHEREAS the County conducted consultations with Native American tribes as required by Government Code Section 65352.3 and 65352.4.

G. WHEREAS the County Planning Commission held a duly noticed hearing, as required by Section 65353 of the Government Code on the proposed amendment at which hearing the amendment was explained and comments invited from the persons in attendance and has endorsed and transmitted a written recommendation to the Board of Supervisors pursuant to Government Code Section 65354.

H. WHEREAS the Board of Supervisors has determined that the proposed amendment is consistent with the Comprehensive Plan, including the Orcutt Community Plan, and provide the greatest community welfare without compromising community values, environmental quality, or the public health and safety, as included in the findings in Attachment A of the Planning Commission staff report, dated June 3, 2025, which is incorporated herein by reference.

I. WHEREAS this Board has held a duly noticed public hearing, as required by Section 65355 of the Government Code on the proposed amendment, at which hearing the proposed amendment was explained and comments invited from the persons in attendance.

J. WHEREAS in compliance with Government Code Section 65855, which requires the County Planning Commission's written recommendation on the proposed amendments and ordinances to include the reasons for the recommendation and the relationship of the proposed ordinances and amendments to applicable general and specific plans, the Board of Supervisors has determined that the proposed amendments represent good planning consistent with the intent of the Comprehensive Plan.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1 . The above recitations are true and correct.

2. Whereas the Board of Supervisors now finds consistent with the authority of Government Code Section 65358 that it is in the interest of orderly development of the County and important to the preservation of the health, safety, and general welfare of the residents of said County to adopt a Resolution (Case No. 23GPA-00001) amending the Land Use Element Map (COMP-1) of the Santa Barbara County Comprehensive Plan and the Orcutt Community Plan Land Use Designations Eastern Section Map as follows:

   A. Redesignate Assessor's Parcel Numbers 107-150-021 and 107-150-022 from Highway Commercial to General Commercial as shown on Exhibit A.

   B. Adjust the Urban/Rural boundary line, as shown on Exhibit B.

3. In compliance with the provisions of Section 65356 of the Government Code, the above described change is hereby adopted as an amendment to the Land Use Element of the Santa Barbara County Comprehensive Plan.

5. Pursuant to provisions of Government Code Section 65357(b), the Clerk of the Board is hereby directed to make the documents amending the Santa Barbara County Comprehensive Plan, including the diagrams and text, available to the public for inspection.

6. The Chair and the Clerk of this Board are hereby authorized and directed to sign and certify all maps, documents, and other materials in accordance with this Resolution to reflect the above described action by the Board.

7. Pursuant to the provisions of Government Code Section 65357, the Clerk of the Board is hereby authorized and directed to send endorsed copies of said maps to the planning agency of each city within this County.

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 2025 by the following vote:

AYES:
NOES:
ABSTAIN:

ABSENT:

_____
Laura Capps, Chair
Board of Supervisors
County of Santa Barbara

MONA MIYASATO, COUNTY EXECUTIVE OFFICER
CLERK OF THE BOARD

By _____
Deputy Clerk

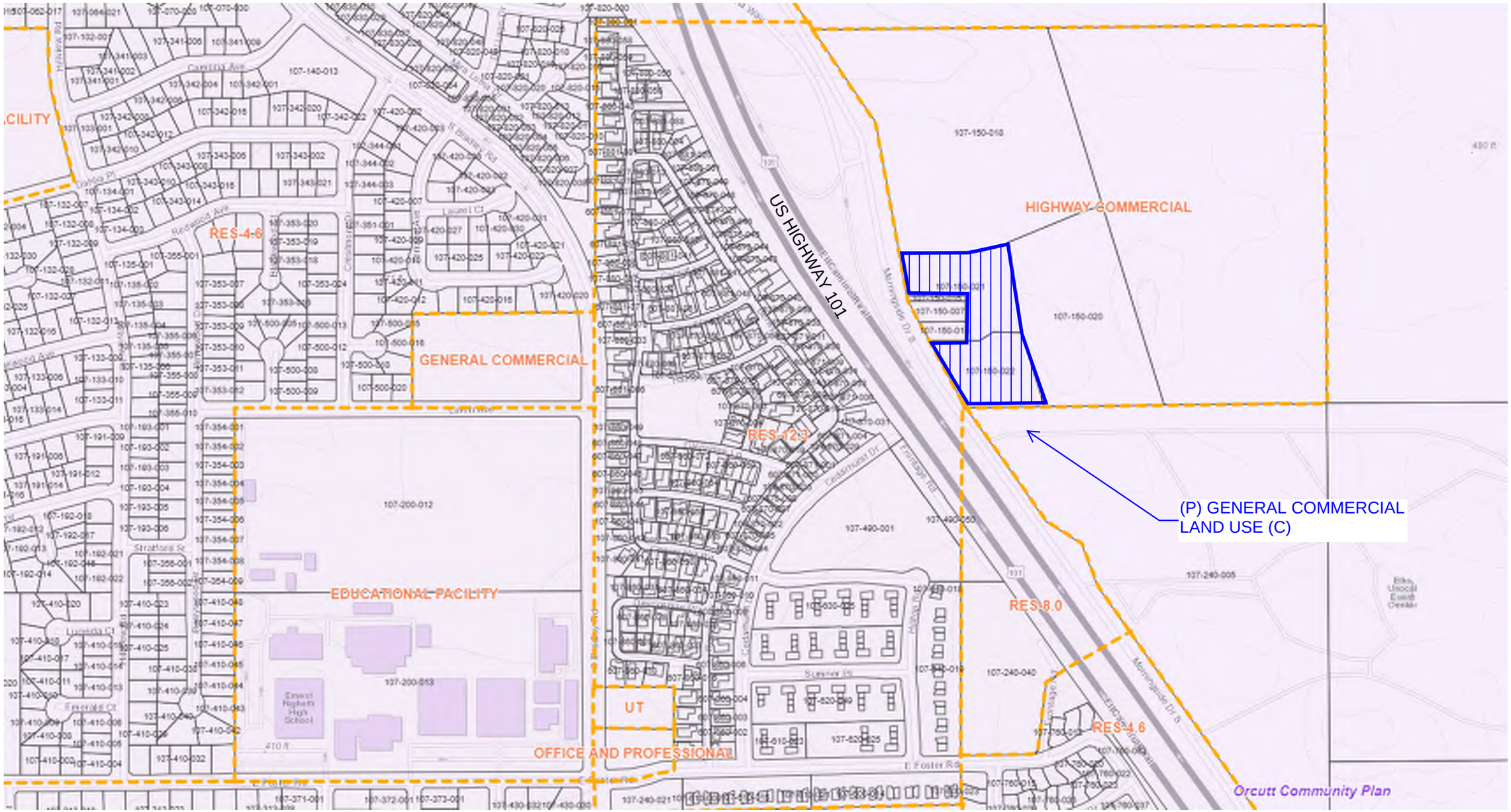
APPROVED AS TO FORM:

RACHEL VAN MULLEM
COUNTY COUNSEL

By _____
Deputy County Counsel

EXHIBITS:

A. Land Use Designation Change
B. Urban and Rural Boundary Adjustment



LEGEND

- EXISTING LAND USE BOUNDARY
- PROPOSED GENERAL COMMERCIAL LAND USE (C)

GENERAL NOTES:

1. PROJECT LIES WITHIN ORCUTT COMMUNITY PLAN AREA.
2. PROJECT LOCATED WITHIN KEYSITE 33.

N

NOT TO SCALE

EXHIBIT A

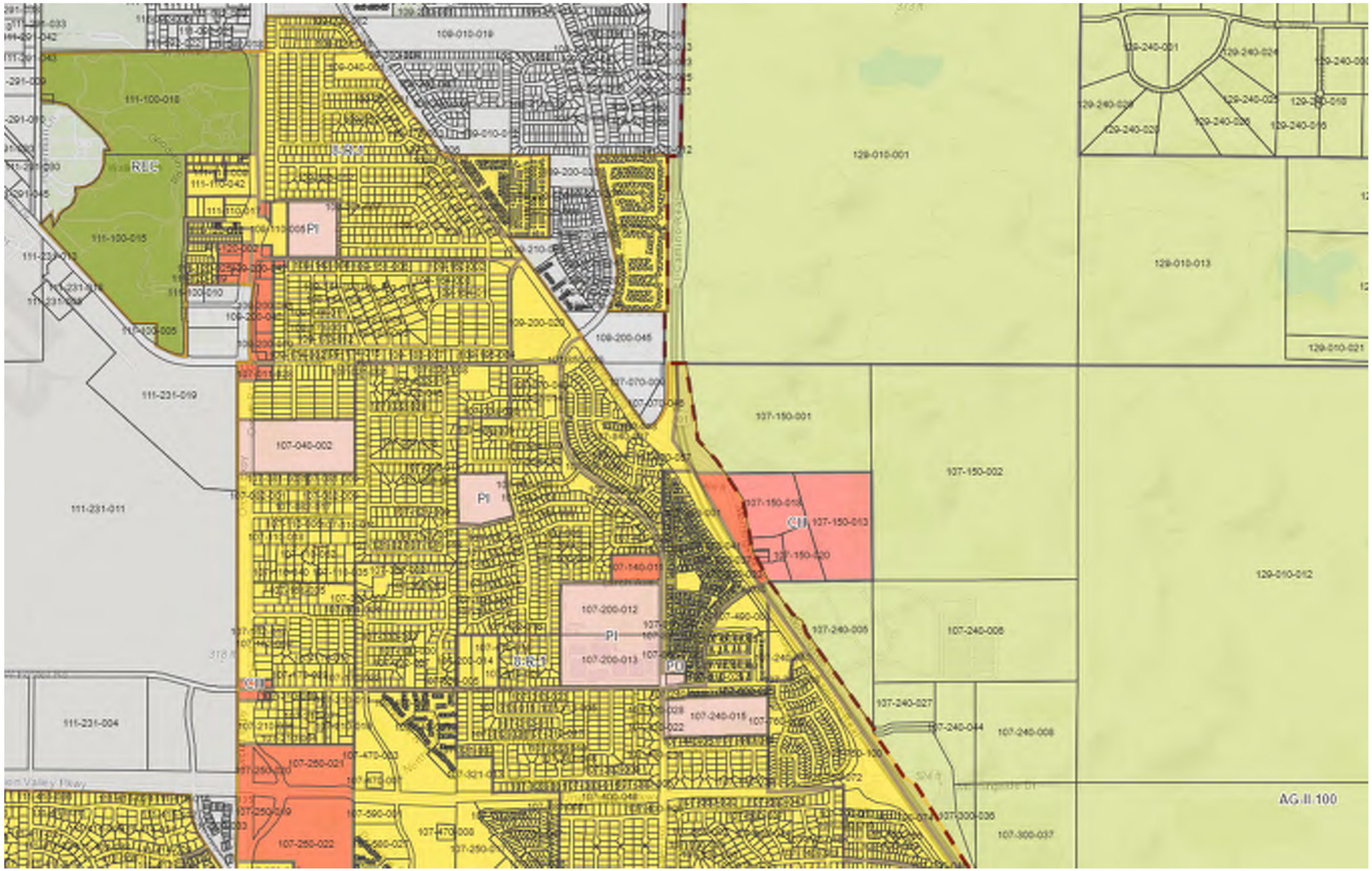
PROPOSED LAND USE

COUNTY OF SANTA BARBARA, CALIFORNIA

F&A
CIVIL ENGINEERING • PLANNING
CONSTRUCTION ENGINEERING

FLOWERS & ASSOCIATES, INC.
115 W. Canon Perdido Street
Santa Barbara, CA 93101
Telephone (805) 966-2224

W.O. 24060



LEGEND

- EXISTING RURAL BOUNDARY
- EXISTING URBAN AREA

GENERAL NOTES:

1. PROJECT LIES WITHIN ORCUTT COMMUNITY PLAN AREA.
2. PROJECT LOCATED WITHIN KEYSITE 33.

N

NOT TO SCALE

EXHIBIT B

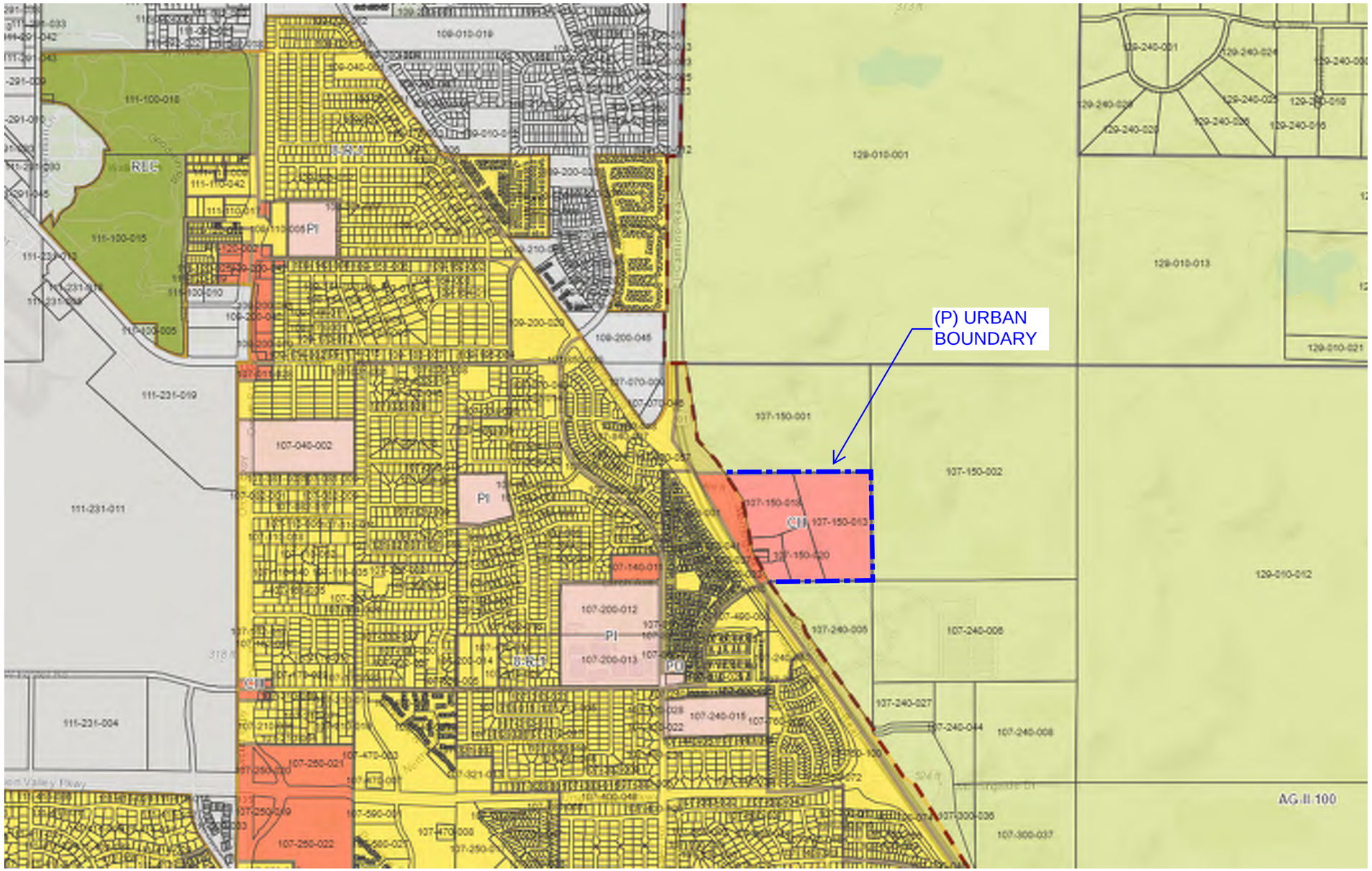
EXISTING URBAN-RURAL BOUNDARY

COUNTY OF SANTA BARBARA, CALIFORNIA

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W.O. 24060



LEGEND

- EXISTING RURAL BOUNDARY
- EXISTING URBAN AREA
- PROPOSED URBAN BOUNDARY

GENERAL NOTES:

1. PROJECT LIES WITHIN ORCUTT COMMUNITY PLAN AREA.
2. PROJECT LOCATED WITHIN KEYSITE 33.

N

NOT TO SCALE

EXHIBIT

PROPOSED URBAN-RURAL BOUNDARY

COUNTY OF SANTA BARBARA, CALIFORNIA

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W.O. 24060

COUNTY OF SANTA BARBARA

NORTH
BOARD OF ARCHITECTURAL REVIEW
UNAPPROVED MINUTES
Meeting Date: NOVEMBER 17, 2023

9:00 A.M.

Planning and Development
624 W Foster Road Suite C
Santa Maria, CA 93454
(805) 934-6250

The meeting of the Santa Barbara County North Board of Architectural Review was called to order by Member Maglinte at 9:20 AM.

COMMITTEE MEMBERS PRESENT:

Michael C. Maglinte, Chair
James King
Steven Reese
Michael Nicola
Kevin J. Small
Tom Lopez

BOARD MEMBERS ABSENT:

Robert W. Jones, Vice-Chair

STAFF MEMBERS PRESENT:

Gwen Beyeler, NBAR Supervising Planner
Teresa Castro, NBAR Secretary

NUMBER OF INTERESTED PERSONS:

ADMINISTRATIVE AGENDA:

I. PUBLIC COMMENT:

II. MEMBER RECUSALS: Kevin Small recused from 23BAR-00152 Famcon Pipe and Supply

III. AGENDA STATUS REPORT: Item #2- 23BAR-00169 Jansen New SFD was moved to number 1

IV. MINUTES: November 17th, 2023, Minutes will be considered.

ACTION: Member Maglinte moved, seconded by Member Reese, and carried by a vote of 4 -0, to approve the minutes of October 27, 2023.(Members Lopez and Small abstained)

V. NBAR MEMBERS INFORMATIONAL BRIEFINGS : None

VI. STAFF UPDATE: None

VII. STANDARD AGENDA:

1. 23BAR-00152 Famcon Pipe and Supply Santa Maria
23DVP-00016 (Singer, Ben, bsinger@countyofsb.org Planner) Urban
23GPA-00001
23RZN-00001

Request of David Swenk, Agent for Steve Pensa, to consider Case Number 23BAR-00152 for Conceptual review of a commercial structure. The proposed structure will be approximately 10,914 square feet, and the parcels on which it will be built are currently vacant. The project will require approximately 6,687 cubic yards of cut and 6,537 cubic yards of fill. The property consists of two parcels for a total of 4.01 acres that are currently zoned CH, and identified Assessor's Parcel Numbers: 107-150-021 and 107-150-022. The property is located at 1350 Founders Ave in the Santa Maria area, which is in the Fourth Supervisorial District.

PUBLIC COMMENT

1. Dr. Robinson
2. Gary Wuitschicte

NBAR COMMENTS

1. Consider adding clerestory windows on the west elevation.
2. Review cupola portions; should be wider
3. Landscaping may be needed on the southern property edge to screen the project from Highway 101. Study feasibility relative to utility easements.
4. Provide photos for visuals along Highway 101.
5. Provide materials and colors.

No Action taken item may return for Conceptual review

2. 23BAR-00169 Jansen New SFD Los Alamos
(No Planner assigned) Urban

Request of Allard Jansen, Architect for The Jansen/Devine, to consider Case Number 23BAR-00169 for Conceptual review of a new residence, ADU, and JADU. The proposed residence will be approximately 2,912 square feet, plus approximately 508 square feet garage, an approximately 977 square feet ADU, and 500 square feet JADU. A single-family residence of approximately 624 square feet and a barn of approximately 646 square feet exist on the Parcel. The project will not require cut, and the fill is yet to be determined. The property is .23 acres zoned 7-R-1, and identified as Assessor's Parcel Number: 101-182-005. The property is located at 365 Main Street in the Los Alamos area, which is in the Fourth Supervisorial District.

PUBLIC COMMENT

1. Susan Sorgnsen

NBAR COMMENTS

1. Sloped roof looks like a skinny wall. There is no weight to them. Study.
2. Provide a street section through the whole property to better show how it will be viewed from the street.
3. Consider if materials are appropriate for high fire area. Check requirements for venting.
4. Study materials, including the varnished block.
5. Study compatibility with neighborhood.
6. Given the hot climate in Los Alamos, reconsider roof material.

7. Concerned with built line and proximity to street.
8. The neighborhood is comprised of Victorian, single-story mid-century. There are compatibility issues.
9. This design will stick out scale-wise and architecturally; most architecture is low-lying.
10. Neighbors may not be able to view sunset due to the scale of this home.
11. Review the Los Alamos Community Plan and demonstrate compliance with visual resources policies.
12. Replace sheer with building on the right side of the property facing the existing neighbor's house. After landscaping, for sufficient wall relief to break it up.

No Action taken item may return for Conceptual review

There being no further business to come before the Board of Architectural Review Committee, Member King moved, seconded by Member Lopez, and carried by a vote of 5-0 that the meeting was adjourned until 9:00 A.M. on Friday, December 15, 2023.

Meeting adjourn at 11:25 A.M.

G:\GROUP\PC_STAFF\WP\BAR\NBAR\AGENDAS\2023\11-17-23 Draft minutes

Santa Barbara County Planning and Development Department

North Board of Architectural Review

Unapproved Minutes

Meeting Date: April 25, 2025

9:00 A.M.

Joseph Centeno Betteravia Government Administration Building

511 E. Lakeside Parkway
Santa Maria, CA 93455

Planning & Development 805 -934-6250

NBAR Members			
Chair	**Michael C. Maglinte**	**Kevin J. Small**	**James King**
Vice-Chair	**Robert W. Jones**	**Steven Reese**	**Tom Lopez**
		Michael Nicola	

Planning & Development Staff			
Supervising Planner	**Shannon Reese**	**NBAR Secretary**	**Teresa Castro**

CALL TO ORDER

The meeting was called to order at 9:11 a.m. by Chair Maglinte.

MEMBER ATTENDANCE

The following members were present:

- Michael C. Maglinte participated remotely via Zoom.
- Kevin J. Small
- Steven Reese
- Michael Nicola

The following members were absent:

- Robert W. Jones (Vice-Chair)
- Tom Lopez
- James King

Planning & Development Staff Present:

- Shannon Reese, Supervising Planner
- Teresa Castro, NBAR Secretary

ADMINISTRATIVE AGENDA

I. Public Comment: Karin Hauenstein

II. Member Recusals: Member Small recusing from Item Nos. 2 and 3

III. Agenda Status Report: None

IV. Minutes Review: Review of minutes from **March 28, 2025**.

ACTION: King moved, seconded by Small, and carried by a vote of 4-0 to approve the minutes of March 28, 2025 **(**Member Jones, Member Lopez and member King were absent)

V. NBAR Members Informational Briefings

- Chair Maglinte shared that he and Member Nicola met with Aaron Hanke, Travis Seawards, and Shannon Reese to discuss the Board's purview. The Board expressed concern that they are not being fully utilized in some of the smaller communities. Staff clarified that there are state-imposed limitations on NBAR's jurisdiction—particularly regarding multi-family and single-family projects unless the commercial portion exceeds 50% in mixed-use developments.
- Member Nicola noted that there are potential opportunities for the Board to contribute input on objective design guidelines.
- Deputy Director Seawards provided further context regarding the state's current housing policies, limitations on HOA influence, the ongoing housing crisis, and a general decline in permitting activity over recent months.
- Member Reese raised questions about the five-hearing limitation outlined in Senate Bill 330.

VI. Staff Update:

- KS 2 project approved by Planning Commission. Meyer Mixed Use project going to hearing soon. Constellation project going to hearing soon.

NORTH BOARD STANDARD AGENDA:

The Representatives of the following items should be prepared to present their projects by 9:00 A.M.

1. 23BAR-00173 — Verizon @ Rucker Rd — Lompoc
23CUP-00026 (Soren Kringel, Planner kringels@countyofsb.org) Urban

Request of Verizon Wireless agent for Robert and Geraldine Campbell Trust to consider case number 23BAR-00173 for further conceptual review of a wireless telecommunication facility of approximately 900 square feet. The parcel currently has a temporary farm office trailer and farmland. The proposed project will not require any cut or fill. The project is 44.39 acres in size, Zoned AG-II-40, and shown as Assessor's Parcel Number 097-270-032, located at Purisima/ Rucker Road, in the Lompoc Area, Fourth Supervisorial District. (**continued** from 12-15-23)

PUBLIC COMMENT

1. Karin Hauenstein

NBAR COMMENTS:

1. Color and Materials board is incomplete – it doesn't cover the accent pieces or the legs.
2. Will the legs and crossbeams be sized differently?
3. Legs read too small.
4. Silt fencing is not adequate screening and the proposed fencing needs to provide screening in a neutral color.
5. Pipe in the middle of the structure that's surrounded by the lattice work should be a different color.
6. If you used a darker green for the center pipe, it's likely to recede with the nearby eucalyptus.
7. Many of the examples have a top piece on the tower, which looks more realistic. There are some concerns with the elevation proportions – the elevation proportions don't look much like the proportions in the examples. Study proportioning in the Wickenburg example as a basis for the proposed design (cap, shape, widen support structure, how the support structure attaches to the 'tank', bring the tank bottom lower).
8. Signage specific to the neighborhood or area on the tank is encouraged.
9. Provide details on proposed lighting.
10. Concerns with the appropriateness of the tower location (low, near residential).

No Action Taken:
The project will return for **further conceptual review**.

2. **24BAR-00124** **Orcutt Gateway Retail Center Amendment** **Orcutt**
24CUP-00019 (Soren Kringel, at kringels@countyofsb.org)

Request of Heidi Jones, agent for Goleta Valley Professional Buildings LLC, to consider Case number 24BAR-00124 for Preliminary and Final Review of a proposed rooftop mechanical equipment, emergency generator screening, and new trash enclosure. The following structures currently exist on the parcel: Orcutt Key site #2. The tenant is occupying spaces in anchor spaces (under construction). The project will not require cut or fill. The property is a 5.83-acre parcel, zoned C2, Shown as Assessor Parcel Number 129-280-001, located at 1620 Clark Ave, in the Orcutt area, in the fourth Supervisorial District. (**continued** from 10/25/2024)

PUBLIC COMMENT:

None

NBAR COMMENTS:

1. The BAR asked if the proposed enclosure materials will match the future structure on the same site, however, that structure has not yet been proposed so the materials are unknown. It's anticipated that they would conform to the DVP-approved elevations and would use a similar color scheme to the adjacent existing structure.
2. The BAR asked if the applicant team considered using CMU blocks. They did but felt the proposed material was softer.

Action Taken:
Member Maglinte moved, and Member King seconded, to grant Preliminary and Final Approval.

3. 23BAR-152 **Famcon Pipe and Supply Development Plan** **Santa Maria**
23DVP-00016 (Conner, Steve conners@countyofsb.org Planner) Urban
23GPA-00001
23RZN-00001

Request of Gelare Macon, Agent for Steve Pensa, to consider Case Number 23BAR-00152 for further Conceptual review of a commercial structure. The proposed structure will be approximately 10,914 square feet, and the parcels on which it will be built are currently vacant. The project will require approximately 6,687 cubic yards of cut and 6,537 cubic yards of fill. The property consists of two parcels for a total of 4.01 acres that are currently zoned CH, and identified Assessor's Parcel Numbers: 107-150-021 and 107-150-022. The property is located at 1350 Founders Ave in the Santa Maria area, which is in the Fourth Supervisorial District. (**continued** from 11/17/23)

PUBLIC COMMENT:

None

NBAR COMMENTS:

1. The Board wants to confirm that the site circulation and truck traffic have been considered in the site layout but understands that traffic is beyond their purview.
2. East and West elevations seem like they are supposed to be mirrored but aren't. Please study.
3. If the clearstory were wider, the building may feel less tall.
4. The Board likes the overhangs.
5. The Board asked about ventilation and the architect described two potential options that they have studied. Board asked that at preliminary, ventilation details be included.
6. The Board asked about future signage. They plan to do a sign over the entry door and on the clearstory, as well as potentially site signage, but they would be under separate permit in the future.
7. The Board said that the applicant could study a step-down in height in the office area and the architect shared potential complications that would result.
8. Please bring a color and sample board at the next hearing.

No Action Taken:
Return for Preliminary and Final Approval.

Adjournment

Motion: Member King moved, and Member Reese seconded, to adjourn the meeting at 10:56 a.m.

Next Meeting: Scheduled for June 27, 2025

ATTACHMENT 9

LAGUNA
COUNTY SANITATION DISTRICT
SANTA BARBARA COUNTY
620 West Foster Road
Santa Maria, California 93455
(805) 803-8750

February 21, 2025

Hope Community Church of Santa Maria, Inc.
3010 Skyway Drive, Suite F
Santa Maria, CA 93455

Re: Sewer Service for 1350 Founders Ave on APN: 107-150-021 and 022
Proposed Commercial Building for Famcon Pipe and Supply, Inc.

Transmitted via electronic mail

Dear property owner:

Your project proposes to construct new building which will be an office for Famcon Pipe and Supply. District records indicate no existing sewer being served at this lot and therefore a new private lateral connection will be made to the public sewer on Founders Avenue per your plans (subject to approval). Please note that this project scope needs to be confirmed with the County of Santa Barbara Planning and Development Department, and any changes to the scope void this Can and Will Serve letter.

This is a Can-and-Will Serve letter from the Laguna County Sanitation District for the development of the proposed building. The following conditions apply:

1. The new building is subject to a commercial development fee (connection charge) per District ordinance. The sewer connection charge, based on 35 drainage fixture units, equals $15,076.14 per our current rate and fee ordinance. The sewer connection charge is subject annual adjustments by ordinance.

2. Commercial structures, if any such as recreational halls, must have separate domestic only water meters. Commercial structures are charged for annual sewer service charges based on water usage on the tax roll. The current minimum amount is $925.00 per year. A prorated estimated based upon usage type amount would be due at the time of final occupancy approval, whereas this charge will be assessed on the tax roll thereafter. The sewer service charge is subject annual adjustments by ordinance. For billing purposes at the time of occupancy sign off, the District may estimate water usage for calculating the first payment by referring to similar facility water usage.

3. Private sewer laterals and private sewer mains to serve the new structure are subject to the California Plumbing Code as administered by the Building and Safety Division of the Planning and Development Department.

4. Backwater valve is required to be installed per District design standards. Refer to District standard drawing 5 (attached). Also, a cleanout located at the property line is required for new sewer laterals, and recommended for existing sewer laterals. Additional cleanout(s) may be required per the California Plumbing Code.

5. This project will not cause effluent produced by the District's reclamation plant to exceed permit thresholds. The wastewater derived from the project is domestic in nature and as such will be free of industrial and prohibited wastes as described in Sections 29-25 through 29-27.1 of the County Code. Please note this includes a prohibition on the use of salt load water softeners and the requirement to install a sewage backwater valve. Canister exchange is acceptable (contact Rayne or Culligan for more details).

6. The District has adequate treatment and disposal capabilities to serve the project.

7. The existing public sewer collection system has adequate capacity to serve the project.

8. **Note that separate sewer Can and Will Serve letters are required for each tenant improvement or new building on this site as a whole.** This is the first Can and Will Serve issued to date. Please submit other tenant improvement or other building plans to our office for the other buildings accordingly with site and plumbing plans showing plumbing counts, which would require additional fees per District ordinance.

As previously stated, the charges due prior to occupancy approval are as follows (subject to change):

Application Fee	$100.00
Commercial Development Fee	$15,076.14
Prorated sewer service charge	TBD
Total	TBD

Note: TBD= to be determined and is calculated at the time of occupancy approval

Attached to this letter is a Sewer Service Application (please sign and return), used by the District to track financial transactions of the development. Also attached is a record drawing plan sheet and a page from our collection system atlas map showing the location of the public sewer main.

Please call me at 803-8756 or email me at kethomp@countyofsb.org for any questions you may have.

Sincerely,

Kevin Thompson

Kevin Thompson, P.E.

Laguna County Sanitation District Civil Engineer

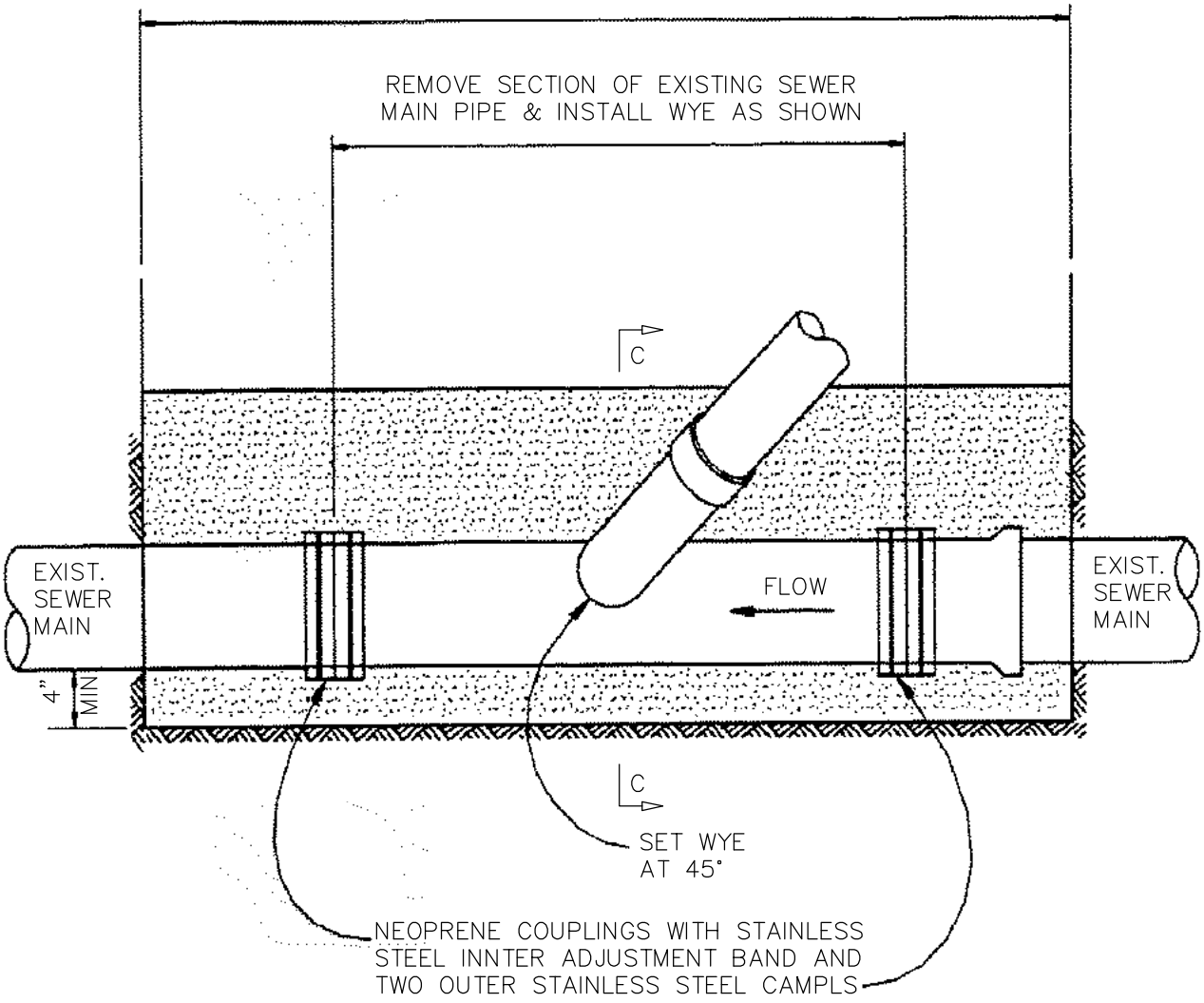
Sent to Morgan Krapes mkrapes@flowersassoc.com

Copy: Bradley Crandall, Building & Safety
File: APN 107-150-021 and 022

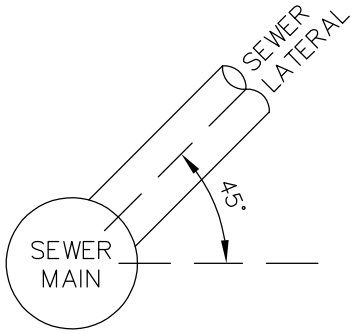
Attachments:

1. District standard drawings 3, 4, and 5
2. Sewer Service Application (please sign and return)
3. Record drawing plan sheet
4. Collection system atlas map
5. District rate and fee ordinance
6. Can and Will Serve procedure and requirements

OVEREXCAVATE A MIN. OF 12" FROM COUPLING AND BACKFILL TO A MIN.

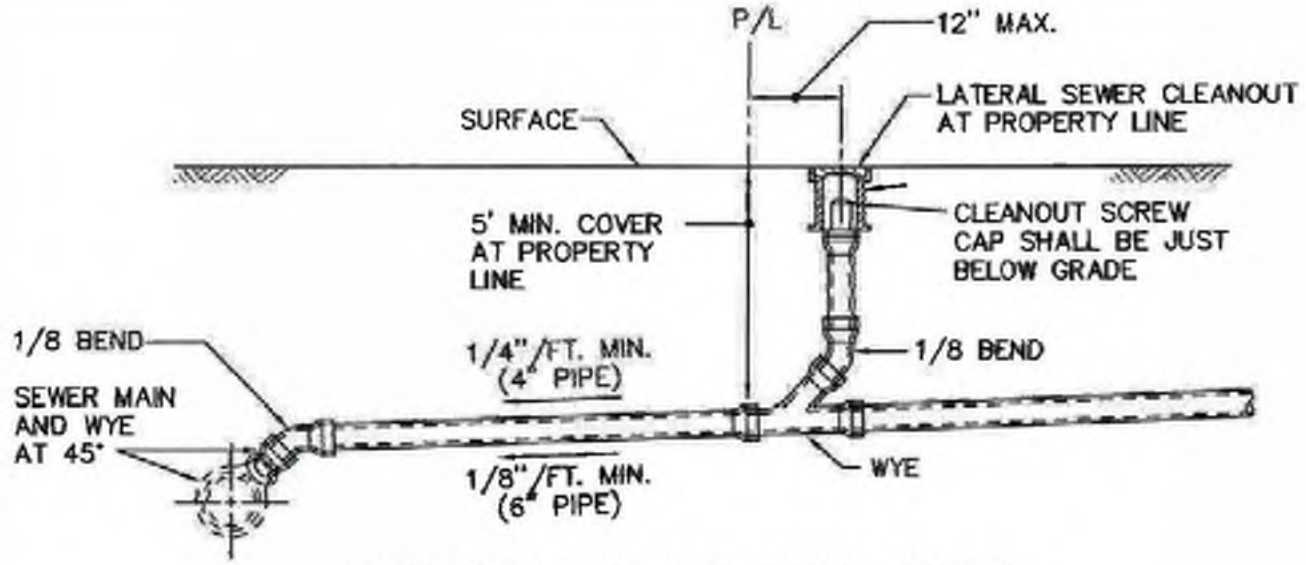


NOTE: TAPPING OR SADDLE TYPE MAY BE CONSIDERED FOR APPROVAL.

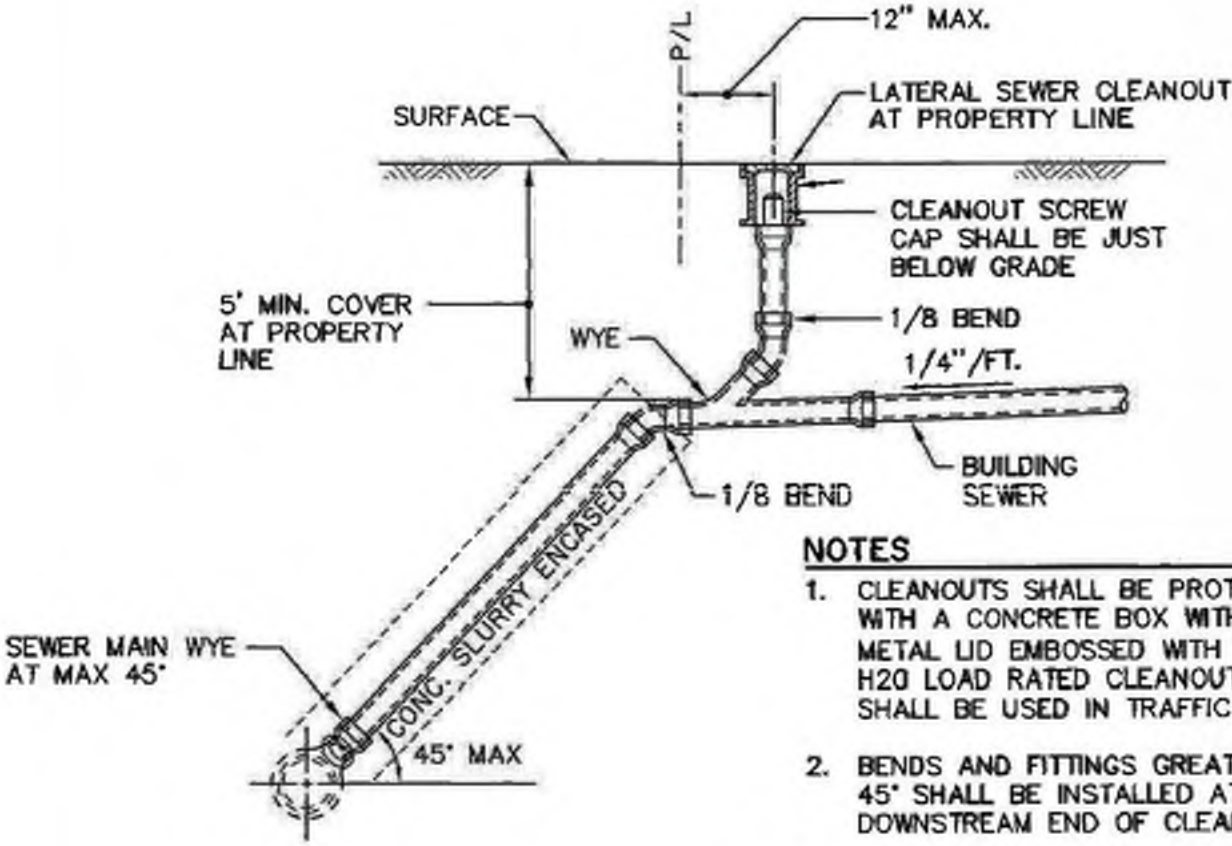


SECTION C–C

COUNTY OF SANTA BARBARA CALIFORNIA	LAGUNA COUNTY SANITATION DISTRICT	WYE INSTALLATION IN EXISTING SEWER	STANDARD DRAWING NO. 3



4" & 6" LATERALS AT TYPICAL DEPTH

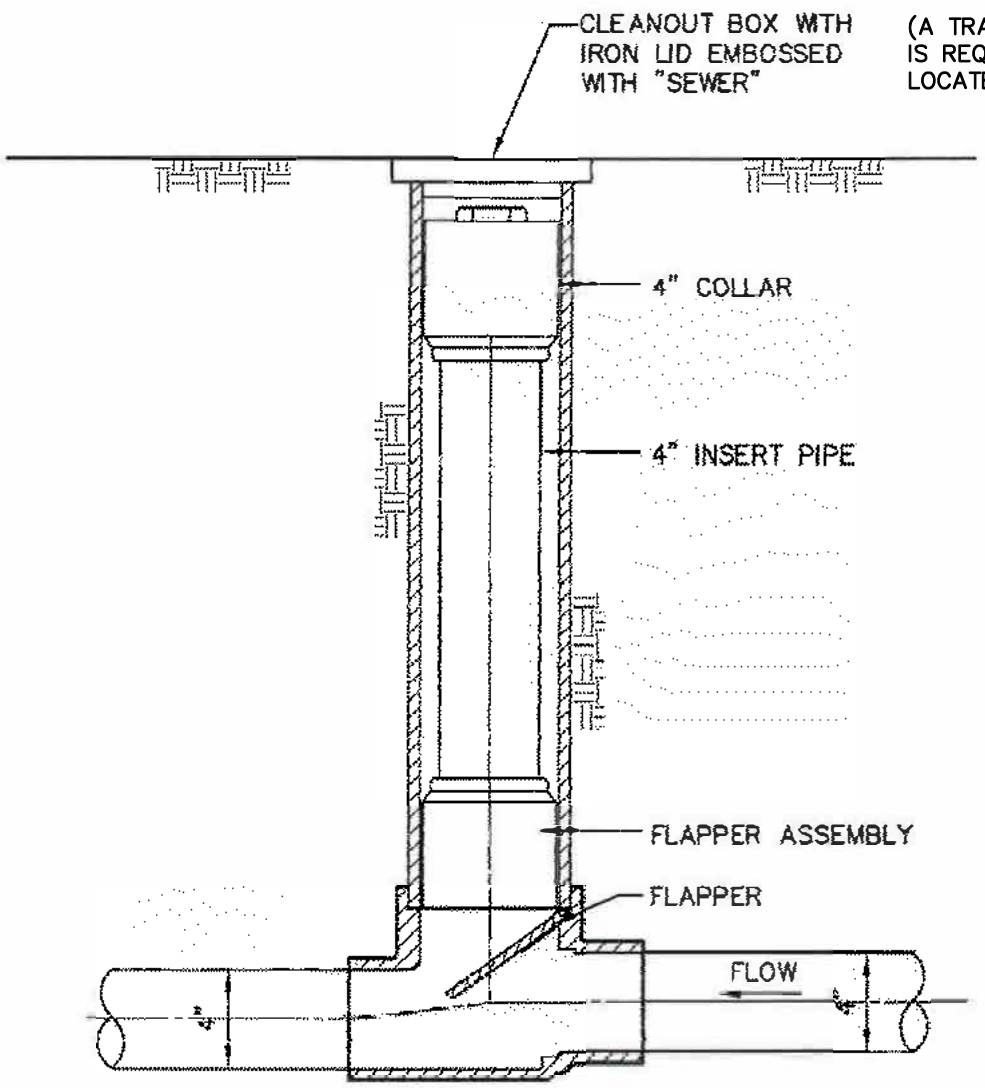


4" & 6" DEEP LATERALS

NOTES

1. CLEANOUTS SHALL BE PROTECTED WITH A CONCRETE BOX WITH A METAL LID EMBOSSED WITH "SEWER". H20 LOAD RATED CLEANOUT BOXES SHALL BE USED IN TRAFFIC AREAS.
2. BENDS AND FITTINGS GREATER THAN 45° SHALL BE INSTALLED AT THE DOWNSTREAM END OF CLEANOUTS.
3. LATERALS SHALL BE INSTALLED PERPENDICULAR TO SEWER MAIN AND CONTINUE STRAIGHT TO THE PROPERTY OR EASEMENT LINE.

COUNTY OF SANTA BARBARA CALIFORNIA	LAGUNA COUNTY SANITATION DISTRICT	LATERAL SEWER	STANDARD DRAWING NO. 4



TYPICAL SECTION

COUNTY CODE SECTION 29–27.1.C, INSTALLATION OF BACKFLOW PREVENTION DEVICE, RESPONSIBILITY FOR OPERATION AND MAINTENANCE
(ORD. No. 4497 JUNE 3, 2003, & ORD. No. 4867 SEPT. 17, 2013)

1. ALL NEW SEWER SEWER LATERALS AND ALL SEWER LATERAL REPLACEMENTS SHALL BE EQUIPPED WITH A CLEANOUT RISER FITTED WITH A BACKFLOW PREVENTION DEVICE OF TYPE AND MATERIALS MEETING CALIFORNIA PLUMBING CODE REQUIREMENTS.
2. ANY SEWER LATERAL SERVING AN EXISTING BUILDING STRUCTURE HAVING PLUMBING FIXTURES WITH DRAIN OUTLETS AT AN ELEVATION BELOW THE ELEVATION OF THE RIM OF THE MANHOLE OR CLEANOUT ON THE SEWER MAIN UPSTREAM OF THE SEWER LATERAL CONNECTION, SHALL BE QUIPPED WITH A CLEANOUT RISER FITTED WITH A BACKFLOW PREVENTION DEVICE OF TYPE AND MATERIALS MEETING CALIFORNIA PLUMBING CODE REQUIREMENTS.
3. THE RESPONSIBILITY FOR THE OWNERSHIP, OPERATION, AND MAINTENANCE OF THE BACKFLOW PREVENTION DEVICE AND ITS APPURTENANT FITTINGS SHALL BE THAT OF THE PROPERTY OWNER. DAMAGE CAUSED TO THE PROPERTY FOR THE FAILURE TO COMPLY WITH THE REQUIREMENTS OF THE CALIFORNIA PLUMBING CODE OR THIS ORDINANCE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.

COUNTY OF SANTA BARBARA CALIFORNIA	LAGUNA COUNTY SANITATION DISTRICT	BACKFLOW PREVENTION DEVICE	STANDARD DRAWING NO. 5

Permit No. 25-29

LAGUNA COUNTY SANITATION DISTRICT

620 West Foster Road
SANTA MARIA, CA 93455
PHONE: (805) 803-8750 PLANT: (805) 934-6282 FAX: (805) 803-8753

SEWER SERVICE APPLICATION

Date: 2/21/2025

Name of Owner/Agent: Morgan Krapes mkrapes@flowersassoc.com Telephone No:
Location: 1350 Founders Ave APN: 107-150-021
Owner of Property: Hope Community Church of Santa Maria, In Telephone No:
Contractor: Telephone No:

Permit For: ☐ New Connection ☐ Connection Repair/Replacement ☐ Addition ☑ Other (see description below)

Description of Work: **Proposed Commercial Building for Famcon Pipe and Supply, Inc.**

TO BE FILLED OUT BY LAGUNA COUNTY SANITATION DISTRICT

Check (✓) the connection type:

☐ Single Family Residence No. of Units ☐ Commercial
☐ Apartment/Condo No. of Units ☐ Industrial
☐ Institutional

The following conditions are required if checked (✓):

☐ Sampling Manhole ☐ Layout Sketch to be Submitted as Shown Below
☐ Grease Interceptor (750-gallon minimum) ☑ Backwater Valve

Facility Description:

35 DFUs
Also APN 107-150-022

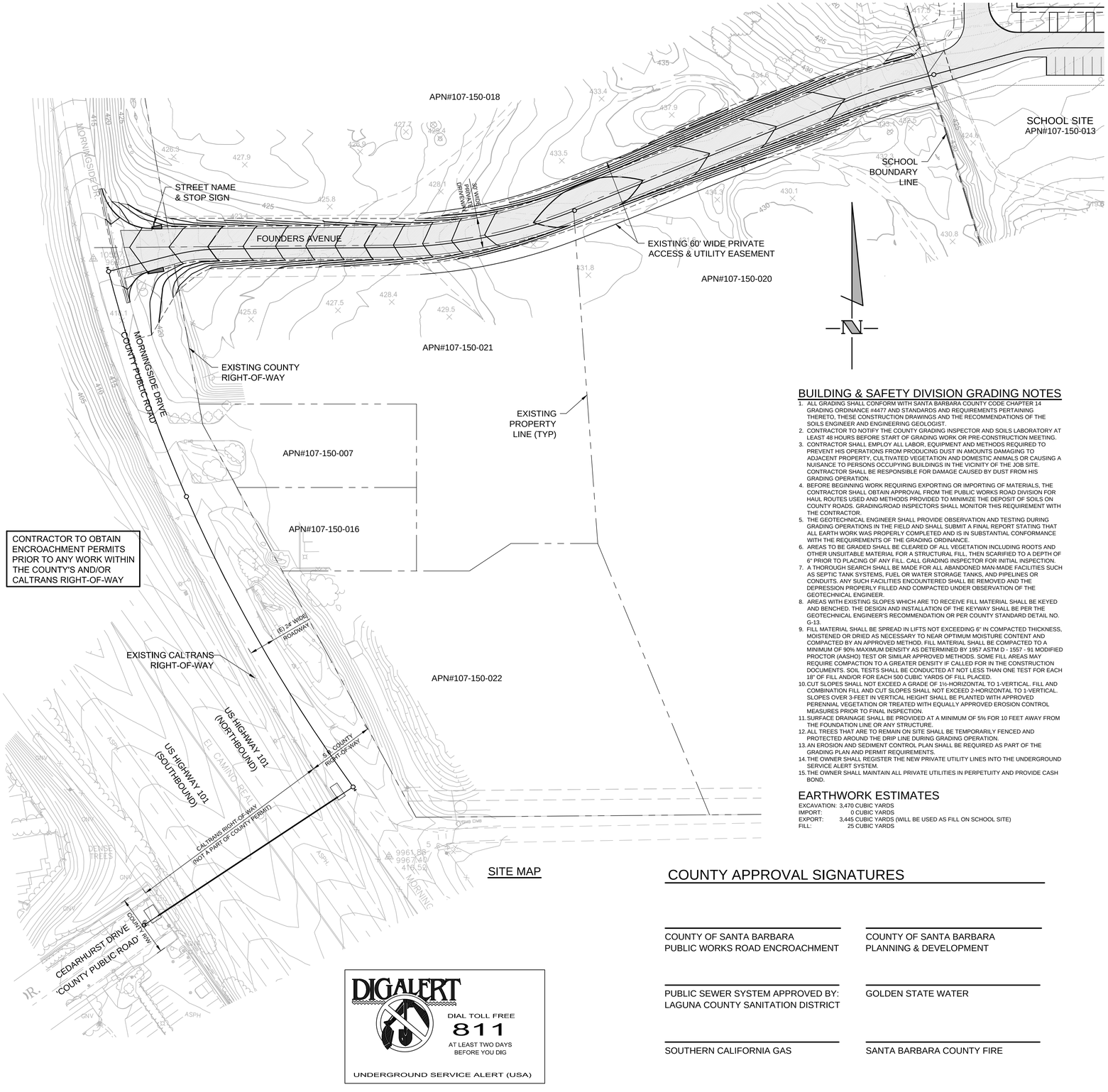
FEES:	AMOUNT	DATE PAID	RECEIPT
Annexation fee:	$0.00		0
Application fee:	$100.00		0
Plan check fee:	$0.00		0
Inspection fee:	$0.00		0
Trunk line fee:	$0.00		0
Connection fee:	$15,076.14		0
Sewer service charge:			0
Other fees:	$0.00		0
TOTAL FEES DUE:			

INSPECTION RECORD

INSPECTION	DATE	APPROVED BY
Pipe line and wye		
Air or water test		
Mandrel test		
Manhole inspection		
Video inspection		
Final ball and flush		
Inspection complet		

Accurate layout drawings of the main and lateral sewers shall be submitted to, and approved by the District prior to construction, installation and inspection of such facilities. The layout drawings shall be in accordance with the District's Standard Specifications. In-lieu of other District written correspondence, this application may serve as the District's "Can-and-Will Serve" commitment of service. This commitment is valid unless the project application with the planning agency expires. I hereby certify that I have read this Application and the information given to me is correct. I hereby agree to comply with all rules and regulations of the Laguna County Sanitation District, County/City Ordinances and laws of the State of California regulating sewers and sanitation. I hereby certify that I am a licensed contractor, the legal owner, or his/her authorized agent of the above described property.

OWNER/AGENT SIGNATURE PRINT NAME DATE



SITE MAP



VICINITY MAP

BUILDING & SAFETY DIVISION GRADING NOTES

1. ALL GRADING SHALL CONFORM WITH SANTA BARBARA COUNTY CODE CHAPTER 14 GRADING ORDINANCE #4477 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 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 THE 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 1½-HORIZONTAL TO 1-VERTICAL. FILL AND COMBINATION FILL AND CUT SLOPES SHALL NOT EXCEED 2-HORIZONTAL TO 1-VERTICAL. SLOPES OVER 3-FEET IN VERTICAL HEIGHT SHALL BE PLANTED WITH APPROVED PERENNIAL VEGETATION 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 OPERATION.
13. AN EROSION AND SEDIMENT CONTROL PLAN SHALL BE REQUIRED AS PART OF THE GRADING PLAN AND PERMIT REQUIREMENTS.
14. THE OWNER SHALL REGISTER THE NEW PRIVATE UTILITY LINES INTO THE UNDERGROUND SERVICE ALERT SYSTEM.
15. THE OWNER SHALL MAINTAIN ALL PRIVATE UTILITIES IN PERPETUITY AND PROVIDE CASH BOND.

EARTHWORK ESTIMATES

EXCAVATION: 3,470 CUBIC YARDS
IMPORT: 0 CUBIC YARDS
EXPORT: 3,445 CUBIC YARDS (WILL BE USED AS FILL ON SCHOOL SITE)
FILL: 25 CUBIC YARDS

SHEET INDEX:

C-001 TITLE/NOTE SHEET (OFF-SITE)
C-101 GRADING & DRAINAGE PLAN (OFF-SITE)
C-102 DRIVEWAY PLAN & PROFILE (OFF-SITE)
C-201 UTILITY PLAN (OFF-SITE)
C-202 UTILITY PLAN (OFF-SITE)
C-301 EROSION CONTROL PLAN (OFF-SITE)
C-302 EROSION CONTROL DETAILS
C-4.1 DETAIL SHEET
C-4.2 DETAIL SHEET
C-4.3 DETAIL SHEET
C-4.4 DETAIL SHEET

SCHOOL ON-SITE IMPROVEMENTS

ALL SITE IMPROVEMENTS WITHIN THE SCHOOL PROPERTY HAS BEEN REVIEWED AND APPROVED BY THE CALIFORNIA DEPARTMENT OF STATE ARCHITECTS. ALL ON-SITE PLANS ARE PROVIDED FOR INFORMATION PURPOSES ONLY.

CALTRANS RIGHT-OF-WAY IMPROVEMENTS

ALL SITE IMPROVEMENTS WITHIN THE CALTRANS RIGHT-OF-WAY HAS BEEN REVIEWED AND APPROVED BY THE CALTRANS. ALL WORK WITHIN THE CALTRANS RIGHT-OF-WAY WILL REQUIRE AN ENCROACHMENT PERMIT FROM CALTRANS.

LEGEND:

PROPOSED		EXISTING	
340	INDEX CONTOUR	340	INDEX CONTOUR
342	INTERMEDIATE CONTOUR	342	INTERMEDIATE CONTOUR
SD	STORM DRAIN	SD	STORM DRAIN
W	WATER LINE	W	WATER LINE
SS	SANITARY SEWER	S	SEWER LINE
E	ELECTRICAL CONDUIT	E	ELECTRICAL CONDUIT
TEL	COMMUNICATION CONDUIT	TEL	FIBER OPTICAL CONDUIT
JT	JOINT TRENCH	JT	JOINT TRENCH
G	GAS LINE	G	GAS LINE
347.20	ELEVATION	(347.20)	ELEVATION
2%	SLOPE & DIRECTION OF FLOW	(2%)	SLOPE & DIRECTION OF FLOW
	GRADED SWALE		FENCE
	PROPERTY LINE		
	SAWCUT		

ABBREVIATIONS:

(E)	EXISTING	L	LENGTH
EG	EXISTING GROUND	S	SLOPE
EP	EDGE OF PAVEMENT	INV	INVERT
FS	FINISH SURFACE	HDPE	HIGH DENSITY POLYETHELENE
FG	FINISH GRADE	SDMH	STORM DRAIN MANHOLE
FL	FLOW LINE	SSMH	SANITARY SEWER MANHOLE
GB	GRADE BREAK		
TG	TOP OF GRATE		
TC	TOP OF CURB		
TW	TOP OF WALL		
RIM	RIM OR TOP OF FRAME HOLDING GRATE		

COUNTY APPROVAL SIGNATURES

COUNTY OF SANTA BARBARA
PUBLIC WORKS ROAD ENCROACHMENT

COUNTY OF SANTA BARBARA
PLANNING & DEVELOPMENT

PUBLIC SEWER SYSTEM APPROVED BY:
LAGUNA COUNTY SANITATION DISTRICT

GOLDEN STATE WATER

SOUTHERN CALIFORNIA GAS

SANTA BARBARA COUNTY FIRE

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS
BEFORE YOU DIG
UNDERGROUND SERVICE ALERT (USA)

ABOVE GRADE ENGINEERING
245 Higuera Street
San Luis Obispo, CA 93401
(805) 540-5115
abovegradeengineering.com
A California Corporation
Scott Stokes PE # 58256

ENGINEER OF RECORD:
REGISTERED PROFESSIONAL ENGINEER SCOTT J. STOKES No. 58256 CIVIL STATE OF CALIFORNIA
DATE:

NO.	REVISION	DATE
2	ADDENDUM #2	5/4/18
3	OFF-SITE PERMITTING PLAN CHECK	5/9/18
4	OFF-SITE PERMITTING PLAN CHECK	9/26/18
5	OFF-SITE PERMITTING PLAN CHECK	11/20/18
6	OFF-SITE PERMITTING PLAN CHECK	1/20/19

SANA MARIA JOINT UNION HIGH SCHOOL DISTRICT
CTE CENTER / AG FARM FACILITIES PROJECT
1280 FOUNDERS AVENUE, SANTA MARIA, CA

OFF-SITE IMPROVEMENT PLANS
TITLE SHEET & GENERAL NOTES

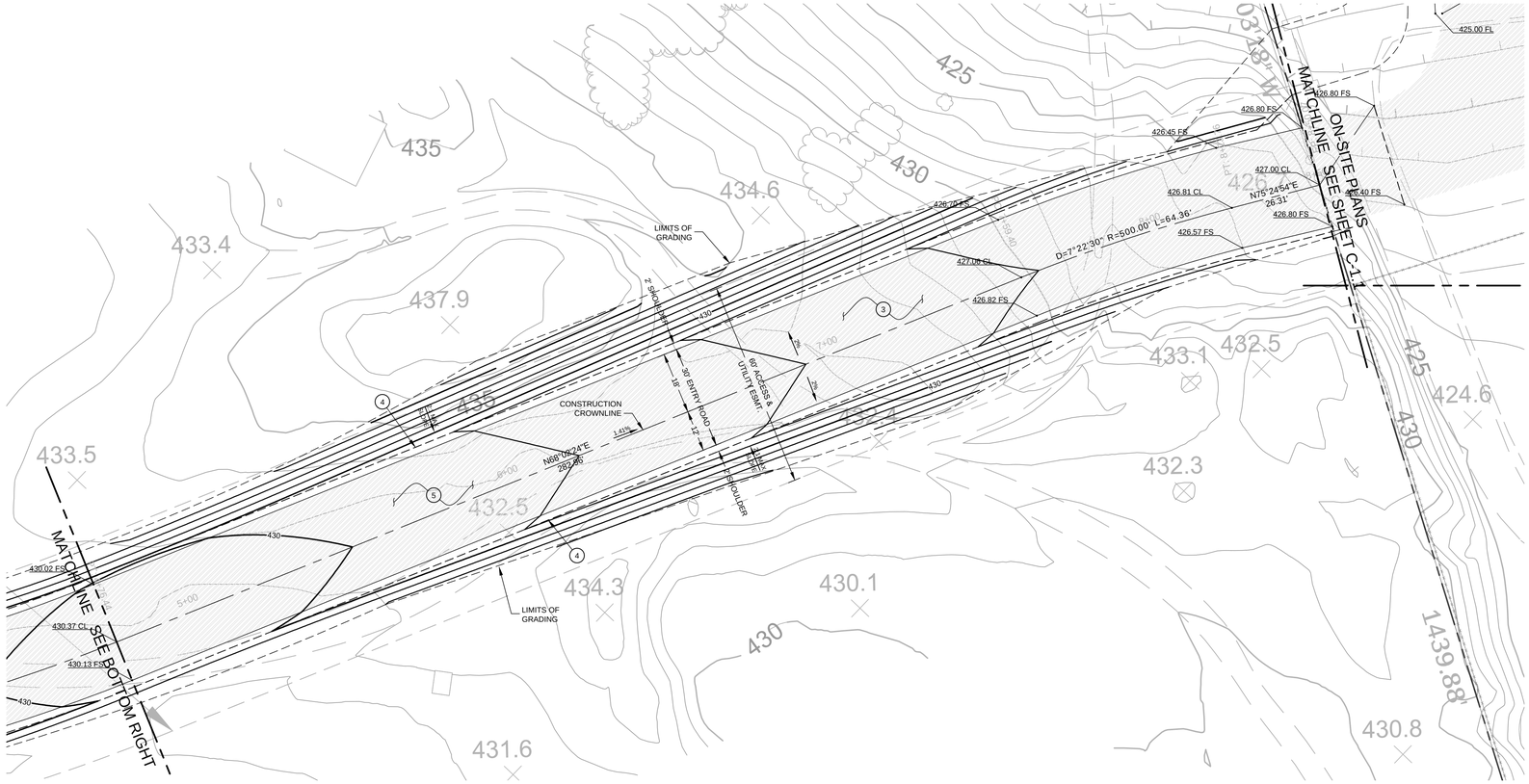
DESIGNED: SJS
DRAWN: DWB
JOB NUMBER: 16157
SHEET: C-001
DATE: November 28, 2017

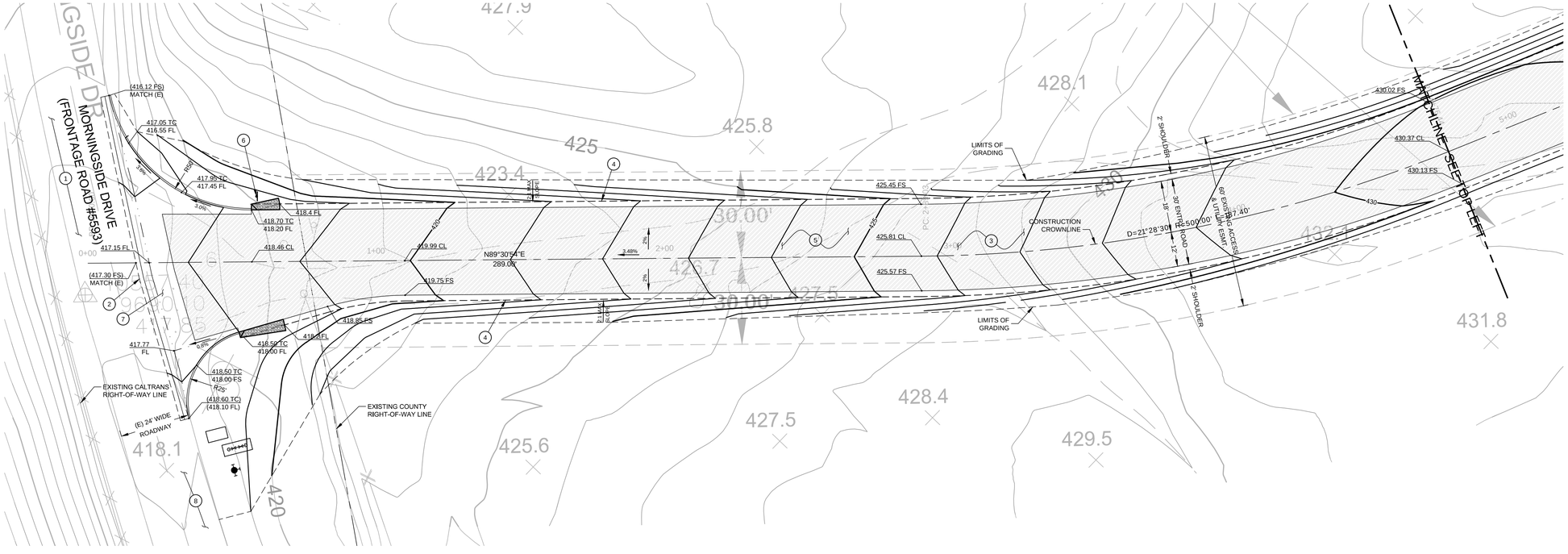
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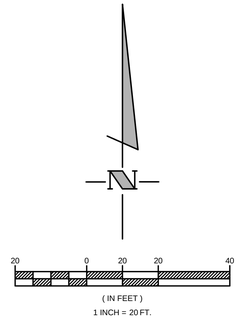
14-14

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PLOT BY: AGED4 PLOT DATE: Feb 22, 2019 - 1:52pm Drawing name: N:\2016\16157-SMHSD-CTE\Engineering\Condocs\Sheetfiles-County\16157-C001-TS.dwg







SPECIFIC CONSTRUCTION NOTES:

#		DETAIL/SHEET
1	EXISTING SITE FEATURES TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.	
2	MATCH EXISTING ROADWAY GRADE. CONTRACTOR TO VERIFY MATCH LOCATION AND ELEVATION PRIOR TO CONSTRUCTION TO ENSURE THEY ARE CONSISTENT WITH PLAN AND THAT SLOPES MEET AGENCY REQUIREMENTS. CONTACT ENGINEER IF CONFLICTS ARE DISCOVERED.	2
3	INSTALL ASPHALT CONCRETE (AC) PAVING PER DETAIL.	2 / C4.1
4	INSTALL ROADSIDE GRADE SWALE PER DETAIL. PROVIDE 72 CF OF BACKING #2 ROCK PRIOR TO CURB RETURN.	5 / C4.1
5	CONSTRUCT 30' WIDE 'PRIVATE' DRIVEWAY PER SANTA BARBARA STANDARD 6-020.	3 / C4.2
6	CONSTRUCT STREET NAME & STOP SIGN PER SANTA BARBARA STANDARDS 7-030 & 7-060.	6 / C4.2
7	CONSTRUCT SPANDREL & CROSS-GUTTER PER SANTA BARBARA STANDARD 4-020.	8 / C4.2
8	PROVIDE SLURRY SEAL OVER ENTIRE WIDTH OF ROADWAY AFTER ALL UTILITY TRENCHING WORK HAS BEEN COMPLETED.	

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ENGINEER OF RECORD:

REGISTERED PROFESSIONAL ENGINEER SCOTT J. STOKES P.E. No. 58256 CIVIL STATE OF CALIFORNIA

DATE:

SANTA MARIA JOINT UNION HIGH SCHOOL DISTRICT
CTE CENTER / AG FARM FACILITIES PROJECT
1280 FOUNDERS AVENUE, SANTA MARIA, CA

OFF-SITE IMPROVEMENT PLANS
GRADING & DRAINAGE PLAN

NO.	REVISION	DATE
2	ADDENDUM #2	5/4/18
3	OFF-SITE PERMITTING PLAN CHECK	5/9/18
4	OFF-SITE PERMITTING PLAN CHECK	9/26/18
5	OFF-SITE PERMITTING PLAN CHECK	11/20/18
6	OFF-SITE PERMITTING PLAN CHECK	1/20/19

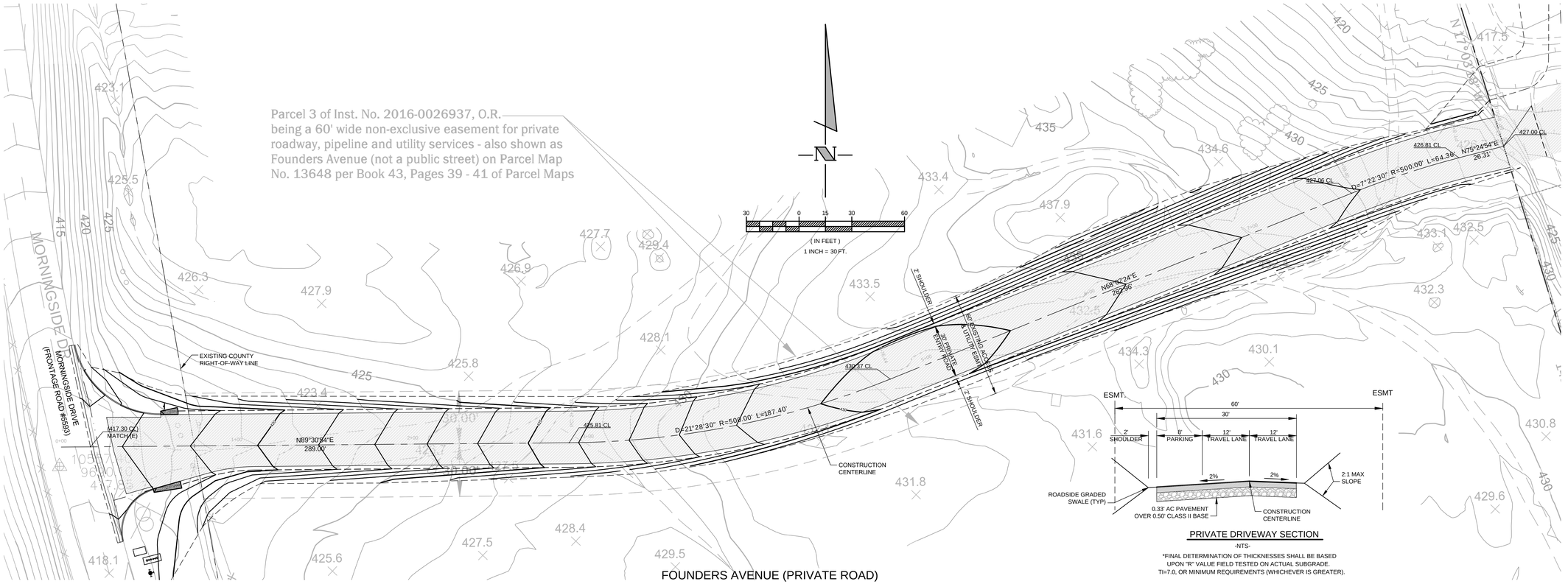
DESIGNED: SJS
DRAWN: DWB
JOB NUMBER: 16157

SHEET:
C-101

DATE: November 28, 2017

14-14

PLOT BY: AGED4 PLOT DATE: Feb 22, 2019 - 1:29pm Drawing name: N:\2016\16157-SMHSD-CTE\Engineering\Condocs\Sheetfiles-County\16157-C101-GD.dwg

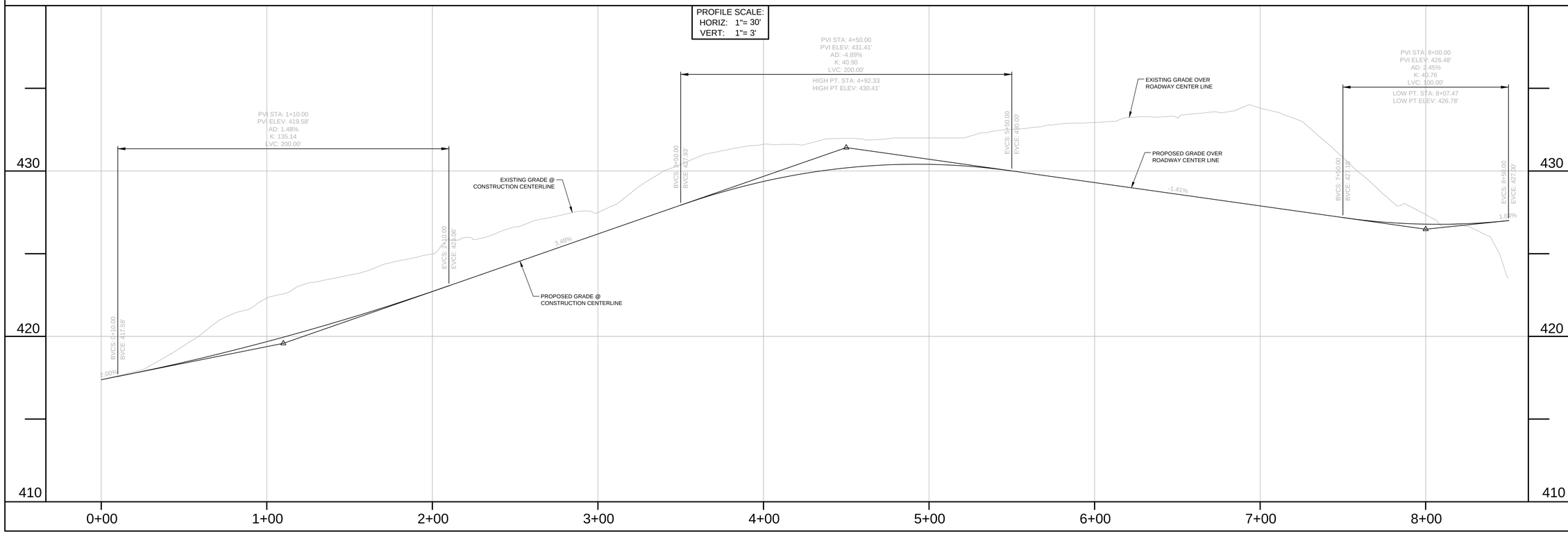


PRIVATE DRIVEWAY SECTION

-NTS-

*FINAL DETERMINATION OF THICKNESSES SHALL BE BASED UPON "R" VALUE FIELD TESTED ON ACTUAL SUBGRADE. TI=7.0, OR MINIMUM REQUIREMENTS (WHICHEVER IS GREATER).

PROFILE SCALE:
HORIZ: 1"= 30'
VERT: 1"= 3'



ABOVE GRADE ENGINEERING
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ENGINEER OF RECORD:

REGISTERED PROFESSIONAL ENGINEER SCOTT J. STOKES No. 58256 CIVIL STATE OF CALIFORNIA

DATE:

14-14

SANA MARIA JOINT UNION HIGH SCHOOL DISTRICT
CTE CENTER / AG FARM FACILITIES PROJECT
1280 FOUNDERS AVENUE, SANTA MARIA, CA

OFF-SITE IMPROVEMENT PLANS
OFF-SITE DRIVEWAY PLAN & PROFILE

NO.	REVISION	DATE
2	ADDENDUM #2	5/4/18
3	OFF-SITE PERMITTING PLAN CHECK	5/9/18
4	OFF-SITE PERMITTING PLAN CHECK	9/26/18
5	OFF-SITE PERMITTING PLAN CHECK	11/20/18
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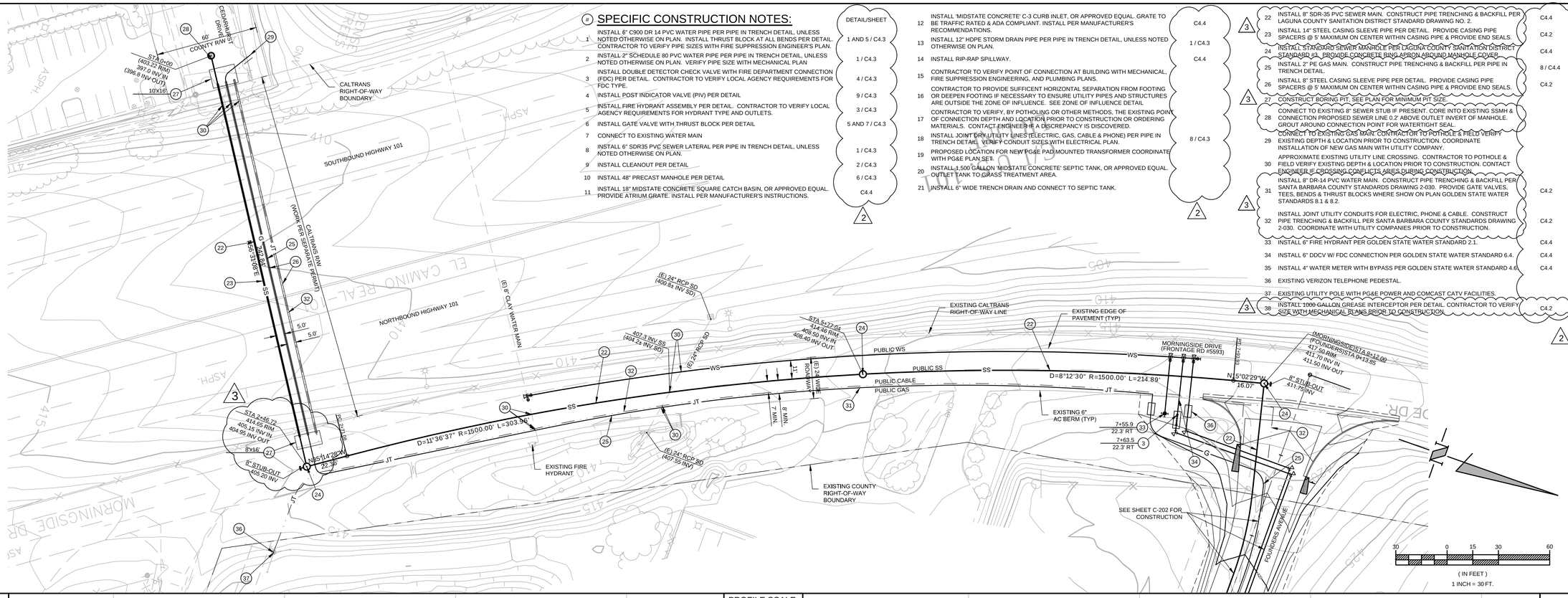
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SHEET:
C-102
DATE: November 28, 2017

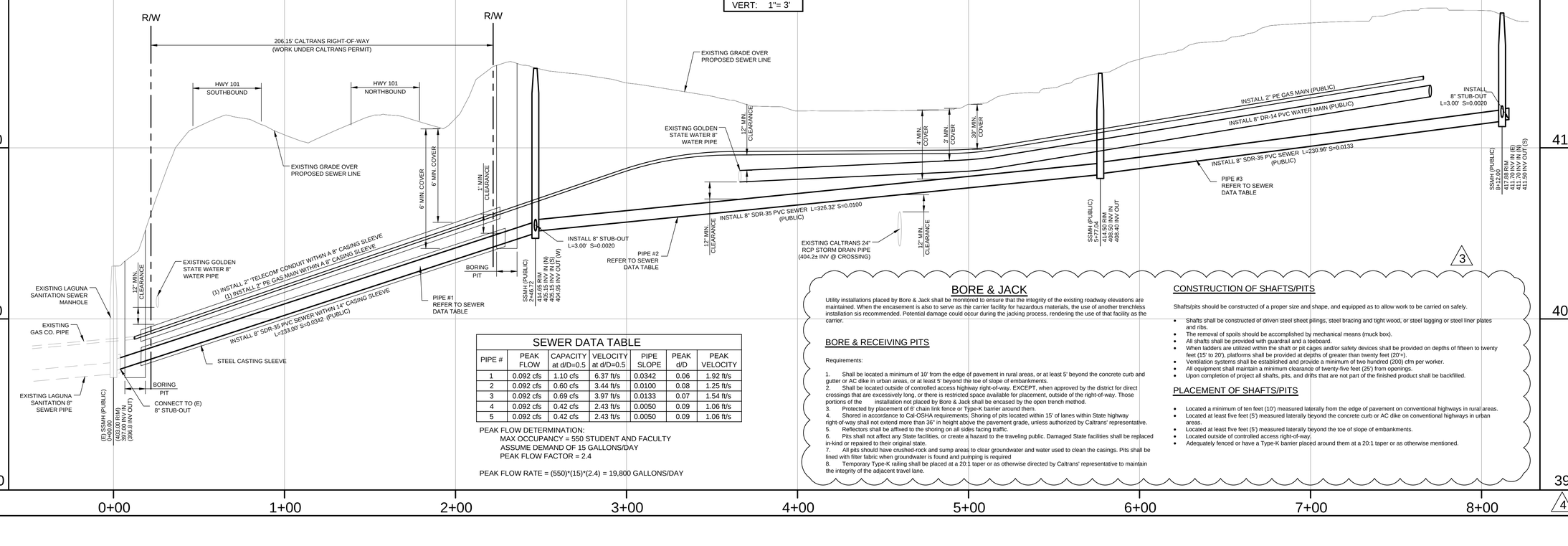
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SPECIFIC CONSTRUCTION NOTES:

#		DETAIL/SHEET
1	INSTALL 6" C900 DR 14 PVC WATER PIPE PER PIPE IN TRENCH DETAIL, UNLESS NOTED OTHERWISE ON PLAN. INSTALL THRUST BLOCK AT ALL BENDS PER DETAIL. CONTRACTOR TO VERIFY PIPE SIZES WITH FIRE SUPPRESSION ENGINEER'S PLAN.	1 AND 5 / C4.3
2	INSTALL 2" SCHEDULE 80 PVC WATER PIPE PER PIPE IN TRENCH DETAIL, UNLESS NOTED OTHERWISE ON PLAN. VERIFY PIPE SIZE WITH MECHANICAL PLAN	1 / C4.3
3	INSTALL DOUBLE DETECTOR CHECK VALVE WITH FIRE DEPARTMENT CONNECTION (FDC) PER DETAIL. CONTRACTOR TO VERIFY LOCAL AGENCY REQUIREMENTS FOR FDC TYPE.	4 / C4.3
4	INSTALL POST INDICATOR VALVE (PIV) PER DETAIL	9 / C4.3
5	INSTALL FIRE HYDRANT ASSEMBLY PER DETAIL. CONTRACTOR TO VERIFY LOCAL AGENCY REQUIREMENTS FOR HYDRANT TYPE AND OUTLETS.	3 / C4.3
6	INSTALL GATE VALVE WITH THRUST BLOCK PER DETAIL	5 AND 7 / C4.3
7	CONNECT TO EXISTING WATER MAIN	
8	INSTALL 6" SDR35 PVC SEWER LATERAL PER PIPE IN TRENCH DETAIL, UNLESS NOTED OTHERWISE ON PLAN.	1 / C4.3
9	INSTALL CLEANOUT PER DETAIL	2 / C4.3
10	INSTALL 48" PRECAST MANHOLE PER DETAIL	6 / C4.3
11	INSTALL 18" MIDSTATE CONCRETE SQUARE CATCH BASIN, OR APPROVED EQUAL. PROVIDE ATRIUM GRATE. INSTALL PER MANUFACTURER'S INSTRUCTIONS.	C4.4
12	INSTALL 'MIDSTATE CONCRETE' C-3 CURB INLET, OR APPROVED EQUAL. GRATE TO BE TRAFFIC RATED & ADA COMPLIANT. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.	C4.4
13	INSTALL 12" HDPE STORM DRAIN PIPE PER PIPE IN TRENCH DETAIL, UNLESS NOTED OTHERWISE ON PLAN.	1 / C4.3
14	INSTALL RIP-RAP SPILLWAY.	C4.4
15	CONTRACTOR TO VERIFY POINT OF CONNECTION AT BUILDING WITH MECHANICAL, FIRE SUPPRESSION ENGINEERING, AND PLUMBING PLANS.	
16	CONTRACTOR TO PROVIDE SUFFICENT HORIZONTAL SEPARATION FROM FOOTING OR DEEPEN FOOTING IF NECESSARY TO ENSURE UTILITY PIPES AND STRUCTURES ARE OUTSIDE THE ZONE OF INFLUENCE. SEE ZONE OF INFLUENCE DETAIL	
17	CONTRACTOR TO VERIFY, BY POTHOLING OR OTHER METHODS, THE EXISTING POINT OF CONNECTION DEPTH AND LOCATION PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. CONTACT ENGINEER IF A DISCREPANCY IS DISCOVERED.	
18	INSTALL JOINT DRY UTILITY LINES (ELECTRIC, GAS, CABLE & PHONE) PER PIPE IN TRENCH DETAIL. VERIFY CONDUIT SIZES WITH ELECTRICAL PLAN.	8 / C4.3
19	PROPOSED LOCATION FOR NEW PG&E PAD MOUNTED TRANSFORMER COORDINATE WITH PG&E PLAN SET.	
20	INSTALL 1,500 GALLON 'MIDSTATE CONCRETE' SEPTIC TANK, OR APPROVED EQUAL. OUTLET TANK TO GRASS TREATMENT AREA.	
21	INSTALL 6" WIDE TRENCH DRAIN AND CONNECT TO SEPTIC TANK.	
22	INSTALL 8" SDR-35 PVC SEWER MAIN. CONSTRUCT PIPE TRENCHING & BACKFILL PER LAGUNA COUNTY SANITATION DISTRICT STANDARD DRAWING NO. 2.	C4.4
23	INSTALL 14" STEEL CASING SLEEVE PIPE PER DETAIL. PROVIDE CASING PIPE SPACERS @ 5' MAXIMUM ON CENTER WITHIN CASING PIPE & PROVIDE END SEALS.	C4.2
24	INSTALL STANDARD SEWER MANHOLE PER LAGUNA COUNTY SANITATION DISTRICT STANDARD #3. PROVIDE CONCRETE RING APRON AROUND MANHOLE COVER	C4.4
25	INSTALL 2" PE GAS MAIN. CONSTRUCT PIPE TRENCHING & BACKFILL PER PIPE IN TRENCH DETAIL.	8 / C4.4
26	INSTALL 8" STEEL CASING SLEEVE PIPE PER DETAIL. PROVIDE CASING PIPE SPACERS @ 5' MAXIMUM ON CENTER WITHIN CASING PIPE & PROVIDE END SEALS.	C4.2
27	CONSTRUCT BORING PIT. SEE PLAN FOR MINIMUM PIT SIZE.	
28	CONNECT TO EXISTING 8" SEWER STUB IF PRESENT. CORE INTO EXISTING SSMH & CONNECTION PROPOSED SEWER LINE 0.2' ABOVE OUTLET INVERT OF MANHOLE. GROUT AROUND CONNECTION POINT FOR WATERTIGHT SEAL.	
29	CONNECT TO EXISTING GAS MAIN. CONTRACTOR TO POTHOLE & FIELD VERIFY EXISTING DEPTH & LOCATION PRIOR TO CONSTRUCTION. COORDINATE INSTALLATION OF NEW GAS MAIN WITH UTILITY COMPANY.	
30	APPROXIMATE EXISTING UTILITY LINE CROSSING. CONTRACTOR TO POTHOLE & FIELD VERIFY EXISTING DEPTH & LOCATION PRIOR TO CONSTRUCTION. CONTACT ENGINEER IF CROSSING CONFLICTS ARISE DURING CONSTRUCTION.	
31	INSTALL 8" DR-14 PVC WATER MAIN. CONSTRUCT PIPE TRENCHING & BACKFILL PER SANTA BARBARA COUNTY STANDARDS DRAWING 2-030. PROVIDE GATE VALVES, TEES, BENDS & THRUST BLOCKS WHERE SHOW ON PLAN GOLDEN STATE WATER STANDARDS 8.1 & 8.2.	C4.2
32	INSTALL JOINT UTILITY CONDUITS FOR ELECTRIC, PHONE & CABLE. CONSTRUCT PIPE TRENCHING & BACKFILL PER SANTA BARBARA COUNTY STANDARDS DRAWING 2-030. COORDINATE WITH UTILITY COMPANIES PRIOR TO CONSTRUCTION.	C4.2
33	INSTALL 6" FIRE HYDRANT PER GOLDEN STATE WATER STANDARD 2.1.	C4.4
34	INSTALL 6" DDCV W/ FDC CONNECTION PER GOLDEN STATE WATER STANDARD 6.4.	C4.4
35	INSTALL 4" WATER METER WITH BYPASS PER GOLDEN STATE WATER STANDARD 4.6.	C4.4
36	EXISTING VERIZON TELEPHONE PEDESTAL.	
37	EXISTING UTILITY POLE WITH PG&E POWER AND COMCAST CATV FACILITIES.	
38	INSTALL 1000 GALLON GREASE INTERCEPTOR PER DETAIL. CONTRACTOR TO VERIFY SIZE WITH MECHANICAL PLANS PRIOR TO CONSTRUCTION.	C4.2



PROFILE SCALE:
HORIZ: 1"= 30'
VERT: 1"= 3'



SEWER DATA TABLE

PIPE #	PEAK FLOW	CAPACITY at d/D=0.5	VELOCITY at d/D=0.5	PIPE SLOPE	PEAK d/D	PEAK VELOCITY
1	0.092 cfs	1.10 cfs	6.37 ft/s	0.0342	0.06	1.92 ft/s
2	0.092 cfs	0.60 cfs	3.44 ft/s	0.0100	0.08	1.25 ft/s
3	0.092 cfs	0.69 cfs	3.97 ft/s	0.0133	0.07	1.54 ft/s
4	0.092 cfs	0.42 cfs	2.43 ft/s	0.0050	0.09	1.06 ft/s
5	0.092 cfs	0.42 cfs	2.43 ft/s	0.0050	0.09	1.06 ft/s

PEAK FLOW DETERMINATION:
MAX OCCUPANCY = 550 STUDENT AND FACULTY
ASSUME DEMAND OF 15 GALLONS/DAY
PEAK FLOW FACTOR = 2.4

PEAK FLOW RATE = (550)*(15)*(2.4) = 19,800 GALLONS/DAY

BORE & JACK

Utility installations placed by Bore & Jack shall be monitored to ensure that the integrity of the existing roadway elevations are maintained. When the encasement is also to serve as the carrier facility for hazardous materials, the use of another trenchless installation sis recommended. Potential damage could occur during the jacking process, rendering the use of that facility as the carrier.

BORE & RECEIVING PITS

Requirements:

1. Shall be located a minimum of 10' from the edge of pavement in rural areas, or at least 5' beyond the concrete curb and gutter or AC dike in urban areas, or at least 5' beyond the toe of slope of embankments.
2. Shall be located outside of controlled access highway right-of-way. EXCEPT, when approved by the district for direct crossings that are excessively long, or there is restricted space available for placement, outside of the right-of-way. Those portions of the installation not placed by Bore & Jack shall be encased by the open trench method.
3. Protected by placement of 6' chain link fence or Type-K barrier around them.
4. Shored in accordance to Cal-OSHA requirements. Shoring of pits located within 15' of lanes within State highway right-of-way shall not extend more than 36" in height above the pavement grade, unless authorized by Caltrans' representative.
5. Reflectors shall be affixed to the shoring on all sides facing traffic.
6. Pits shall not affect any State facilities, or create a hazard to the traveling public. Damaged State facilities shall be replaced in-kind or repaired to their original state.
7. All pits should have crushed-rock and sump areas to clear groundwater and water used to clean the casings. Pits shall be lined with filter fabric when groundwater is found and pumping is required
8. Temporary Type-K railing shall be placed at a 20:1 taper or as otherwise directed by Caltrans' representative to maintain the integrity of the adjacent travel lane.

CONSTRUCTION OF SHAFTS/PITS

Shafts/pits should be constructed of a proper size and shape, and equipped as to allow work to be carried on safely.

- Shafts shall be constructed of driven steel sheet pilings; steel bracing and tight wood, or steel lagging or steel liner plates and ribs.
- The removal of spoils should be accomplished by mechanical means (muck box).
- All shafts shall be provided with guardrail and a toeboard.
- When ladders are utilized within the shaft or pit cages and/or safety devices shall be provided on depths of fifteen to twenty feet (15' to 20'), platforms shall be provided at depths of greater than twenty feet (20'+).
- Ventilation systems shall be established and provide a minimum of two hundred (200) cfm per worker.
- All equipment shall maintain a minimum clearance of twenty-five feet (25') from openings.
- Upon completion of project all shafts, pits, and drifts that are not part of the finished product shall be backfilled.

PLACEMENT OF SHAFTS/PITS

- Located a minimum of ten feet (10') measured laterally from the edge of pavement on conventional highways in rural areas.
- Located at least five feet (5') measured laterally beyond the concrete curb or AC dike on conventional highways in urban areas.
- Located at least five feet (5') measured laterally beyond the toe of slope of embankments.
- Located outside of controlled access right-of-way.
- Adequately fenced or have a Type-K barrier placed around them at a 20:1 taper or as otherwise mentioned.

ABOVE GRADE ENGINEERING
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A California Corporation
Scott Stokes PE # 58256

ENGINEER OF RECORD:

REGISTERED PROFESSIONAL ENGINEER SCOTT J. STOKES No. 58256 CIVIL STATE OF CALIFORNIA

DATE:

Kevin Thompson Laguna County Sanitation District, June 7, 2019

NO.	REVISION	DATE
2	ADDENDUM #2	5/4/18
3	OFF-SITE PERMITTING PLAN CHECK	5/9/18
4	OFF-SITE PERMITTING PLAN CHECK	9/26/18
5	OFF-SITE PERMITTING PLAN CHECK	11/20/18
6	OFF-SITE PERMITTING PLAN CHECK	1/20/19

DESIGNED: SJS
DRAWN: DWB
JOB NUMBER: 16157

SHEET:
C-201

DATE: November 28, 2017

SANA MARIA JOINT UNION HIGH SCHOOL DISTRICT
CTE CENTER / AG FARM FACILITIES PROJECT
1280 FOUNDERS AVENUE, SANTA MARIA, CA

OFF-SITE IMPROVEMENT PLANS UTILITY PLAN

14-14

PLOT BY: AGE04 PLOT DATE: Mar 25, 2019 - 12:05pm Drawing name: N:\2016\16157-SMHSD-CTE\Engineering\Condocs\Sheetfiles-County\16157-C201-UT.dwg

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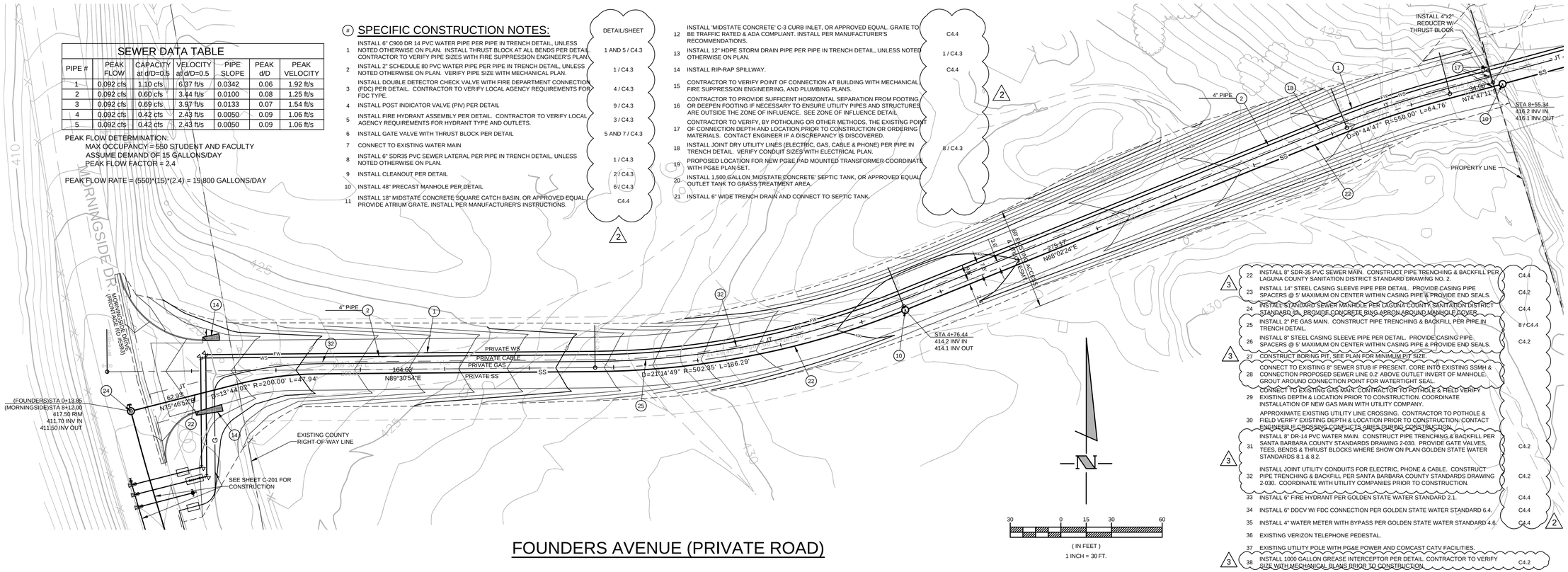
SEWER DATA TABLE						
PIPE #	PEAK FLOW	CAPACITY at d/D=0.5	VELOCITY at d/D=0.5	PIPE SLOPE	PEAK d/D	PEAK VELOCITY
1	0.092 cfs	1.10 cfs	6.37 ft/s	0.0342	0.06	1.92 ft/s
2	0.092 cfs	0.60 cfs	3.44 ft/s	0.0100	0.08	1.25 ft/s
3	0.092 cfs	0.69 cfs	3.97 ft/s	0.0133	0.07	1.54 ft/s
4	0.092 cfs	0.42 cfs	2.43 ft/s	0.0050	0.09	1.06 ft/s
5	0.092 cfs	0.42 cfs	2.43 ft/s	0.0050	0.09	1.06 ft/s

PEAK FLOW DETERMINATION:
MAX OCCUPANCY = 550 STUDENT AND FACULTY
ASSUME DEMAND OF 15 GALLONS/DAY
PEAK FLOW FACTOR = 2.4

PEAK FLOW RATE = (550)*(15)*(2.4) = 19,800 GALLONS/DAY

SPECIFIC CONSTRUCTION NOTES:

#		DETAIL/SHEET
1	INSTALL 6" C900 DR 14 PVC WATER PIPE PER PIPE IN TRENCH DETAIL, UNLESS NOTED OTHERWISE ON PLAN. INSTALL THRUST BLOCK AT ALL BENDS PER DETAIL. CONTRACTOR TO VERIFY PIPE SIZES WITH FIRE SUPPRESSION ENGINEER'S PLAN.	1 AND 5 / C4.3
2	INSTALL 2" SCHEDULE 80 PVC WATER PIPE PER PIPE IN TRENCH DETAIL, UNLESS NOTED OTHERWISE ON PLAN. VERIFY PIPE SIZE WITH MECHANICAL PLAN.	1 / C4.3
3	INSTALL DOUBLE DETECTOR CHECK VALVE WITH FIRE DEPARTMENT CONNECTION (FDC) PER DETAIL. CONTRACTOR TO VERIFY LOCAL AGENCY REQUIREMENTS FOR FDC TYPE.	4 / C4.3
4	INSTALL POST INDICATOR VALVE (PIV) PER DETAIL	9 / C4.3
5	INSTALL FIRE HYDRANT ASSEMBLY PER DETAIL. CONTRACTOR TO VERIFY LOCAL AGENCY REQUIREMENTS FOR HYDRANT TYPE AND OUTLETS.	3 / C4.3
6	INSTALL GATE VALVE WITH THRUST BLOCK PER DETAIL	5 AND 7 / C4.3
7	CONNECT TO EXISTING WATER MAIN	
8	INSTALL 6" SDR35 PVC SEWER LATERAL PER PIPE IN TRENCH DETAIL, UNLESS NOTED OTHERWISE ON PLAN.	1 / C4.3
9	INSTALL CLEANOUT PER DETAIL	2 / C4.3
10	INSTALL 48" PRECAST MANHOLE PER DETAIL	6 / C4.3
11	INSTALL 18" MIDSTATE CONCRETE SQUARE CATCH BASIN, OR APPROVED EQUAL. PROVIDE ATRIUM GRATE. INSTALL PER MANUFACTURER'S INSTRUCTIONS.	C4.4
12	INSTALL 'MIDSTATE CONCRETE' C-3 CURB INLET, OR APPROVED EQUAL. GRATE TO BE TRAFFIC RATED & ADA COMPLIANT. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.	C4.4
13	INSTALL 12" HDPE STORM DRAIN PIPE PER PIPE IN TRENCH DETAIL, UNLESS NOTED OTHERWISE ON PLAN.	1 / C4.3
14	INSTALL RIP-RAP SPILLWAY.	C4.4
15	CONTRACTOR TO VERIFY POINT OF CONNECTION AT BUILDING WITH MECHANICAL, FIRE SUPPRESSION ENGINEERING, AND PLUMBING PLANS.	
16	CONTRACTOR TO PROVIDE SUFFICENT HORIZONTAL SEPARATION FROM FOOTING OR DEEPEN FOOTING IF NECESSARY TO ENSURE UTILITY PIPES AND STRUCTURES ARE OUTSIDE THE ZONE OF INFLUENCE. SEE ZONE OF INFLUENCE DETAIL	
17	CONTRACTOR TO VERIFY, BY POTHOLING OR OTHER METHODS, THE EXISTING POINT OF CONNECTION DEPTH AND LOCATION PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. CONTACT ENGINEER IF A DISCREPANCY IS DISCOVERED.	
18	INSTALL JOINT DRY UTILITY LINES (ELECTRIC, GAS, CABLE & PHONE) PER PIPE IN TRENCH DETAIL. VERIFY CONDUIT SIZES WITH ELECTRICAL PLAN.	8 / C4.3
19	PROPOSED LOCATION FOR NEW PG&E PAD MOUNTED TRANSFORMER COORDINATE WITH PG&E PLAN SET.	
20	INSTALL 1,500 GALLON 'MIDSTATE CONCRETE' SEPTIC TANK, OR APPROVED EQUAL. OUTLET TANK TO GRASS TREATMENT AREA.	
21	INSTALL 6" WIDE TRENCH DRAIN AND CONNECT TO SEPTIC TANK.	
22	INSTALL 8" SDR-35 PVC SEWER MAIN. CONSTRUCT PIPE TRENCHING & BACKFILL PER LAGUNA COUNTY SANITATION DISTRICT STANDARD DRAWING NO. 2.	C4.4
23	INSTALL 14" STEEL CASING SLEEVE PIPE PER DETAIL. PROVIDE CASING PIPE SPACERS @ 5' MAXIMUM ON CENTER WITHIN CASING PIPE & PROVIDE END SEALS.	C4.2
24	INSTALL STANDARD SEWER MANHOLE PER LAGUNA COUNTY SANITATION DISTRICT STANDARD #3. PROVIDE CONCRETE RING APRON AROUND MANHOLE COVER	C4.4
25	INSTALL 2" PE GAS MAIN. CONSTRUCT PIPE TRENCHING & BACKFILL PER PIPE IN TRENCH DETAIL.	8 / C4.4
26	INSTALL 8" STEEL CASING SLEEVE PIPE PER DETAIL. PROVIDE CASING PIPE SPACERS @ 5' MAXIMUM ON CENTER WITHIN CASING PIPE & PROVIDE END SEALS.	C4.2
27	CONSTRUCT BORING PIT. SEE PLAN FOR MINIMUM PIT SIZE.	
28	CONNECT TO EXISTING 8" SEWER STUB IF PRESENT. CORE INTO EXISTING SSMH & CONNECTION PROPOSED SEWER LINE 0.2' ABOVE OUTLET INVERT OF MANHOLE. GROUT AROUND CONNECTION POINT FOR WATERTIGHT SEAL.	
29	CONNECT TO EXISTING GAS MAIN. CONTRACTOR TO POTHOLE & FIELD VERIFY EXISTING DEPTH & LOCATION PRIOR TO CONSTRUCTION. COORDINATE INSTALLATION OF NEW GAS MAIN WITH UTILITY COMPANY.	
30	APPROXIMATE EXISTING UTILITY LINE CROSSING. CONTRACTOR TO POTHOLE & FIELD VERIFY EXISTING DEPTH & LOCATION PRIOR TO CONSTRUCTION. CONTACT ENGINEER IF CROSSING CONFLICTS ARISE DURING CONSTRUCTION.	
31	INSTALL 6" DR-14 PVC WATER MAIN. CONSTRUCT PIPE TRENCHING & BACKFILL PER SANTA BARBARA COUNTY STANDARDS DRAWING 2-030. PROVIDE GATE VALVES, TEES, BENDS & THRUST BLOCKS WHERE SHOW ON PLAN GOLDEN STATE WATER STANDARDS 8.1 & 8.2.	C4.2
32	INSTALL JOINT UTILITY CONDUITS FOR ELECTRIC, PHONE & CABLE. CONSTRUCT PIPE TRENCHING & BACKFILL PER SANTA BARBARA COUNTY STANDARDS DRAWING 2-030. COORDINATE WITH UTILITY COMPANIES PRIOR TO CONSTRUCTION.	C4.2
33	INSTALL 6" FIRE HYDRANT PER GOLDEN STATE WATER STANDARD 2.1.	C4.4
34	INSTALL 6" DDCV W/ FDC CONNECTION PER GOLDEN STATE WATER STANDARD 6.4.	C4.4
35	INSTALL 4" WATER METER WITH BYPASS PER GOLDEN STATE WATER STANDARD 4.6.	C4.4
36	EXISTING VERIZON TELEPHONE PEDESTAL.	
37	EXISTING UTILITY POLE WITH PG&E POWER AND COMCAST CATV FACILITIES.	
38	INSTALL 1000 GALLON GREASE INTERCEPTOR PER DETAIL. CONTRACTOR TO VERIFY SIZE WITH MECHANICAL PLANS PRIOR TO CONTRACTION.	C4.2



FOUNDERS AVENUE (PRIVATE ROAD)

PROFILE SCALE:
HORIZ: 1"= 30'
VERT: 1"= 3'

PVI STA: 1+10.00
PVI ELEV: 419.58'
AD: 1.48%
K: 135.14
LVC: 200.00'

PVI STA: 4+50.00
PVI ELEV: 431.41'
AD: -4.89%
K: 40.90
LVC: 200.00'
HIGH PT. STA: 4+92.33
HIGH PT ELEV: 430.41'

PVI STA: 8+00.00
PVI ELEV: 426.48'
AD: 2.45%
K: 40.76
LVC: 100.00'
LOW PT. STA: 8+07.47
LOW PT ELEV: 426.78'

Sewer MH at STA 2+43.76

Sewer MH coated

EXISTING GRADE OVER ROADWAY CENTER LINE

PROPOSED GRADE OVER ROADWAY CENTER LINE

0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+00 8+00

(IN FEET)
1 INCH = 30 FT.

ABOVE GRADE ENGINEERING
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A California Corporation
Scott Stokes PE # 58256

ENGINEER OF RECORD:

REGISTERED PROFESSIONAL ENGINEER SCOTT J. STOKES No. 58256 CIVIL STATE OF CALIFORNIA

DATE:

Laguna County Sanitation District, June 7, 2019

Kevin Thompson

14-14

SANA MARIA JOINT UNION HIGH SCHOOL DISTRICT
CTE CENTER / AG FARM FACILITIES PROJECT
1280 FOUNDERS AVENUE, SANTA MARIA, CA

OFF-SITE IMPROVEMENT PLANS
UTILITY PLAN

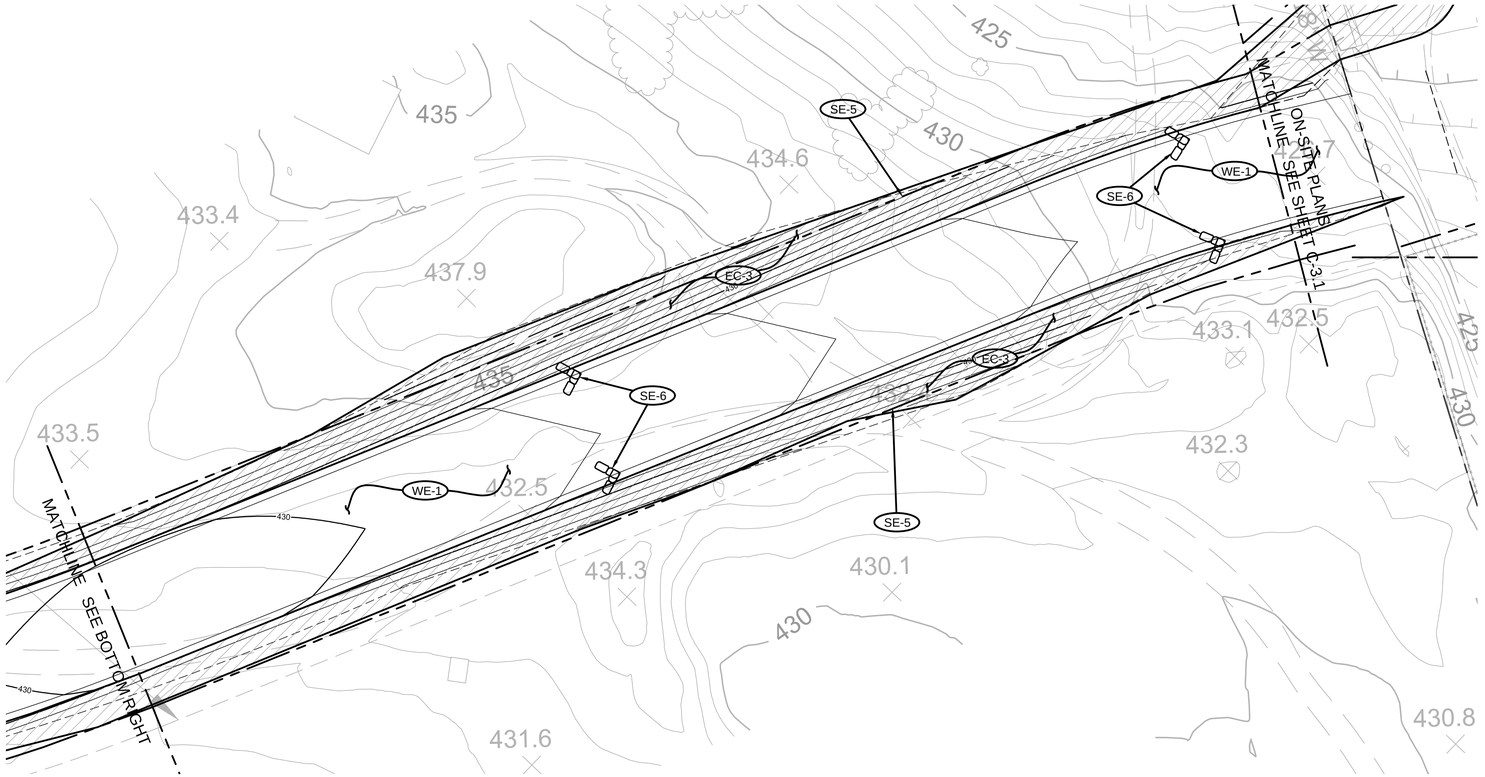
NO.	REVISION	DATE
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6	OFF-SITE PERMITTING PLAN CHECK	1/20/19

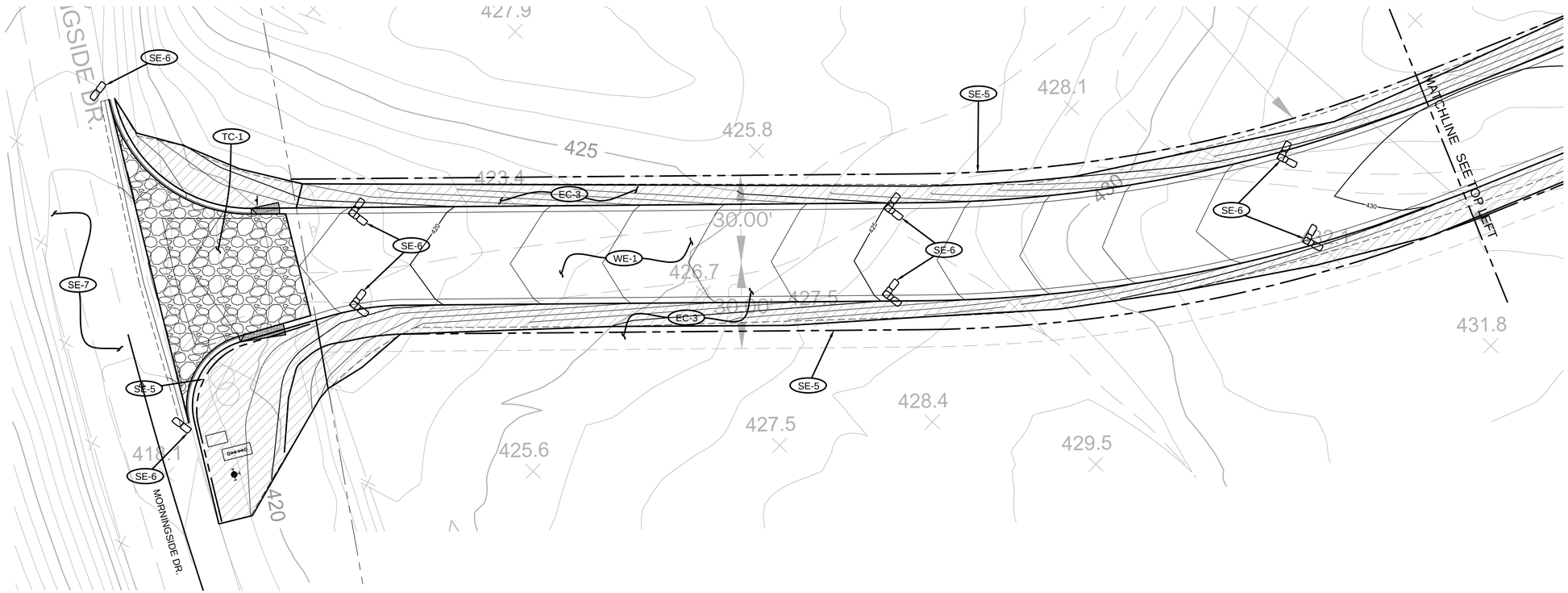
DESIGNED: SJS
DRAWN: DWB
JOB NUMBER: 16157

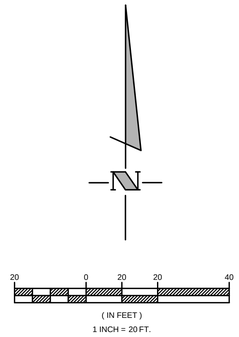
SHEET: C-202

DATE: November 28, 2017

PLOT BY: AGED4 PLOT DATE: Mar 25, 2019 - 11:52am Drawing name: N:\2016\16157-SMHSD-CTE\Engineering\Condocs\Sheetfiles-County\16157-C201-UT.dwg







EROSION CONTROL NOTES:

SYMBOL	CASQA#	DESCRIPTION
	SL-A	STORMWATER RUN-OFF SAMPLE LOCATION - FOR NON-VISIBLE POLLUTANTS, SAMPLE TO BE TAKEN DURING RUN-OFF EVENT.
	SE-5	INSTALL FIBER ROLLS PER MANUFACTURERS SPECIFICATIONS.
	SE-1	INSTALL SILT FENCE PER MANUFACTURER SPECIFICATIONS.
	EC-3	INSTALL HYDROMULCH TO DISTURBED SLOPES.
	TC-1	INSTALL STABILIZED CONSTRUCTION ENTRANCE/EXIT.
	SE-6	INSTALL GRAVEL BAG BERM.
	WE-1	PROVIDE WIND EROSION CONTROL.
	EC-7	PROVIDE GEOTEXTILE MAT, NORTH AMERICAN GREEN SC250.
	SE-7	PROVIDE STREET SWEEPING & VACUUMING.
	WM-1	MATERIAL DELIVERY & STORAGE
	WM-8	CONCRETE WASHOUT

* NOT ALL EROSION CONTROL MEASURES LISTED ABOVE ARE USED ON THIS PLAN, BUT ARE PROVIDED FOR THE FUTURE USE BY THE 'QUALIFIED SWPPP PRACTITIONER' PRIOR OR DURING CONSTRUCTION.

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ENGINEER OF RECORD:

REGISTERED PROFESSIONAL ENGINEER SCOTT J. STOKES No. 58256 CIVIL STATE OF CALIFORNIA

DATE:

SANTA MARIA JOINT UNION HIGH SCHOOL DISTRICT
CTE CENTER / AG FARM FACILITIES PROJECT
1280 FOUNDERS AVENUE, SANTA MARIA, CA

OFF-SITE IMPROVEMENT PLANS
EROSION CONTROL PLAN

NO.	REVISION	DATE
2	ADDENDUM #2	5/4/18
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6	OFF-SITE PERMITTING PLAN CHECK	1/20/19

DESIGNED: SJS
DRAWN: DWB
JOB NUMBER: 16157

SHEET:
C-301
DATE: November 28, 2017

14-14

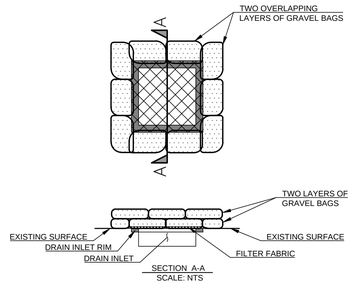
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ADDITIONAL NOTES:

1. SEE ALSO THE LANDSCAPING PLAN (PREPARED BY OTHERS), FOR PERMANENT STABILIZATION METHODS.
2. ALL SLOPES SHALL RECEIVE HYDROMULCH WITH NATIVE SEED MIX. SEED MIX PER COUNTY SPECIFICATIONS.
3. ADDITIONAL EROSION CONTROL MEASURES MAY BE NEEDED BY THE REQUEST OF THE COUNTY INSPECTOR DURING CONSTRUCTION.
4. METAL RUMBLE STRIPS TO BE INSTALLED OVER STABILIZED CONSTRUCTION ENTRANCE LAYER OF ROCKS.

ADDITIONAL SANTA BARBARA COUNTY NOTES:

1. THE OWNER/APPLICANT SHALL RE-VEGETATE GRADED AREAS WITHIN 30 DAYS OF COMPLETION OF GRADING ACTIVITIES WITH DEEP ROOTED, NATIVE, DROUGHT_TOLERANT SPECIES TO MINIMIZE SLOPE FAILURE AND EROSION POTENTIAL. USE HYDROSEED, STRAW BLANKETS, OTHER GEOTEXTILE BINDING FABRICS OR OTHER P&D APPROVED METHODS AS NECESSARY TO HOLD SLOPE SOILS UNTIL VEGETATION IS ESTABLISHED. P&D MAY REQUIRE THE RESEEDING OF SURFACES GRADED FOR THE PLACEMENT OF STRUCTURES IF CONSTRUCTION DOES NOT COMMENCE WITHIN 30 DAYS OF GRADING.



NOTES:
- FILTER FABRIC TO EXTEND 3" PAST THE DRAIN INLET RIM & TO BE HELD IN PLACE BY OVERLAYING GRAVEL BAGS.
- REMOVE ACCUMULATED SEDIMENT WHEN ONE-THIRD OF THE BARRIER HEIGHT.
- INSPECT BEFORE & AFTER STORM EVENTS.

GRAVEL BAG INLET PROTECTION

-NTS-

SWPPP PLAN NOTES:

1. THIS STORM WATER POLLUTION PREVENTION PLAN (SWPPP) WAS DEVELOPED AT THE REQUEST OF THE OWNER, UNDER THE JURISDICTION OF REGION 3 OF THE REGIONAL WATER QUALITY CONTROL BOARD. THIS PLAN IDENTIFIES POTENTIAL SOURCES OF POLLUTANTS OF STORM WATER, PRESENTS POLLUTION CONTROL MEASURES, AND ASSISTS IN INSURING IMPLEMENTATION AND MAINTENANCE OF THE BEST MANAGEMENT PRACTICES (BMP'S) INDICATED HEREIN.

2. THIS SWPPP DOES NOT IDENTIFY NON-STORMWATER POLLUTANTS, AS THE EXTENT OF POTENTIAL POLLUTANTS THE CONTRACTOR MAY CREATE IS UNDETERMINED AT THIS TIME. IT IS REQUIRED THAT THE CONTRACTOR READ, UNDERSTAND AND MAINTAIN A COPY OF EITHER THE CALIFORNIA STORMWATER BMP HANDBOOK OR THE FIELD MANUAL OF THE CALIFORNIA STORMWATER BMP HANDBOOK ON SITE AT ALL TIMES.

3. ALL SUBCONTRACTORS ARE REQUIRED TO BE INFORMED THAT THE JOB SITE IS SUBJECT TO THE REQUIREMENTS OF THIS SWPPP AND ADEQUATELY TRAINED IN THE REQUIREMENTS OF THE SWPPP.

4. PRIOR TO THE INITIATION OF GRADING OPERATIONS, A NOTICE OF INTENT IS TO BE FILED WITH THE STATE OF CALIFORNIA WATER RESOURCES CONTROL BOARD BY THE OWNER SO THAT THIS CONSTRUCTION PROJECT MAY BE COVERED UNDER THE STATE GENERAL PERMIT. THE PERMIT IS A NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY.

5. THE SWPPP IS REQUIRED TO BE CERTIFIED PRIOR TO JULY 1 OF EVERY YEAR UNTIL A NOTICE OF TERMINATION HAS BEEN FILED.

6. THE REGIONAL WATER QUALITY CONTROL BOARD REQUIRES PHOTOGRAPHIC EVIDENCE IN CONJUNCTION WITH THE NOTICE OF TERMINATION ILLUSTRATING THAT THE SITE HAS BEEN PERMANENTLY SECURED FROM EROSION AND NON-STORMWATER POLLUTANTS ONCE CONSTRUCTION IS COMPLETE.

7. CHANGES IN CONSTRUCTION OR IN CONDITIONS WHICH ARE NOT COVERED BY THIS PLAN SHOULD BE BROUGHT TO THE ATTENTION OF THE OWNER. IF NECESSARY, THIS POLLUTION PREVENTION PLAN WILL BE REVISED TO REFLECT THE CHANGE IN CONSTRUCTION OR IN CONDITIONS.

8. THIS PLAN DOES NOT COVER THE REMOVAL OF HAZARDOUS OR TOXIC WASTE. IN THE EVENT OF A DISCHARGE OR RELEASE OF A REPORTABLE QUANTITY OF TOXIC WASTE, WORK SHOULD BE STOPPED UNTIL THE SPILL CAN BE ASSESSED AND A MITIGATION REPORT PREPARED BY A QUALIFIED ENVIRONMENTAL CONSULTANT, AND IF NECESSARY, REVIEWED BY THE COUNTY OF SAN LUIS OBISPO AND ANY OTHER AGENCY HAVING JURISDICTION.

9. *ACCORDING TO THE CONSTRUCTION GENERAL PERMIT (CGP) ADOPTED SEPTEMBER 2, 2009, RISK DETERMINATION MUST BE MADE AS PART OF THE PROJECT PLANNING AND PRIOR TO THE SUBMITTAL OF PROJECT REGISTRATION DOCUMENTS (PRDS). THE RISK LEVEL 2 IS ANTICIPATED. RISK LEVEL CANNOT BE CONFIRMED UNTIL THE SUCCESSFUL BIDDER PROVIDES A CONSTRUCTION SCHEDULE.*

10. *THE OWNER HAS CONTRACTED WITH THE ENGINEER OF RECORD TO PREPARE THE SWPPP AND ACT AS THE QSD. THE QSD'S RESPONSIBILITY WILL END WHEN THE NOI IS COMPLETED AND THE WDID PROVIDED. THE CONTRACTOR IS RESPONSIBLE FOR CONFORMANCE WITH THE CGP FROM THIS POINT FORWARD.*

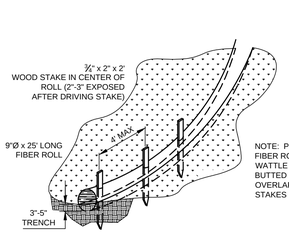
11. *THE SCHOOL DISTRICT (OWNER) WILL BE THE LRP. COMPLIANCE WITH THE CGP AND ANY FINES LEVIED BY REGIONAL BOARD FOR VIOLATION OF THE CGP WILL BE THE CONTRACTOR'S RESPONSIBILITY*

12. *THE REAP WILL BE PREPARED BY A LICENSED QSP THAT WILL BE HIRED BY THE CONTRACTOR.*

13. *THE CONTRACTOR WILL NEED TO INCLUDE AS MANY LIKELY OR QUALIFYING RAIN EVENTS AS NECESSARY TO MEET THE CGP REQUIREMENTS.* PLEASE REFER TO HISTORICAL RAINFALL DATA PROVIDED BY NOAA.

14. THE CONTRACTOR IS TO INCLUDE DOCUMENTATION, MAINTENANCE, PROTECTION AND IMPLEMENTATION OF THE REAP, THE REQUIREMENTS IN THE SWPPP AND THE REQUIREMENTS IN THE CGP AS PART OF THEIR BID.

15. THE CONTRACTOR IS IN CONTROL OF CREATING THE POTENTIAL POLLUTANTS THAT ARE IDENTIFIED IN THE CGP - AND IS IN CONTROL OF PREVENTING THE POTENTIAL POLLUTANTS BECOMING A POLLUTANT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN A CLEAN HOUSE AND TO IMPLEMENT BMPS. TO ENSURE THIS IS BEING SUCCESSFULLY IMPLEMENTED, IT IS THE CONTRACTOR'S RESPONSIBILITY TO HIRE A QSP AND IT IS THE CONTRACTOR'S RESPONSIBILITY TO PAY ANY FINES THAT RESULT FROM NON-COMPLIANCE.



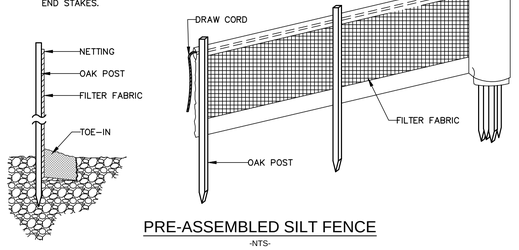
NOTE: PLACE NET-WRAPPED FIBER ROLL IN TRENCH. WATTLE TO BE TIGHTLY BUTTED END TO END BUT NOT OVERLAPPING. MINIMUM 6 STAKES PER 25' ROLL.

FIBER ROLLS

-NTS-

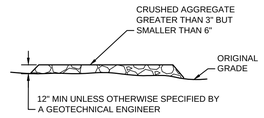
INSTALLATION PROCEDURES:

- DIG A 6" x 6" TRENCH AT DESIRED FENCE LOCATION.
- UNROLL SILT FENCE ALONG TRENCH.
- DRIVE STAKES INTO THE DOWN HILL SIDE OF TRENCH WITH NETTING AND STAKES FACING THE DOWN HILL SIDE.
- LAY THE BOTTOM 6" OF FABRIC INTO THE TRENCH AND FILL WITH TOP SOIL FOR PROPER TOE-IN.
- DRAW TENSION CORD AT TOP OF FENCE AND TIE TO END STAKES.

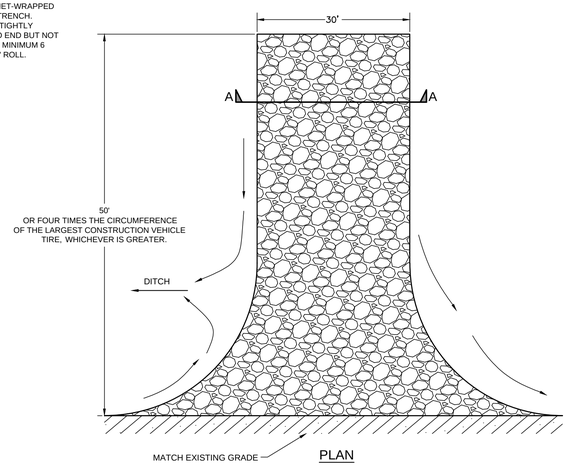


PRE-ASSEMBLED SILT FENCE

-NTS-



SECTION A-A



PLAN

STABILIZED CONSTRUCTION ENTRANCE/EXIT

-NTS-

ABOVE GRADE ENGINEERING
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Scott Stokes PE # 58256

ENGINEER OF RECORD:

REGISTERED PROFESSIONAL ENGINEER SCOTT J. STOKES Exp. No. 58256 CIVIL STATE OF CALIFORNIA

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14-14

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CTE CENTER / AG FARM FACILITIES PROJECT
1280 FOUNDERS AVENUE, SANTA MARIA, CA

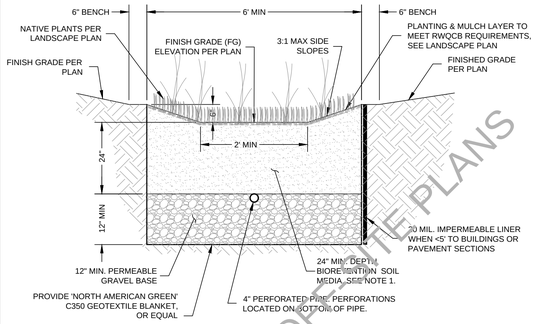
OFF-SITE IMPROVEMENT PLANS
EROSION CONTROL DETAILS

NO.	REVISION	DATE
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DESIGNED: SJS
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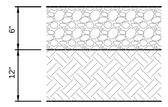
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1. BIORETENTION SOIL MEDIA & AGGREGATE FILL (NOT COMPACTED) (65% SAND, 20% SANDY LOAM & 15% HIGH QUALITY COMPOST) RESULTING IN A FINAL PRODUCT HAVING 5% ORGANIC MATTER.
2. CONTRACTOR TO CONSTRUCT R/I IN GARDEN AT THE END OF ALL MAJOR GRADING AND CONSTRUCTION OPERATIONS OR PROTECT WITH FENCING TO KEEP FROM COMPACTION OF SOILS IN & AROUND AREA.

7 BIO-FILTRATION BASIN DETAIL

SCALE: NONE



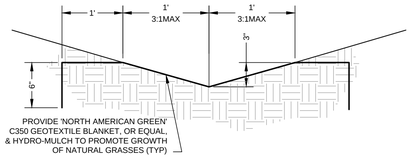
CLASS II BASE, COMPACTED TO A MINIMUM OF 95%

SUBGRADE TO BE SCARIFIED TO A DEPTH OF 12", MOISTURE CONDITIONED, AND RECOMPACTED TO A MINIMUM OF 95% PER GEOTECHNICAL INVESTIGATION REPORT FOR THIS PROJECT.

NOTE: DECOMPOSED GRANITE DRIVEWAY REQUIRES MAINTENANCE BY OWNER FOR DRIVEABILITY AND DRAINAGE PURPOSES.

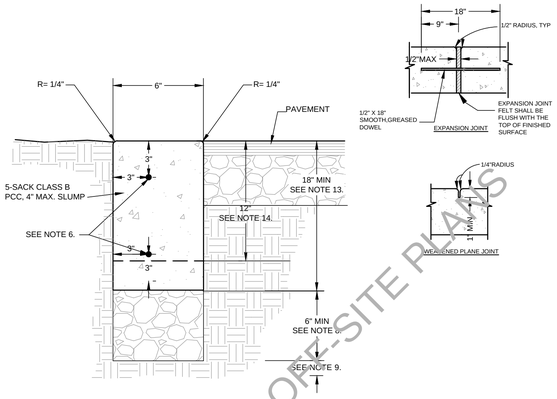
8 CLASS II AGGREGATE BASE SECTION

SCALE: NONE



5 LINED GRADED SWALE

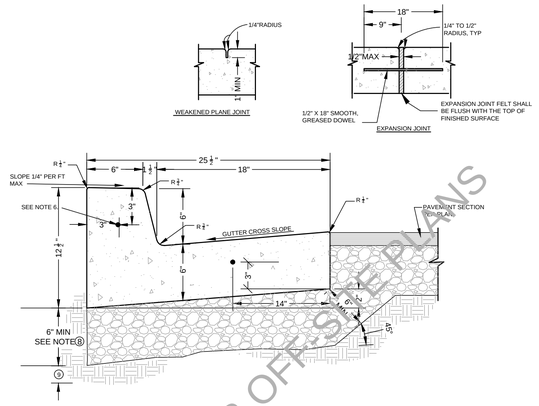
SCALE: NONE



1. CONCRETE: 5 SACK P.C.C. CONCRETE, 2" MIN., 4" MAX SLUMP.
2. FINISH: P.C.C. SHALL BE GIVEN A MEDIUM BROOM FINISH.
3. SEALING & CURING: A PIGMENTED SEALING AND CURING COMPOUND SHALL BE USED IN ACCORDANCE WITH THE PROVISIONS OF THE DEPARTMENT OF TRANSPORTATION STANDARDS SPECIFICATIONS.
4. EXPANSION JOINTS (EJ): SHALL BE PLACED AT CURB RETURNS, DRIVEWAYS, STORM DRAIN CATCH BASINS, AROUND UTILITY POLES, AT LONGITUDINAL CURB GUTTER AND SIDEWALK INTERVALS NOT TO EXCEED 30-FEET. THE INTERVALS BETWEEN EXPANSION JOINTS SHALL VARY TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS AS APPLICABLE.
5. WEAKENED PLANE JOINTS (WPJ): SHALL BE A MINIMUM 1-INCH IN DEPTH AND PLACED AT LONGITUDINAL CURB GUTTER AND SIDEWALK INTERVALS NOT EXCEEDING 10-FEET BETWEEN EXPANSION JOINTS. THE INTERVALS BETWEEN WEAKENED PLANE JOINTS SHALL VARY TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS AS APPLICABLE.
6. 1/2"Ø x 18" SMOOTH, GREASED DOWELS SHALL BE PLACED AT ALL EXPANSION JOINTS, TWO IN THE NEW CURB FACE, AND AT 18-INCHES ON CENTER IN NEW SIDEWALK.
7. WHEN PLACED IN SIDEWALKS, BOTH EXPANSION JOINTS AND WEAKENED PLANE JOINTS SHALL EXTEND THROUGH THE ADJACENT CURB AND GUTTER.
8. 6" MINIMUM CLASS II AGGREGATE BASE TO 95% RELATIVE COMPACTION OR MATCH BASE THICKNESS REQUIREMENT FOR NEW OR EXISTING ROAD SECTION, WHICHEVER IS GREATEST.
9. SUBGRADE TO BE SCARIFIED TO A DEPTH OF 12" MINIMUM AND RECOMPACTED TO 95% RELATIVE COMPACTION.
10. SUBGRADE AND AGGREGATE BASE COMPACTION REQUIREMENTS SHALL EXTEND TO THE BACK OF CURB OR TO THE BACK OF ATTACHED SIDEWALK (WHICHEVER CONDITION IS APPLICABLE).
11. GUTTER CROSS SLOPE SHALL NOT EXCEED 5% ACROSS CURB RAMPS, 2% ACROSS ADA PATH OF TRAVEL AND ADA PARKING, OTHERWISE TYPICAL GUTTER CROSS SLOPE SHALL BE 8% UNLESS OTHERWISE NOTED.
12. UNDER NO CIRCUMSTANCES SHALL UTILITY LIDS AND CONCRETE COLLARS BE LOCATED WITHIN THE CURB & GUTTER.
13. WHEN CURB IS PLACED ADJACENT TO EXISTING OR FUTURE IRRIGATED LANDSCAPE AREA, PCC SHALL EXTEND DOWN AS SHOWN FOR MOISTURE BARRIER.
14. WHEN CURB IS NOT LOCATED AS IN NOTE 13. DEPTH MAY BE REDUCED.

6 CONCRETE FLUSH CURB

SCALE: NONE



① CONCRETE: 5 SACK P.C.C. CONCRETE, 2" MIN., 4" MAX SLUMP.

② FINISH: P.C.C. SHALL BE GIVEN A MEDIUM BROOM FINISH.

③ SEALING & CURING: A PIGMENTED SEALING AND CURING COMPOUND SHALL BE USED IN ACCORDANCE WITH THE PROVISIONS OF THE DEPARTMENT OF TRANSPORTATION STANDARDS SPECIFICATIONS.

④ EXPANSION JOINTS (EJ): SHALL BE PLACED AT CURB RETURNS, DRIVEWAYS, STORM DRAIN CATCH BASINS, AROUND UTILITY POLES, AT LONGITUDINAL CURB GUTTER AND SIDEWALK INTERVALS NOT TO EXCEED 30-FEET. THE INTERVALS BETWEEN EXPANSION JOINTS SHALL VARY TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS AS APPLICABLE.

⑤ WEAKENED PLANE JOINTS (WPJ): SHALL BE A MINIMUM 1-INCH IN DEPTH AND PLACED AT LONGITUDINAL CURB GUTTER AND SIDEWALK INTERVALS NOT EXCEEDING 10-FEET BETWEEN EXPANSION JOINTS. THE INTERVALS BETWEEN WEAKENED PLANE JOINTS SHALL VARY TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS AS APPLICABLE.

⑥ 1/2"Ø x 18" SMOOTH, GREASED DOWELS SHALL BE PLACED AT ALL EXPANSION JOINTS, TWO IN THE NEW CURB FACE, ONE IN THE NEW GUTTER, AND AT 18-INCHES ON CENTER IN NEW SIDEWALK.

⑦ WHEN PLACED IN SIDEWALKS, BOTH EXPANSION JOINTS AND WEAKENED PLANE JOINTS SHALL EXTEND THROUGH THE ADJACENT CURB AND GUTTER.

⑧ 6" MINIMUM CLASS II AGGREGATE BASE TO 95% RELATIVE COMPACTION OR MATCH BASE THICKNESS REQUIREMENT FOR NEW OR EXISTING ROAD SECTION, WHICHEVER IS GREATEST.

⑨ SUBGRADE TO BE SCARIFIED TO A DEPTH OF 12" MINIMUM AND RECOMPACTED TO 95% RELATIVE COMPACTION.

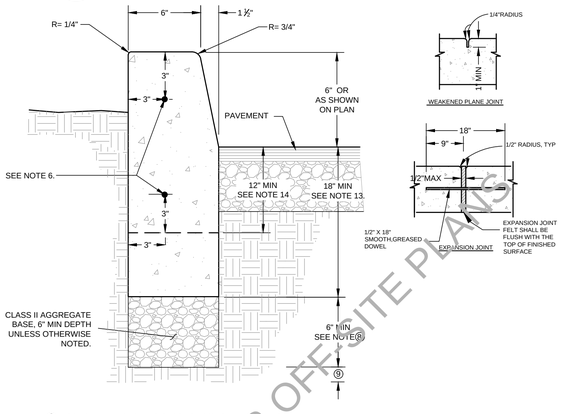
⑩ SUBGRADE AND AGGREGATE BASE COMPACTION REQUIREMENTS SHALL EXTEND TO THE BACK OF CURB OR TO THE BACK OF ATTACHED SIDEWALK (WHICHEVER CONDITION IS APPLICABLE).

⑪ GUTTER CROSS SLOPE SHALL NOT EXCEED 5% ACROSS CURB RAMPS AND 2% ACROSS ADA PARKING SPACES, AND ADA PATH OF TRAVEL. OTHERWISE, TYPICAL GUTTER CROSS SCOPE SHALL BE 8% UNLESS OTHERWISE NOTED.

⑫ UNDER NO CIRCUMSTANCES SHALL UTILITY LIDS AND CONCRETE COLLARS BE LOCATED WITHIN THE CURB & GUTTER.

3 CONCRETE CURB & GUTTER

SCALE: NONE



① CONCRETE: 5 SACK P.C.C. CONCRETE, 2" MIN., 4" MAX SLUMP.

② FINISH: P.C.C. SHALL BE GIVEN A MEDIUM BROOM FINISH.

③ SEALING & CURING: A PIGMENTED SEALING AND CURING COMPOUND SHALL BE USED IN ACCORDANCE WITH THE PROVISIONS OF THE DEPARTMENT OF TRANSPORTATION STANDARDS SPECIFICATIONS.

④ EXPANSION JOINTS (EJ): SHALL BE PLACED AT CURB RETURNS, DRIVEWAYS, STORM DRAIN CATCH BASINS, AROUND UTILITY POLES, AT LONGITUDINAL CURB GUTTER AND SIDEWALK INTERVALS NOT TO EXCEED 30-FEET. THE INTERVALS BETWEEN EXPANSION JOINTS SHALL VARY TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS AS APPLICABLE.

⑤ WEAKENED PLANE JOINTS (WPJ): SHALL BE A MINIMUM 1-INCH IN DEPTH AND PLACED AT LONGITUDINAL CURB GUTTER AND SIDEWALK INTERVALS NOT EXCEEDING 10-FEET BETWEEN EXPANSION JOINTS. THE INTERVALS BETWEEN WEAKENED PLANE JOINTS SHALL VARY TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS AS APPLICABLE.

⑥ 1/2"Ø x 18" SMOOTH, GREASED DOWELS SHALL BE PLACED AT ALL EXPANSION JOINTS, TWO IN THE NEW CURB FACE, AND AT 18-INCHES ON CENTER IN NEW SIDEWALK.

⑦ WHEN PLACED IN SIDEWALKS, BOTH EXPANSION JOINTS AND WEAKENED PLANE JOINTS SHALL EXTEND THROUGH THE ADJACENT CURB.

⑧ 6" MINIMUM CLASS II AGGREGATE BASE TO 95% RELATIVE COMPACTION OR MATCH BASE THICKNESS REQUIREMENT FOR NEW OR EXISTING ROAD SECTION, WHICHEVER IS GREATEST.

⑨ SUBGRADE TO BE SCARIFIED TO A DEPTH OF 12" MINIMUM AND RECOMPACTED TO 95% RELATIVE COMPACTION.

⑩ SUBGRADE AND AGGREGATE BASE COMPACTION REQUIREMENTS SHALL EXTEND TO THE BACK OF CURB OR TO THE BACK OF ATTACHED SIDEWALK (WHICHEVER CONDITION IS APPLICABLE).

⑪ GUTTER CROSS SLOPE SHALL NOT EXCEED 5% ACROSS CURB RAMPS AND 2% ACROSS ADA PARKING SPACES AND ADA PATH OF TRAVEL. OTHERWISE, TYPICAL GUTTER CROSS SLOPE SHALL BE 8% UNLESS OTHERWISE NOTED.

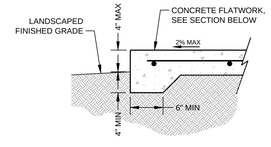
⑫ UNDER NO CIRCUMSTANCES SHALL UTILITY LIDS AND CONCRETE COLLARS BE LOCATED WITHIN THE CURB & GUTTER.

⑬ WHEN CURB IS PLACED ADJACENT TO EXISTING OR FUTURE IRRIGATED LANDSCAPE AREA, PCC SHALL EXTEND DOWN AS SHOWN FOR MOISTURE BARRIER.

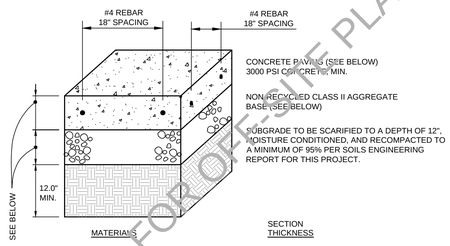
⑭ WHEN CURB IS NOT LOCATED AS IN NOTE 13. DEPTH MAY BE REDUCED.

4 CONCRETE CURB DETAIL

SCALE: NONE



FLATWORK EDGE CROSS-SECTION

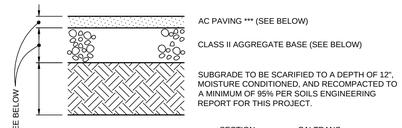


MATERIALS	SECTION THICKNESS
CONCRETE SURFACE COURSE	5.0"
CRUSHED AGGREGATE BASE COURSE	6.0"

NOTES:
* 95 COMPACTION TO DENSITY BETWEEN 95 AND 100 PERCENT
** CROSS SLOPES NOT TO EXCEED 2% ON ALL WALKWAYS, AND NOT TO EXCEED 2% IN ANY DIRECTION IN PLAZA AREAS.

1 CONCRETE FLATWORK SECTION

SCALE: NONE



MATERIALS	SECTION THICKNESS	CALTRANS SPECIFICATIONS
ASPHALT CONCRETE SURFACE COURSE	4" **	SECTION 39 *
CRUSHED AGGREGATE BASE COURSE	6"	SECTION 26, CLASS 2 *

NOTES:
* COMPACTION TO A MINIMUM DENSITY OF 95 PERCENT
** PAVEMENT SECTION IS TO BE BASED ON A T.I. OF 7.0. ACTUAL SECTION SHALL BE DETERMINED BY R-VALUES TAKEN DURING CONSTRUCTION.
*** CROSS SLOPES NOT TO EXCEED 2% ON ALL WALKWAYS, AND NOT TO EXCEED 2% IN ANY DIRECTION IN PLAZA AREAS.

2 AC PAVEMENT SECTION

SCALE: NONE

NOT USED FOR OFF-SITE PLANS

ABOVE GRADE ENGINEERING
245 Higuera Street
San Luis Obispo, CA 93401
(805) 540-5115
abovegradeengineering.com
A California Corporation
Scott Stokes PE # 58256

ENGINEER OF RECORD:

REGISTERED PROFESSIONAL ENGINEER SCOTT J. STOKES No. 58256 CIVIL STATE OF CALIFORNIA

DATE:

NO.	REVISION	DATE
2	ADDENDUM #2	5/4/18
3	OFF-SITE PERMITTING PLAN CHECK	5/9/18
4	OFF-SITE PERMITTING PLAN CHECK	9/26/18
5	OFF-SITE PERMITTING PLAN CHECK	11/20/18
6	OFF-SITE PERMITTING PLAN CHECK	1/20/19

DESIGNED: SJS
DRAWN: DWB
JOB NUMBER: 16157

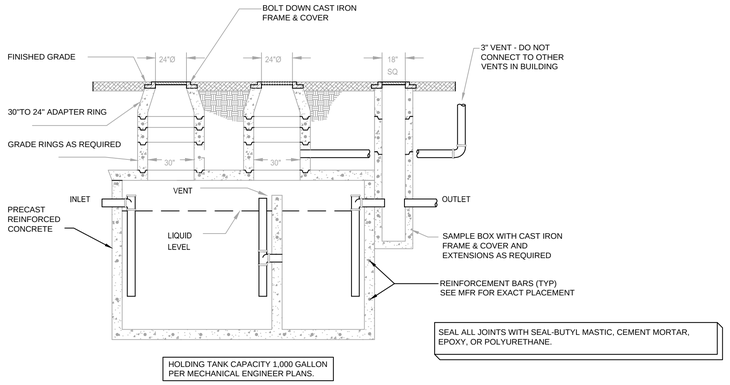
SHEET: C-4.1
DATE: November 28, 2017

SANA MARIA JOINT UNION HIGH SCHOOL DISTRICT
CTE CENTER / AG FARM FACILITIES PROJECT
1280 FOUNDERS AVENUE, SANTA MARIA, CA

CIVIL DETAIL SHEET

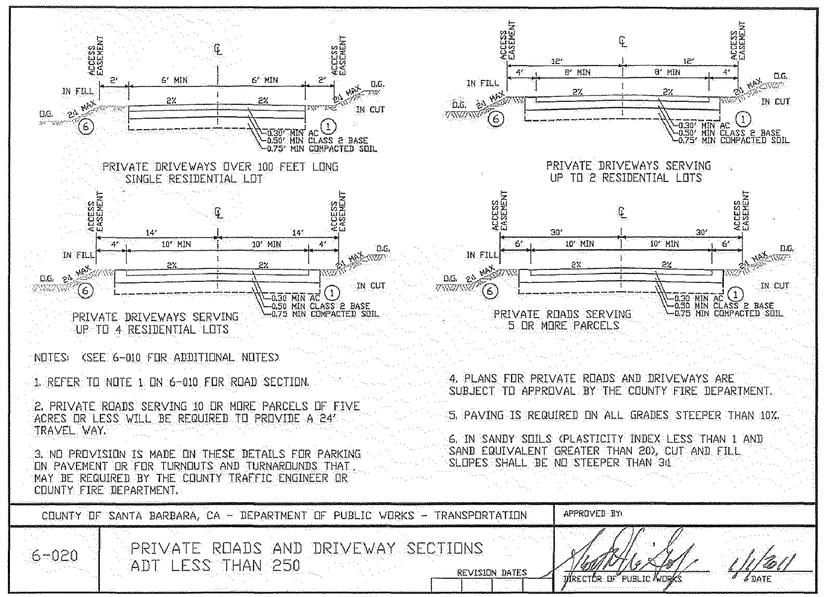
14-14

PLOT BY: AGE04 PLOT DATE: Feb 22, 2019 - 1:25pm Drawing name: N:\2016\16157-SMHSD-CTE\Engineering\Condocs\Sheetfiles-County\16157-C401-DT.dwg



5 GREASE INTERCEPTOR

SCALE: NONE



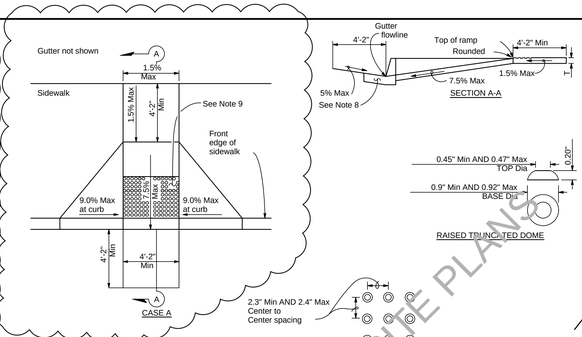
NOTES: (SEE 6-010 FOR ADDITIONAL NOTES)

1. REFER TO NOTE 1 ON 6-010 FOR ROAD SECTION.
2. PRIVATE ROADS SERVING 10 OR MORE PARCELS OF FIVE ACRES OR LESS WILL BE REQUIRED TO PROVIDE A 24' TRAVEL WAY.
3. NO PROVISION IS MADE ON THESE DETAILS FOR PARKING ON PAVEMENT OR FOR TURNOUTS AND TURNAROUNDS THAT MAY BE REQUIRED BY THE COUNTY TRAFFIC ENGINEER OR COUNTY FIRE DEPARTMENT.
4. PLANS FOR PRIVATE ROADS AND DRIVEWAYS ARE SUBJECT TO APPROVAL BY THE COUNTY FIRE DEPARTMENT.
5. PAVING IS REQUIRED ON ALL GRADES STEEPER THAN 10%.
6. IN SANDY SOILS (PLASTICITY INDEX LESS THAN 1 AND SAND EQUIVALENT GREATER THAN 20), CUT AND FILL SLOPES SHALL BE NO STEEPER THAN 3:1

COUNTY OF SANTA BARBARA, CA - DEPARTMENT OF PUBLIC WORKS - TRANSPORTATION	APPROVED BY:
6-020 PRIVATE ROADS AND DRIVEWAY SECTIONS ADT LESS THAN 250	DIRECTOR OF PUBLIC WORKS — DATE 1/1/2011
REVISION DATES	

3 PRIVATE DRIVEWAY - SANTA BARBARA 6-020

SCALE: NONE

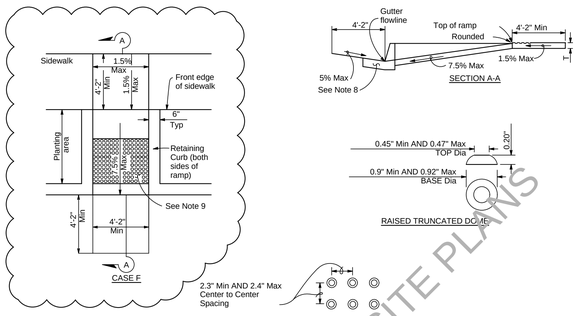


NOTES:

1. As site conditions dictate, Case A through Case G curb ramps may be used for corner installations similar to those shown in Detail A and Detail B. The case of curb ramps used in Detail A do not have to be the same. Case A through Case G curb ramps also may be used at mid block locations, as site conditions dictate.
2. If distance from curb to back of sidewalk is too short to accommodate ramp and 4'-2" platform (landing) as shown in Case A, the sidewalk may be depressed longitudinally as in Case B, or C or may be widened as in Case D.
3. When ramp is located in center of curb return, crosswalk configuration must be similar to that shown for Detail B.
4. As site conditions dictate, the retaining curb side and the flared side of the Case G ramp shall be constructed in reversed position.
5. If located on a curve, the sides of the ramp need not be parallel, but the minimum width of the ramp shall be 4'-2".
6. Side slopes of ramp flares vary uniformly from a maximum of 9% at curb to conform with longitudinal sidewalk slope adjacent to top of the ramp, except in Case C and Case F.
7. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.
8. Counter slopes of adjoining gutters, and road surfaces immediately adjacent to and within 24 inches of the curb ramp shall not be steeper than 1V:20H (5.0%). Gutter pan slope shall not exceed 1" of depth for each 2'-0" of a width.
9. Curb ramps shall have a detectable warning surface that extends the full width and 3'-0" depth of the ramp. A 4'-0" wide detectable warning surface may be used on a 4'-2" wide curb ramp. Detectable Warning Surfaces shall conform to the requirements in the Standard Specifications.
10. Sidewalk and ramp thickness, "T", shall be 3½" minimum.
11. Utility pull boxes, manholes, vaults and all other utility facilities within the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
12. Dectable warning surface may have to be cut to allow removal of utility covers while maintaining full detectable warning width and depth.

1 CURB RAMP - CASE A

SCALE: NONE



NOTES:

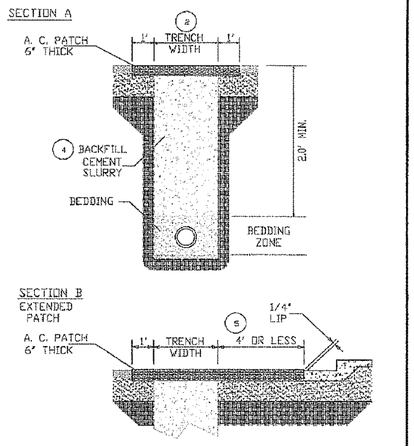
1. As site conditions dictate, Case A through Case G curb ramps may be used for corner installations similar to those shown in Detail A and Detail B. The case of curb ramps used in Detail A do not have to be the same. Case A through Case G curb ramps also may be used at mid block locations, as site conditions dictate.
2. If distance from curb to back of sidewalk is too short to accommodate ramp and 4'-2" platform (landing) as shown in Case A, the sidewalk may be depressed longitudinally as in Case B, or C or may be widened as in Case D.
3. When ramp is located in center of curb return, crosswalk configuration must be similar to that shown for Detail B.
4. As site conditions dictate, the retaining curb side and the flared side of the Case G ramp shall be constructed in reversed position.
5. If located on a curve, the sides of the ramp need not be parallel, but the minimum width of the ramp shall be 4'-2".
6. Side slopes of ramp flares vary uniformly from a maximum of 9% at curb to conform with longitudinal sidewalk slope adjacent to top of the ramp, except in Case C and Case F.
7. The adjacent surfaces at transitions at curb ramps to walks, gutter, and streets shall be at the same level.
8. Counter slopes of adjoining gutters and road surfaces immediately adjacent to and with 24 inches of the curb ramp shall not be steeper than 1V:20H (5.0%). Gutter pan slope shall not exceed 1" of depth for each 2'-0" of width.
9. Curb ramps shall have a detectable warning surface that extends the fill width and 3'-0" depth of the ramp. A 4'-0" wide detectable warning surface may be used on a 4'-2" wide curb ramp. Detectable warning surfaces shall conform to the requirements in the standard specifications.
10. Sidewalk and ramp thickness, "T", shall be 3 1/2" minimum.
11. Utility pull boxes, manholes, vaults and all other utility facilities with the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
12. Detectable warning surface may have to be cut to allow removal of utility covers while maintaining full detectable warning width and depth.

2 CURB RAMP - CASE F

SCALE: NONE

NOTES: (REFER TO 2-010 FOR ADDITIONAL NOTES)

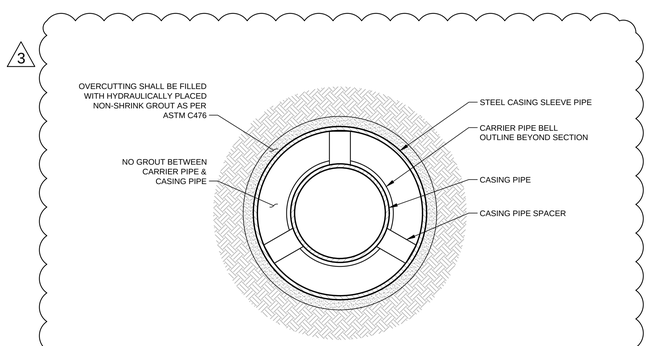
1. ALL TRENCH WORK ON EXISTING PAVED ROADS SHALL COMPLY WITH THIS STANDARD.
2. PAVEMENT SHALL BE SAW CUT 2' WIDER THAN THE WIDTH OF THE TRENCH PRIOR TO EXCAVATION. RECUT MAY BE NEEDED WHERE TRENCH EDGE IS NOT SOLID AS DETERMINED BY THE COUNTY ENGINEER.
3. BEDDING DETAILS SHALL COMPLY WITH SBCO STD 2-020.
4. BACKFILL MATERIAL UNDER EXISTING ROADS SHALL BE SLURRY CEMENT MEETING CALTRANS STANDARD SPECIFICATIONS, SECTION 19, FOR MATERIALS AND SHALL BE MIXED WITH 1 SACK OF CEMENT PER CUBIC YARD.
5. IF THE EDGE OF THE TRENCH IS WITHIN 4' OF THE EXISTING EDGE OF PAVEMENT (EP), THE SAWCUT SHALL BE MADE AT THE EP OR GUTTER AS SHOWN IN SECTION B.



COUNTY OF SANTA BARBARA, CA - DETARTMENT OF PUBLIC WORKS - TRANSPORTATION	APPROVED BY:
2-030 TRENCHES FOR EXISTING PAVED ROADS	DIRECTOR OF PUBLIC WORKS — DATE 1/1/2011
REVISION BOX	

7 TENCHING DETAIL - SANTA BARBARA 2-030

SCALE: NONE



4 PIPE WITHIN CASING SLEEVE DETAIL

SCALE: NONE

ABOVE GRADE ENGINEERING
245 Higuera Street
San Luis Obispo, CA 93401
(805) 540-5115
abovegradeengineering.com
A California Corporation
Scott Stokes PE # 58256

ENGINEER OF RECORD:



DATE:

NO.	REVISION	DATE
2	ADDENDUM #2	5/4/18
3	OFF-SITE PERMITTING PLAN CHECK	5/9/18
4	OFF-SITE PERMITTING PLAN CHECK	9/26/18
5	OFF-SITE PERMITTING PLAN CHECK	11/20/18
6	OFF-SITE PERMITTING PLAN CHECK	1/20/19

DESIGNED: SJS
DRAWN: DWB
JOB NUMBER: 16157

SHEET: C-4.2

DATE: November 28, 2017

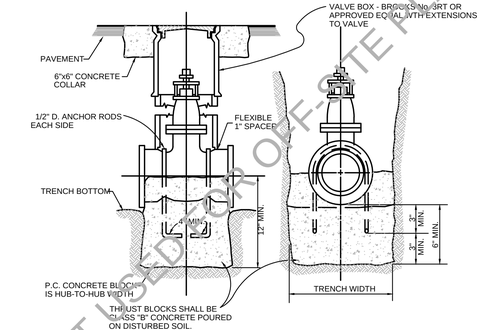
SANA MARIA JOINT UNION HIGH SCHOOL DISTRICT
CTE CENTER / AG FARM FACILITIES PROJECT
1280 FOUNDERS AVENUE, SANTA MARIA, CA

CIVIL DETAIL SHEET

14-114

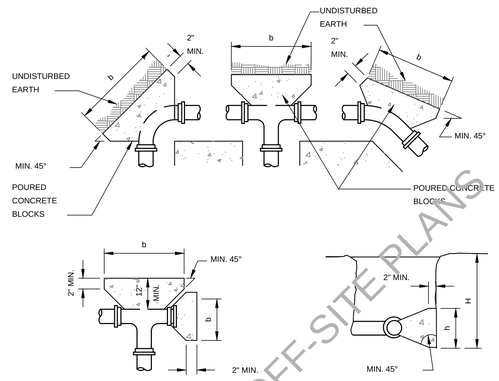
DO NOT USE FOR OFF-SITE PLANS

PLOT BY: AGED4 PLOT DATE: Feb 22, 2019 - 1:24pm Drawing name: N:\2016\16157-SMHSD-CTE\Engineering\Condocs\Sheetfiles-County\16157-C401-DT.dwg



7 GATE VALVE DETAIL

SCALE: NONE



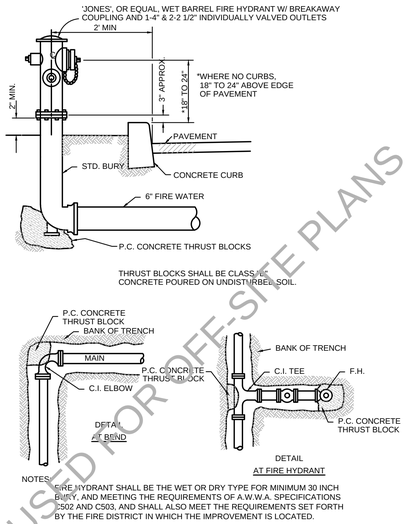
NOTES:

1. PLACE 4 mil. POLYETHYLENE BETWEEN CONCRETE AND FITTING (CONCRETE SHALL NOT INTERFERE WITH JOINT.)
2. MINIMUM CONCRETE THICKNESS SHALL BE 12 INCHES.
3. THE HORIZONTAL DIMENSION (b) OF THE BEARING AREA SHALL BE BETWEEN 1.0 AND 2.0 TIMES THE VERTICAL DIMENSION (h). (h <= b <= 2h)
4. THE VERTICAL DIMENSION (h) OF THE BEARING AREA SHALL BE EQUAL TO ONE-HALF THE TOTAL DEPTH (H) TO THE BOTTOM OF THE THRUST BLOCK BUT NOT LESS THAN THE OUTSIDE DIAMETER (Do) OF THE FITTING (Do < h <= H/2).
5. THRUST BLOCK ORIENTATION SHALL BE SUCH THAT THE CENTER OF THE FITTING CORRESPONDS WITH THE CENTER OF THE THRUST BLOCK.
6. THE MINIMUM ALLOWABLE ANGLE (EITHER VERTICAL OR HORIZONTAL) SHALL BE 45 DEGREES.

5 TYPICAL THRUST BLOCKING DETAIL

SCALE = NONE

SCALE: NONE

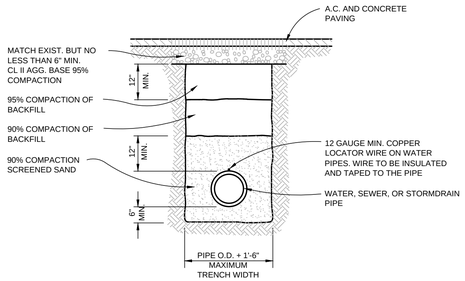


NOTES:

1. FIRE HYDRANT SHALL BE THE WET OR DRY TYPE FOR MINIMUM 30 INCH BURLY, AND MEETING THE REQUIREMENTS OF A.W.W.A. SPECIFICATIONS C502 AND C503, AND SHALL ALSO MEET THE REQUIREMENTS SET FORTH BY THE FIRE DISTRICT IN WHICH THE IMPROVEMENT IS LOCATED.

3 FIRE HYDRANT BEHIND CURB DETAIL

SCALE: NONE

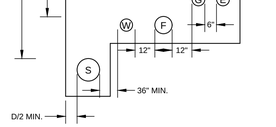


NOTES:

1. No. 12 AWG LOCATOR WIRE REQUIRED ON ALL WATER MAINS AND SERVICES, TAPED TO TOP OF PIPE.
2. NO ROCKS OR OLD PAVEMENT MAY BE DEPOSITED WITH BACKFILL.
3. COLD MIX SHALL BE A MINIMUM THICKNESS OF 2 INCHES (50.8mm).
4. REFER TO DETAIL 8 ON SHEET C4.3 FOR ADDITIONAL INFORMATION FOR JOINT TRENCH.

1 PIPE TRENCH DETAIL

SCALE: NONE



NOTE:
4" ROCK FREE BACKFILL REQUIRED ABOVE CONDUIT WITH NATIVE BACKFILL LESS THAN 1/2" DIAM.

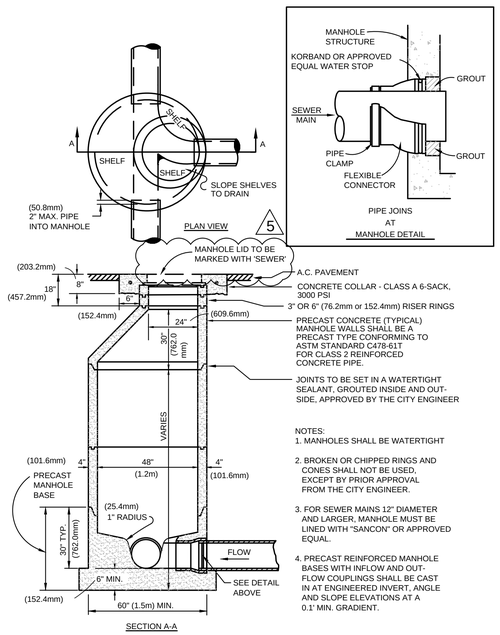
NO SAND REQUIRED IF SCHED. 40 CONDUIT IS USED

D = CONDUIT DIAMETER

(E) ELECTRICAL & TELEPHONE CONDUITS
(G) GAS LINE
(W) WATER LINE
(F) FIRE WATER LINE
(S) SEWER LINE

8 JOINT TRENCH DETAIL

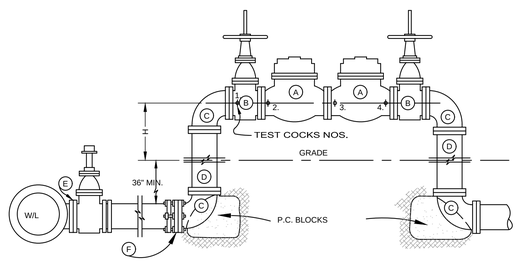
SCALE: NONE



NOTES:
1. MANHOLES SHALL BE WATERTIGHT
2. BROKEN OR CHIPPED RINGS AND CONES SHALL NOT BE USED, EXCEPT BY PRIOR APPROVAL FROM THE CITY ENGINEER.
3. FOR SEWER MAINS 12" DIAMETER AND LARGER, MANHOLE MUST BE LINED WITH "SANCON" OR APPROVED EQUAL.
4. PRECAST REINFORCED MANHOLE BASES WITH INFLOW AND OUT-FLOW COUPLINGS SHALL BE CAST IN AT ENGINEERED INVERT, ANGLE AND SLOPE ELEVATIONS AT A 0.1' MIN. GRADIENT.

6 CONCRETE MANHOLE DETAIL

SCALE: NONE



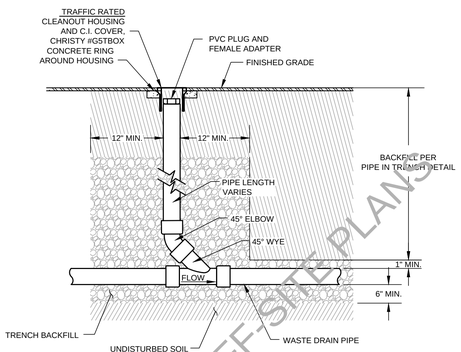
(A) APPROVED CHECK VALVE
(B) O.S.&Y. VALVE
(C) 90° BENDS, C.I., FL.
(D) VERTICAL PIPE, FL. 54" OR AS REQUIRED
(E) TAPPING SLEEVE & VALVE OR LINE VALVE, INCLUDING LATERAL.
(F) FLANGED COUPLING ADAPTER

NOTE: UP TO 4" USE G.I. PIPE & FITTINGS

SIZE	H-DIMENSIONS
2" TO 3"	24"
4" TO 6"	30"
8" TO 10"	36"

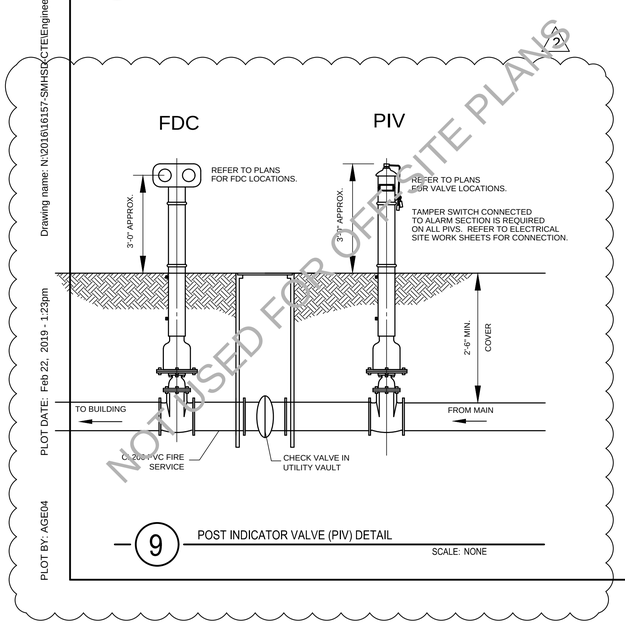
4 DOUBLE DETECTOR CHECK VALVE DETAIL

SCALE: NONE



2 CLEANOUT DETAIL

SCALE: NONE



9 POST INDICATOR VALVE (PIV) DETAIL

SCALE: NONE

NOT USED FOR OFF-SITE PLANS

NOTE: REFER TO SHEET C4.4 FOR ADDITIONAL INFORMATION AND REQUIREMENTS FOR OFF-SITE WORK TO BE PERFORMED.

ABOVE GRADE ENGINEERING
245 Higuera Street
San Luis Obispo, CA 93401
(805) 540-5115
abovegradeengineering.com
A California Corporation
Scott Stokes PE # 58256

ENGINEER OF RECORD:

REGISTERED PROFESSIONAL ENGINEER SCOTT J. STOKES No. 58256 CIVIL STATE OF CALIFORNIA

DATE:

SANA MARIA JOINT UNION HIGH SCHOOL DISTRICT
CTE CENTER / AG FARM FACILITIES PROJECT
1280 FOUNDERS AVENUE, SANTA MARIA, CA

CIVIL DETAIL SHEET

NO.	REVISION	DATE
2	ADDENDUM #2	5/4/18
3	OFF-SITE PERMITTING PLAN CHECK	5/9/18
4	OFF-SITE PERMITTING PLAN CHECK	9/26/18
5	OFF-SITE PERMITTING PLAN CHECK	11/20/18
6	OFF-SITE PERMITTING PLAN CHECK	1/20/19

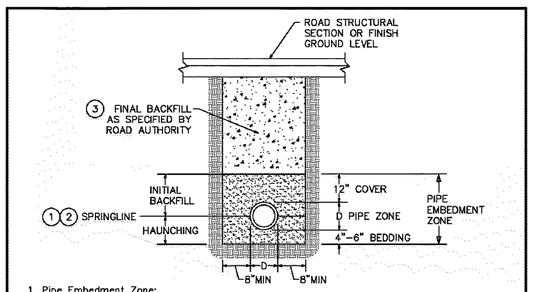
DESIGNED: SJS
DRAWN: DWB
JOB NUMBER: 16157

SHEET: C-4.3

DATE: November 28, 2017

14-14

Drawing name: N:\2016\16157-SMHS\DC\TE\Engineering\Condocs\Sheetfiles-County\16157-C401-DT.dwg
PLOT DATE: Feb 22, 2019 - 1:23pm
PLOT BY: AGE04



1. Pipe Embedment Zone:

The pipe embedment zone material shall be sand, gravel, crushed aggregate, or native free draining granular material having a sand equivalent of not less than 30 or having a permeability greater than 1$\frac{1}{2}$" per hour, or other material approved by the District.

2. Placement of Backfill Material:

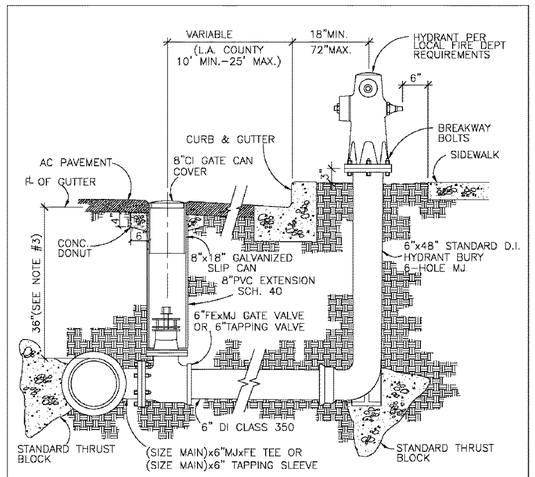
Pipe bedding material shall be placed on competent foundation and compacted in the trench before the pipe is laid in place. Upon laying and securing the pipe on the bedding, the bedding material shall be shoveled and walked into the haunching area simultaneously on both sides of the pipe to the pipe spring line in such a way to eliminate voids. The balance of the material shall be placed from the pipe spring line to the 12" over the pipe and compacted. Compaction tests to be performed at developer's expense shall meet or exceed a relative compaction of 85% in the pipe embedment zone, and as specified by road authority above it. The backfill shall be placed in horizontal layers of such depths as are considered proper for the type of compaction equipment being used in relation to the backfill material being placed.

3. Approved Backfill Material:

Backfill material extending from 12" above the pipe to below a roadway structural section shall be as prescribed in a geotechnical report or encroachment permit requirements.

When not prescribed in a geotechnical report or encroachment permit, backfill material, whether native or imported, shall be free from shale, sod, roots, rubbish, trash, lumber, organic material, ashes and other debris, unusual color, contamination, and sulfide odor, shall have a maximum particle size of 2.5 inches, and shall be suitable capable of being compacted to a required relative density of 90 percent. When pavement is to be placed directly on the backfill material, 95 percent relative density compaction is required in the top 6–inches.

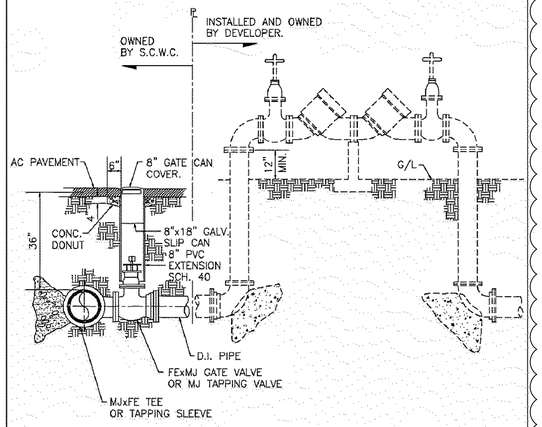
COUNTY OF SANTA BARBARA CALIFORNIA	LAGUNA COUNTY SANITATION DISTRICT	SEWER PIPE TRENCH	STANDARD DRAWING NO. 2



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.
2. HYDRANT & RISER ARE TO BE PAINTED PER LOCAL FIRE DEPARTMENT REQUIREMENTS, CONTRACTOR TO SUPPLY PAINT AND PRIMER.
3. IF GATE CAN INSTALLED IN CONCRETE, USE BROOKS No.1–RT VALVE BOX OR APPROVED EQUIVALENT.

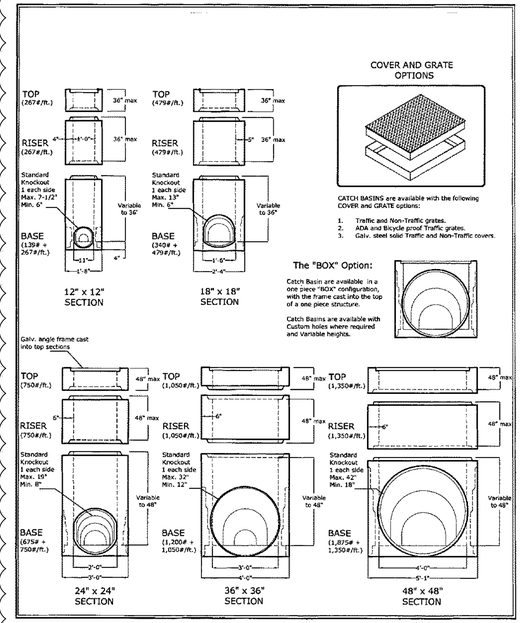
SOUTHERN CALIFORNIA WATER COMPANY	6" STANDARD WET BARREL FIRE HYDRANT
DRAWN BY: JEFF BERG DATE: 8/96	
REVISED:	STANDARD DRAWING NO. 2.1



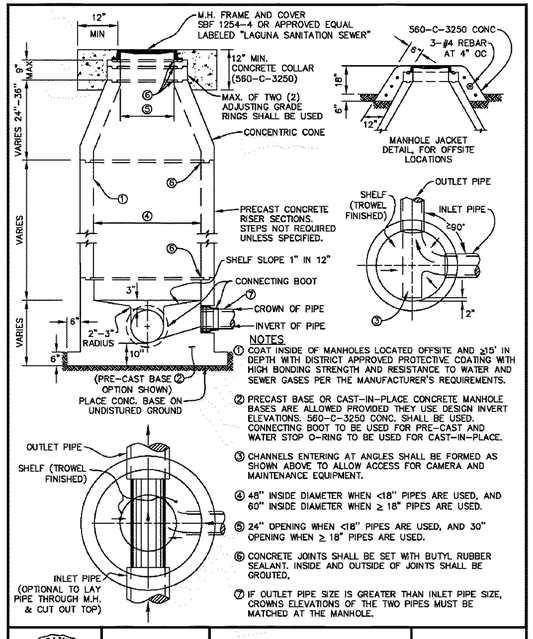
NOTES:

1) DEVELOPER SHALL INSTALL AN APPROVED DOUBLE CHECK VALVE ASSEMBLY.
2) ASSEMBLY MUST BE ACCESSIBLE FOR TESTING AND MAINTENANCE.
3) ALL NEWLY INSTALLED BACKFLOW PREVENTION ASSEMBLIES MUST BE TESTED IN ACCORDANCE WITH LOCAL ORDINANCE PRIOR TO BEING PUT IN SERVICE.

SOUTHERN CALIFORNIA WATER COMPANY	DOUBLE CHECK VALVE ASSEMBLY
DRAWN BY: JEFF BERG DATE: 8/96	
REVISED:	STANDARD DRAWING NO. 6.4



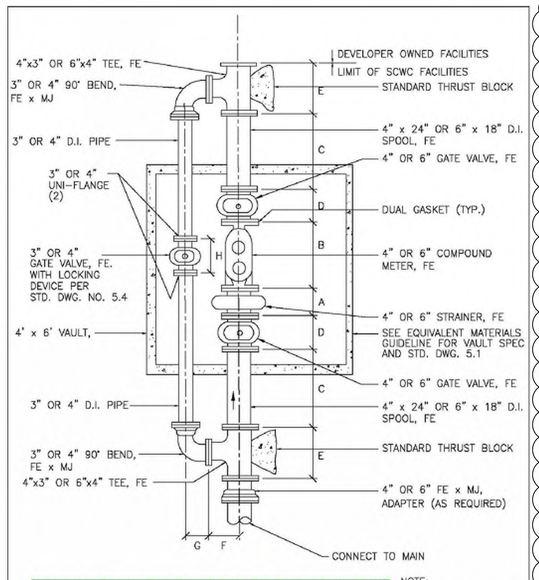
MID STATE Concrete Products Santa Maria, Ca	1985 E. DONOVAN RD., STE. G SANTA MARIA, CA 93454 PH: (805) 928-2005 FAX: (805) 928-2114 www.midstateconcrete.com
	SQUARE CATCH BASINS REV. 02/08



NOTES

1. COAT INSIDE OF MANHOLES LOCATED OFFSITE AND ≥15' IN DEPTH WITH DISTRICT APPROVED PROTECTIVE COATING WITH HIGH BONDING STRENGTH AND RESISTANCE TO WATER AND SEWER GASES PER THE MANUFACTURER'S REQUIREMENTS.
2. PRECAST BASE OR CAST–IN–PLACE CONCRETE MANHOLE BASES ARE ALLOWED PROVIDED THEY USE DESIGN INVERT ELEVATIONS. 560–C–3250 CONC. SHALL BE USED. CONNECTING BOOT TO BE USED FOR PRE–CAST AND WATER STOP O–RING TO BE USED FOR CAST–IN–PLACE.
3. CHANNELS ENTERING AT ANGLES SHALL BE FORMED AS SHOWN ABOVE TO ALLOW ACCESS FOR CAMERA AND MAINTENANCE EQUIPMENT.
4. 48" INSIDE DIAMETER WHEN <18" PIPES ARE USED, AND 60" INSIDE DIAMETER WHEN ≥ 18" PIPES ARE USED.
5. 24" OPENING WHEN <18" PIPES ARE USED, AND 30" OPENING WHEN ≥ 18" PIPES ARE USED.
6. CONCRETE JOINTS SHALL BE SET WITH BUTYL RUBBER SEALANT. INSIDE AND OUTSIDE OF JOINTS SHALL BE GROUTED.
7. IF OUTLET PIPE SIZE IS GREATER THAN INLET PIPE SIZE, CROWNS ELEVATIONS OF THE TWO PIPES MUST BE MATCHED AT THE MANHOLE.

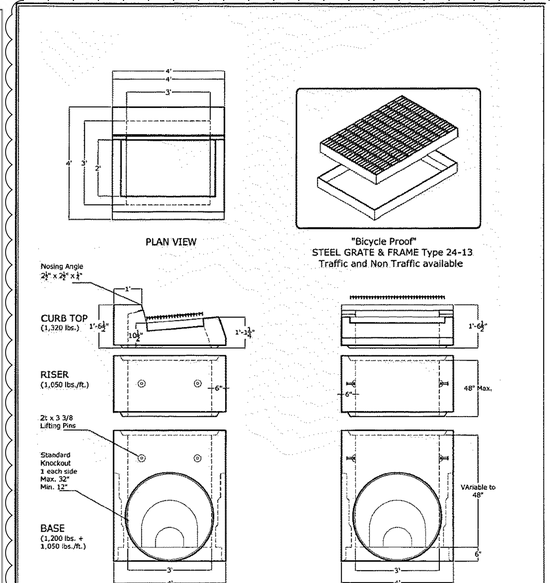
COUNTY OF SANTA BARBARA CALIFORNIA	LAGUNA COUNTY SANITATION DISTRICT	STANDARD MANHOLE	STANDARD DRAWING NO. 3



METER SIZE	A	B	C	D	E	F	G	H
4"	7 1/2"	20"	24"	9"	9"	6 1/2"	5 1/2"	8"
6"	9"	24"	18"	10 1/2"	16"	8"	6 1/2"	9"

NOTE:
1. VAULT SHALL HAVE A TORSION OR SPRING ASSISTED LID.

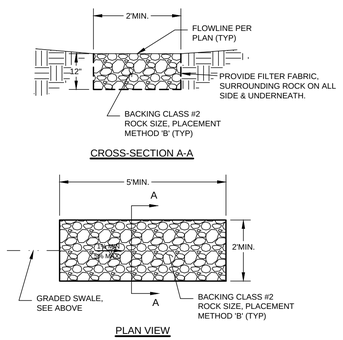
SOUTHERN CALIFORNIA WATER COMPANY	4" OR 6" COMPOUND METER WITH BY–PASS
DRAWN BY: JEFF BERG DATE: 8/96	
REVISED:	STANDARD DRAWING NO. 4.6



NOTES:
1. Heights shown above are nominal dimensions. Actual dimensions vary to allow a ½" mortar or sealant joint.

MID STATE Concrete Products Santa Maria, Ca	1985 E. DONOVAN RD., STE. G SANTA MARIA, CA 93454 PH: (805) 928-2005 FAX: (805) 928-2114 www.midstateconcrete.com
	C-3 CURB INLET SLO Standard REV. 09/07

2



ROCK DISSIPATER DETAIL
SCALE = NONE

ABOVE GRADE ENGINEERING
245 Higuera Street
San Luis Obispo, CA 93401
(805) 540-5115
abovegradeengineering.com
A California Corporation
Scott Stokes PE # 58256

ENGINEER OF RECORD:
SCOTT J. STOKES No. 58256 REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA

DATE:

Kevin Thompson Laguna County Sanitation District, June 7, 2019

NO.	REVISION	DATE
2	ADDENDUM #2	5/4/18
3	OFF-SITE PERMITTING PLAN CHECK	5/9/18
4	OFF-SITE PERMITTING PLAN CHECK	9/26/18
5	OFF-SITE PERMITTING PLAN CHECK	11/20/18
6	OFF-SITE PERMITTING PLAN CHECK	1/20/19

DESIGNED: SJS
DRAWN: DWB
JOB NUMBER: 16157

SHEET: C-4.4
DATE: November 28, 2017

CTE CENTER / AG FARM FACILITIES PROJECT
SANA MARIA JOINT UNION HIGH SCHOOL DISTRICT
1280 FOUNDERS AVENUE, SANTA MARIA, CA

OFFSITE DETAIL SHEET

14-14

PLOT BY: AGE04 PLOT DATE: Feb 22, 2019 - 1:23pm Drawing name: N:\2016\16157-SMHSD-CTE\Engineering\Condocs\Sheetfiles-County\16157-C401-DT.dwg



17 - 4	17 - 1
17 - 3	17 - 2

27						
26			22	21		
24	23			20	19	
25	14	15	16	17	18	
	13	12	11	10	09	
		05	06	07	08	
		04	03	02	01	

LCSD SEWER PIPES
PRIVATE SEWER PIPES
SEWER MANHOLES
LCSD BOUNDARY
ABANDONED SEWER PIPES
SEWER CLEANOUTS (#-#) RECORD DRAWING REFERENCE NUMBER

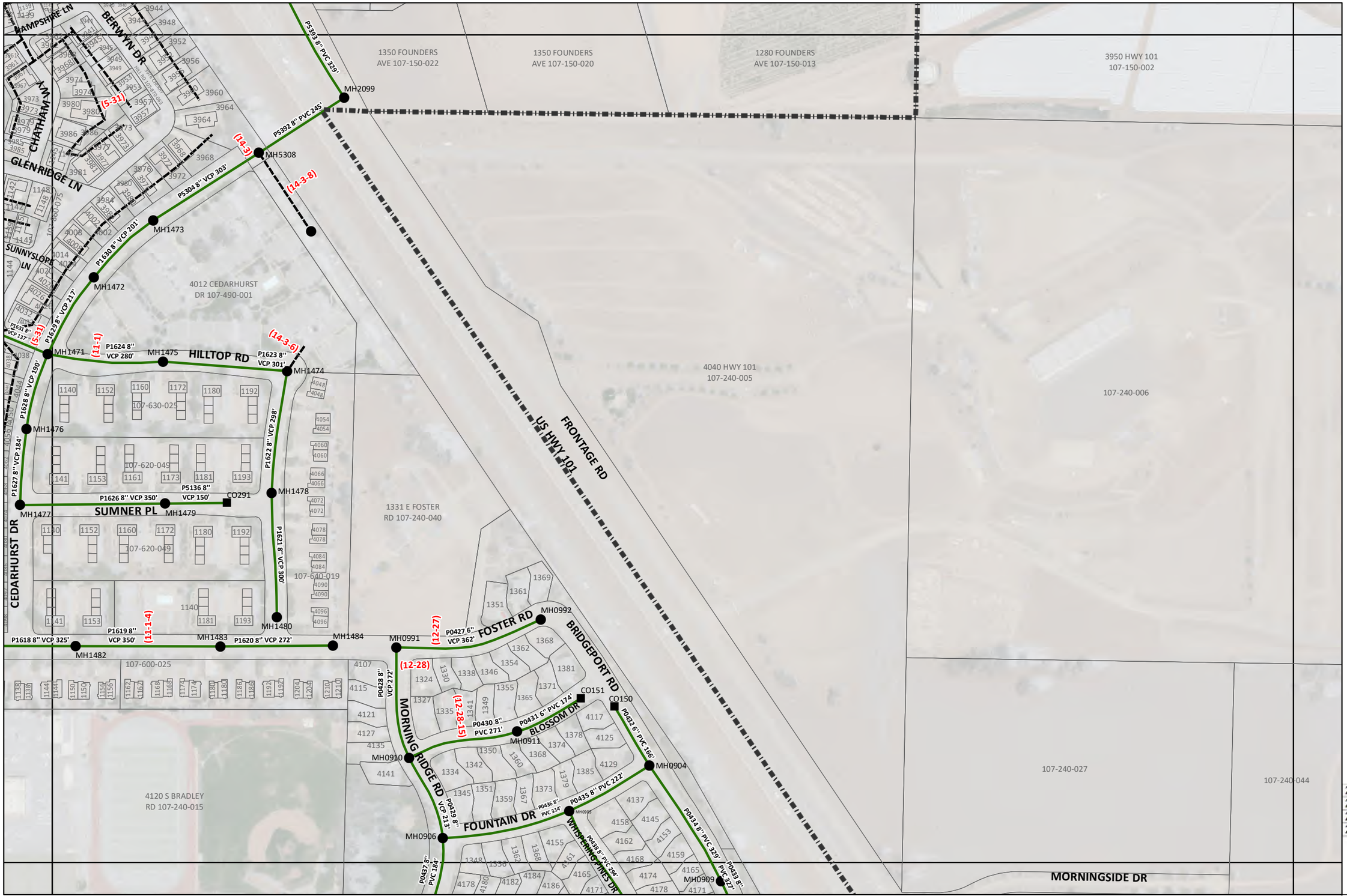
COUNTY OF SANTA BARBARA
LAGUNA SANITATION DISTRICT

SCALE: 1 in = 220 ft

0 220 440 660

REVISED: 1/23/2024

SHEET 17-1



17 - 4	17 - 1
17 - 3	17 - 2

27						
26			22	21		
24	23			20	19	
25	14	15	16	17	18	
	13	12	11	10	09	
		05	06	07	08	
		04	03	02	01	

LCSD SEWER PIPES
PRIVATE SEWER PIPES
ABANDONED SEWER PIPES
SEWER MANHOLES
SEWER CLEANOUTS
LCSD BOUNDARY
(#-#) RECORD DRAWING REFERENCE NUMBER

COUNTY OF SANTA BARBARA
LAGUNA SANITATION DISTRICT

SCALE: 1 in = 220 ft
0 220 440 660

REVISED: 1/23/2024
SHEET 17-2

DocuSign Envelope ID: C315D35A-9022-435E-9C15-B160B4A9FA55

ORDINANCE NO. 5211

AN ORDINANCE OF THE LAGUNA COUNTY SANITATION DISTRICT AMENDING ORDINANCE NO. 3130 ADOPTED NOVEMBER 19, 1979, WHICH ESTABLISHED SERVICE CHARGES, CONNECTION CHARGES, AND OTHER RULES AND REGULATIONS AS AMENDED BY ORDINANCE NO. 4142 ADOPTED DECEMBER 9, 1993 ESTABLISHING TRUNK SEWER FEES. THIS AMENDING ORDINANCE CHANGES THE ANNUAL SERVICE CHARGE AND CONNECTION CHARGE FOR SINGLE FAMILY AND DUPLEX DWELLING UNITS, APARTMENTS, CONDOMINIUMS, TRAILER SPACES, MOBILE HOMES AND NON-RESIDENTIAL DEVELOPMENT; AND ALSO CHANGES THE DUTARD-SOLOMON AND BRADLEY-SOLOMON TRUNK SEWER FEES.

The Board of Supervisors of the County of Santa Barbara, acting as the Board of Directors of the Laguna County Sanitation District, does ordain as follows:

Section 1.

Section 2 of Article I of Ordinance No. 3130 is amended to read as follows:

Section 2.

The service charge for each single family dwelling and duplex dwelling unit is $1,138.37 per fiscal year.

Section 2.

Section 3 of Article I of Ordinance No. 3130 is amended to read as follows:

Section 3.

The service charge for each apartment, condominium, trailer space or mobile home dwelling unit is $924.79 per fiscal year.

Section 3.

Section 4 of Article I of Ordinance No. 3130 is amended to read as follows:

Section 4.

The service charge for schools, public and private, is $59.05 per capita per year, to be computed on the basis of a total person count of students plus teaching, administrative and maintenance staff personnel.

Section 4.

Section 5 of Article I of Ordinance No. 3130 is amended to read as follows:

Section 5.

The service charge for all other users of the District's sewer system, including but not limited to commercial, institutional, industrial, and for any user not herein specified, shall be dependent on five-day biochemical oxygen demand, suspended solids loading, and flow volume per user type. The minimum commercial service charge is $925.00 per fiscal year.

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Section 5.

Section 2 of Article II of Ordinance No. 3130 is amended to read as follows:

Section 2.

The connection charge for each apartment, condominium, trailer space or mobile home dwelling unit is $8,648.

Section 6.

Section 3 of Article II of Ordinance No. 3130 is amended to read as follows:

Section 3.

The connection charge for each single family and duplex dwelling unit is $10,676.

Section 7.

Section 4 of Article II of Ordinance No. 3130 is amended to read as follows:

Section 4.

The connection charge for commercial buildings, hotels, motels, schools, and institutions is $10,676 for each equivalent residential unit (RUE) as determined for each commercial development based on the method shown in Exhibit B.

Section 8.

Section 1 of Article III of Ordinance No. 3130 is amended to read as follows:

Section 1.

Applicable plan check, permit, inspection, testing and annexation processing fees for sewer connections to District facilities shall be charged prior to District approval as shown below:

1. Plan check and review fees for multiple parcel, commercial and industrial developments: Hourly staff rate with a $500 minimum deposit.
2. Permit fees per application: $100.00.
3. Inspection fees per connection: $100.00.
4. Inspection fees for industrial facilities per connection: $150.00.
5. Sewer line inspection and testing fees: $200/100 feet.
6. Annexation processing fees: Hourly staff rate with a $500 minimum deposit.

Section 9.

Section 1 of Article IV of Ordinance No. 3130 is amended to read as follows:

Section 1.

For new development, the service charges specified in Article I hereof shall be collected prior to occupancy approval based on the prorated value through June 30 in the fiscal year occupancy approval is sought. For existing development, the service charges specified in Article I hereof shall be collected on the tax roll in the same manner, by the same persons,

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and at the same time as, together with and not separately from, the general county taxes, as provided in Health and Safety Code Section 5473 et seq. The service charge for schools, public and private, may be hand billed instead of collected on the tax roll.

Section 10.

Section 2 of Article IV of Ordinance No. 3130 is amended to read as follows:

Section 2.

For the purpose of the collection of the service charges on the tax roll, the service charges specified in Article I hereof shall become operative and effective commencing July 1, 2024 for the Fiscal Year 2024-2025 and shall continue in effect and be operative for each fiscal year thereafter.

Section 11.

Section 3 of Article IV of Ordinance No. 3130 is amended to read as follows:

Section 3.

For new development, the connection charges specified in Article IV hereof shall be collected prior to occupancy approval. Delinquent or uncollected connection charges shall be collected on the tax roll in the same manner, by the same persons, and at the same time as, together with and not separately from, the general county taxes, as provided in Health and Safety Code Section 5474 et seq. The connection charge established in this ordinance shall be adjusted annually on July 1 by the percent change in the Engineering News Record (ENR) Construction Costs Index for Los Angeles from January of the previous year to January of the current year but shall not be less than 0%.

Section 12.

Section 1 of Article V of Ordinance No. 3130, as amended by Ordinance No. 4142, is amended to read as follows:

Section 1.

a. Any landowner or subdivider in the District who desires to develop an area which, at the time of adoption of this ordinance, is not served directly by an existing trunk sewer, or is not planned to be served in the future directly by the proposed trunk sewers described in paragraphs (c) and (d) of this Section, and would require construction of a new trunk sewer to gain service from the District, may develop such area upon advancing to the District the money for construction, engineering, inspection and other associated costs of said new trunk sewer. Portions of monies so advanced may, by separate agreement, be returned to the landowner or subdivider at the District's option. Any other landowner or subdivider may connect to or make use of said new trunk sewer by paying to the District his proportionate share of the cost of such trunk sewer.

DocuSign Envelope ID: C315D35A-9022-435E-9C15-B160B4A9FA55

b. The Dutard-Solomon Trunk Sewer Fee for all residential dwelling units in such area is $1,363 for each dwelling. The Dutard-Solomon Trunk Sewer Fee for commercial buildings, hotels, motels, schools, and institutions in such area is $1,363 for each residential unit equivalent (RUE) as determined for each commercial development based on the method shown on Exhibit A.

c. The Bradley-Solomon Trunk Sewer Fee for all residential units in such area is $3,498 for each dwelling. The Bradley-Solomon Trunk Sewer Fee for commercial buildings, hotels, motels, schools, and institutions in such area is $3,498 for each residential unit equivalent (RUE) as determined for each commercial development based on the method shown on Exhibit A.

d. The trunk sewer fees established in (b) shall be adjusted annually on July 1 by the percent change in the ENR (Engineering News-Record) Construction Cost Index for the City of Los Angeles from January of the previous year to January of the then current year but shall not be less than 0%.

e. The trunk sewer fees established in (c) shall be adjusted annually on July 1 by the percent change in the Prime Interest Rate pursuant to the terms of the reimbursement agreement dated January 15, 2008.

Section 13.

Section 5 of Article V of Ordinance No. 3031 is amended to read as follows:

Section 5.

The foregoing charges shall be in effect during the 2024-2025 budget year.

Section 14.

Section 6 is hereby added to Article V of Ordinance No. 3031 as follows:

Section 6.

Except as herein amended, Ordinance Nos. 3130 and 4142 shall remain in full force and effect.

DocuSign Envelope ID: C315D35A-9022-435E-9C15-B160B4A9FA55

Section 15.

Section 7 is hereby added to Article V of Ordinance No. 3031 as follows:

Section 7.

All ordinances amending Ordinance No. 3130, other than Ordinance No. 4142 and this Ordinance, are hereby repealed.

Section 16.

Section 8 is hereby added to Article V of Ordinance No. 3130 as follows:

Section 8.

This Ordinance shall take effect and be in force THIRTY (30) days from the date of its passage; and before the expiration of FIFTEEN (15) days after its passage, it or a summary of it, shall be published once, with the names of the members of the Board of Directors voting for and against the same, in the Santa Maria Times, a newspaper of general circulation published in the County of Santa Barbara.

Section 17.

Section 2 of Ordinance No. 4142 is hereby repealed.

Section 18.

Section 3 of Ordinance No. 4142 is hereby repealed.

DocuSign Envelope ID: C315D35A-9022-435E-9C15-B160B4A9FA55

PASSED, APPROVED, AND ADOPTED by the Board of Directors of the Laguna County Sanitation District, County of Santa Barbara, State of California, this 14th day of May 2024, by the following vote:

AYES: Supervisors Williams, Capps, Hartmann, Nelson and Lavagnino
NOES: None
ABSTAIN: None
ABSENT: None

Steve Lavagnino, Chair, Board of Directors
Laguna County Sanitation District

Date: 5-14-24

ATTEST:
MONA MIYASATO
COUNTY EXECUTIVE OFFICER
CLERK OF THE BOARD

By Sheila de la Guerra

APPROVED AS TO FORM:
RACHEL VAN MULLEM
County Counsel

By DocuSigned by: _____
Deputy Counsel

APPROVED AS TO ACCOUNTING FORM:
BETSY M. SCHAFFER, CPA
Auditor-Controller

By DocuSigned by: _____
Deputy

This is a true certified copy of the original document on file or of record in my office. It bears the seal and signature, imprinted in purple ink, of the Clerk of the Board of Supervisors.

Clerk of the Board, Santa Barbara County, California
Date 5-22-24 by Deputy: Sheila de la Guerra

DocuSign Envelope ID: C315D35A-9022-435E-9C15-B160B4A9FA55

EXHIBIT A

LAGUNA COUNTY SANITATION DISTRICT
Trunk Sewer Fee Schedule for FY 2024-2025

User Classification	Dutard-Solomon	Bradley-Solomon
Single Family Dwelling (SFD) Unit	$1,363	$3,498
Multiple Family Dwelling (MFD) Unit	$1,104	$2,833
Commercial Development	Fee = SFD Fee × Total DFU/20	

Note: The trunk sewer fees for commercial and other non-residential development shall be determined by multiplying the fee for a single family residential unit by the number of residential unit equivalents (RUEs) of the proposed development. The RUEs shall be determined by dividing the total number drainage fixture units (DFUs) proposed in the commercial development (as referenced from the most recent adopted plumbing code) by the number of DFUs for a single family dwelling unit (20 DFU).

DocuSign Envelope ID: C315D35A-9022-435E-9C15-B160B4A9FA55

EXHIBIT B

LAGUNA COUNTY SANITATION DISTRICT
Connection Charge Schedule for FY 2024-2025

User Classification	Charge
Single Family Dwelling (SFD) Unit	$10,676
Multiple Family Dwelling Unit	$8,648

Commercial Development Fee =

$$\text{SFD Charge} \times [(0.69 \times \text{Total DFU}/20) + (0.15 \times BOD_5/BOD_{5\text{-SFD}}) + (0.16 \times SS/SS_{SFD})]$$

Note: The connection charge for commercial and other non-residential development shall be determined by multiplying the charge for a single family residential unit by the number of residential unit equivalents (RUEs) of the proposed development. The RUEs shall be determined by distributing 70% of the SFD charge to the ratio of the total number drainage fixture units (DFUs) proposed in the commercial development (as referenced from the most recent adopted plumbing code) to the number of DFUs for a single family dwelling unit (20 DFU), 16% of the SFD charge to the ratio of the BOD_5 of the proposed commercial development to the BOD_5 of a SFD, and 14% of the SFD charge to the ratio of SS of the proposed commercial development to the SS of a SFD. The BOD_5 and SS for the various user group categories shall be those given in the following table:

User Classification	BOD_5 (mg/l)	SS (mg/l)
Single family dwelling	363	313
Multiple family dwelling	363	313
Retail	222	197
Beauty, barber, pet grooming	363	313
Lumber yards, nurseries, business services	222	197
Offices, financial institutions	192	105
Medical, dental, veterinary offices	192	105
Restaurants, fast food	1,480	789
Other food services (deli, beverage, yogurt)	363	313
Banquet facilities, patio dining	363	313
Bakeries	1,480	789
Common areas	363	313
Auto, transportation services	266	368
Car wash (non-recycle)	30	197
Car wash (recycle)	30	197
Dry cleaner without laundry	222	145
Laundromats	222	145
Meeting halls, theaters, entertainment	363	313
Bowling alleys	363	313
Golf course, country club, health club	363	313
Warehouse	192	105
Market, supermarket	363	313
Skilled nursing	363	313
Residential care	363	313
Hospitals	363	313
Hotels, motels	363	313
Churches	363	313
Schools with cafeteria, gym and showers	192	132
Schools with cafeteria, without gym and showers	192	132
Schools without cafeteria, with gym and showers	192	132
Schools without cafeteria, without gym and showers	192	132

BOD_5 is the 5-day biochemical oxygen demand loading.
SS is the suspended solids loading.
Other waste loading constituents and characteristics as deemed appropriate by the district manager may be used to determine the charge when a similar classification is not available.

Santa Barbara County Public Works Department
Sewer Can and Will Serve Letter Application
Submittal Procedure and Requirements

This document provides a general overview of Laguna County Sanitation District's (LCSD) procedure and requirements for attaining a sewer Can and Will Serve Letter. The below steps outline the typical process.

STEP 1: INITIAL SUBMITTAL OF APPLICATION

1. Complete the "Request for Can and Will Serve Notification" form, which can be provided by the front desk upon arrival to our office or it can be pre-requested via email.

2. Attach 1 plot plan showing both public sewer main and private sewer lateral location. Attach 1 floor plan showing number of sanitary fixtures. Sanitary fixtures are anything that is connected to the plumbing system for example bathtubs, floor drains, sinks, showers, toilets, etc. All plans shall meet County of Santa Barbara Planning and Development (P&D) Department standards. Those requirements can be found by contacting P&D; P&D north county office receptionist phone is 805-934-6250. Please note that if your plans do not meet those standards LCSD will NOT process your request.

3. Larger projects involving proposed new public sewer facilities and parcel tract maps will require plan submittals per LCSD Engineering Design Standards (copy available upon request).

4. Collect the above documents and you're ready to submit. Submissions can be done in person or emailed to the County office at the addresses shown at the bottom of the page.

STEP 2: INITIAL REVIEW OF SUBMITTAL

Upon receipt, the application and plans will be reviewed. If you submit the application in person, we can do the initial review with you over the counter. The office is open from 8am - 5pm Monday through Friday. You are welcome to come in anytime however LCSD has ongoing projects that require staff to be out of the office. To confirm we can be available, you are encouraged to schedule an appointment by phone or email. If you submit the application by email, expect a confirmation email.

STEP 3: PROCESS AND TIMETABLE

After review of your submittal, a plan check review will commence internally. The application may also be routed internally to Planning & Development to verify the classification of your project. The typical processing time from submittal to issuance is about 4-5 weeks. Applications requiring modification or changes due to plan check comments may take longer. Projects involving proposed new public sewer facilities, parcel or tract maps will require payment of fees pursuant to LCSD's rate and fee ordinance and must have complete final signed civil plans and parcel / tract maps prior to C&W Serve letter issuance.

STEP 4: ISSUANCE OF C&W SERVE LETTER

The C&W Serve Letter will be prepared for issuance and you will receive a signed copy of it along with other pertinent documents. Please read your letter carefully; it will explain the applicable fees. Fees depend on your intended project. All fees are pursuant to LCSD's rate and fee ordinance. Common Applicable fees are as follows:

Connection Charge: A one-time fee assessed on new development to cover the reservation of treatment system capacity.
Service Charge: An ongoing fee for the usage of the sewer system. A prorated amount is due at time of occupancy sign off for the new development to cover the remaining portion of the fiscal year through June 30th. Thereafter, it is assessed annually on the tax roll.
Dutard-Solomon and/or Bradely- Solomon Trunk Sewer Fee: A one-time fee assessed on new development for the usage of trunk sewer lines. Only applicable in areas that drain to trunk lines built by developers which LCSD agreed to reimburse.

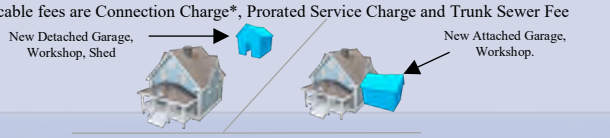
******NOTE ALL THE ABOVE CHARGES WILL BE DUE AT FINAL OCUPANCY SIGN OFF & ALL CHARGES ARE SUBJECT TO CHANGE AS OUR ORDINANCE IS ADJUSTED EVERY FISICAL YEAR ******

Common Accessory Dwelling (ADU) or Junior Accessory Dwelling Units (JADU) Projects and Fees

Conversion of existing structure to ADU or JADU per Government Code Section 65852.150 et seq; the applicable fees are Prorated Sewer Service Charge and Trunk Sewer Fee



Construction of a new floor space ADU per Government Code Section 65852.150 et seq; the applicable fees are Connection Charge*, Prorated Service Charge and Trunk Sewer Fee



*Connection Charge is calculated by the number of Drainage Fixture Units (DFUs) per California Plumbing Code

STEP 5: Final Occupancy Sign Off

After your project is built and you are ready for final occupancy, call or email to make an appointment for LCSD to sign your permit card (provided by Building and Safety). Sign off requests are appointment only. At this point LCSD staff will review your file and determine if the rates provided in the C&W Letter remain under the same ordinance. If you're returning over a year after the issuance of the C&W Serve Letter it is likely that a new ordinance is in place. LCSD staff will correct the rates to match current ordinance and collect prior to sign off.

THANK YOU

For further information, please call the Laguna County Sanitation District at Tel (805) 803-8750

Submit Applications:

In Person: Santa Barbara County Public Works Department 620 W. Foster Road, Santa Maria, CA 93455

By Email: Kevin Thompson, P.E., Civil Engineer, Specialist kethomp@countyofsb.org

For in person questions, or occupancy sign off, please call or email to make an appointment.

Golden State
Water Company
A Subsidiary of American States Water Company

Feb 24, 2025 Updated from October 11, 2023

Steve & Nancy Penza
c/o Urban Planning Concepts
200 Lambert Street
Oxnard, CA 93036

RE: PRELIMINARY CAN AND WILL SERVE LETTER
1350 Founders Avenue – APN 157-150-021 & -022
10,914sf Pipe & Supply Facility

This letter is to inform you that Golden State Water Company (GSWC) will be able to provide domestic and fire protection water service to the new 10,914sf pipe and supply facility located at 1350 Founders Ave in GSWC's Orcutt System ("Project"), subject to the requirements listed below. As a general matter, GSWC's ability to extend water service to new customers is done pursuant California Public Utilities Commission's approved rules and regulations applicable to GSWC.

A. Water Supply

Applicants requesting a new service connection, a new water meter or an increase in the size of their existing service connection and/or existing water meter resulting in increased demand within the Santa Maria Customer Service Area, as defined on the Service Area Maps, must provide a source of supplemental water to offset the increased water demand, pursuant to the Court adopted Stipulation in Santa Maria Valley Water Conservation District v. City of Santa Maria, et al. (and related actions), Lead Case No. CV 770214, Superior Court of the State of California, County of Santa Clara, in January 2008, and Commission Decision No. 13-05-011. Where and when available, applicants may remit payment to a third party public agency a water resource demand offset fee in lieu of providing a source of supplemental water, provided such fee fully offsets the cost, and results in the dedication to GSWC, of a source of supplemental water sufficient to meet the water demands of the service requested. The supplemental water requirement for this project is 0.84 AFY.

It is the Applicant's responsibility to secure supplemental water to supply the Project, and to assign that supplemental water to GSWC for delivery. This letter DOES NOT provide the Applicant with a commitment from GSWC to provide a supplemental water supply to the Project.

GSWC does not currently have available any additional supplemental water supply

sources that satisfy the County's supplemental water requirement. The applicant can purchase supplemental water through the City of Santa Maria. Once the Applicant has entered into an agreement with the City of Santa Maria for the purchase of supplemental water to satisfy the County's supplemental water requirement, GSWC will assume the responsibility to take delivery of the supplemental water obtained from the City. GSWC will prepare and provide the necessary documents, once the Applicant provides to GSWC a copy of its agreement with the City of Santa Maria.

B. Special Facilities

Special facilities may be required to provide water service and fire protection to the Project. Special facilities are specific system upgrades that are required to provide water service based on the Project's impact to the GSWC's existing system. Special facilities might include a new booster station, storage, well, or other tangible infrastructure necessary to ensure adequate water service and fire flow protection. GSWC's New Business Department will prepare an analysis of the Project's impact on the existing system and the need and identification of special facilities. The New Business narrative and application can be found at https://www.gswater.com/information-contractors-consultants

All costs associated with improvements to or new main extensions, water supply, water storage and any additional water appurtenances will be paid by the applicant and contributed to GSWC without refund unless otherwise noted in written agreements. Upon completion of proper arrangements for construction of special facilities and providing suitable water supplies, GSWC will provide water service to the Project, under the same terms and conditions as its existing customers. At that time, GSWC will issue a formal CWSL for the Project.

This Can and Will Serve commitment expires one year from the date of this letter. If construction of the Project has not started within one year, a time extension may be requested. Such time extension will be subject to any requirements in place at the time of the request.

Sincerely,

Abe Khalil
Operations Engineering

cc: Mark Zimmer, GSWC
Mike Babb, GSWC
Julia Rivas, GSWC



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

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Written dimensions take precedence over scaled dimensions. Do not scale plans. Contractor shall verify all dimensions and conditions in the field. Any discrepancies shall be called to the attention of RA & Associates.

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

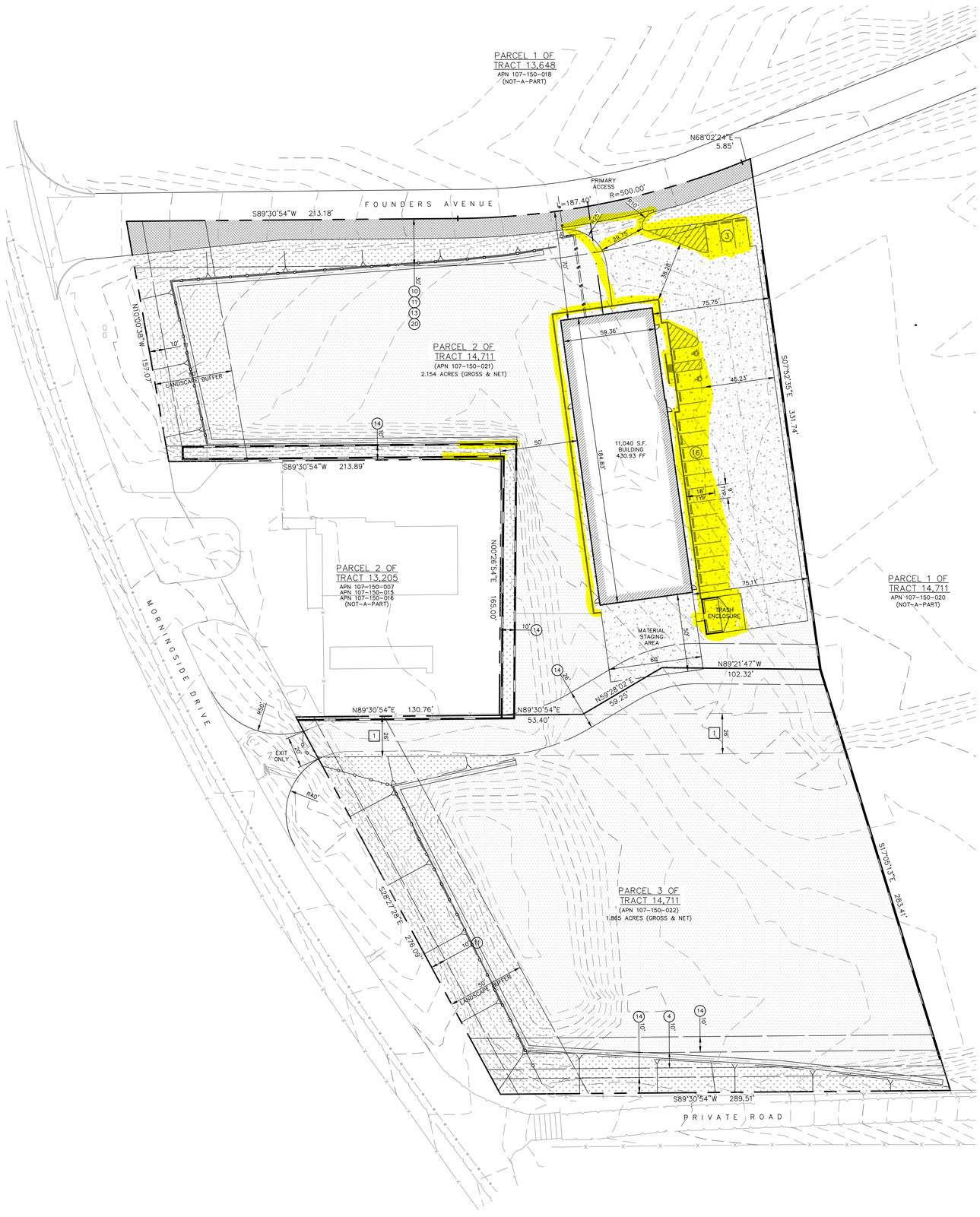
PROJECT MANAGER: GR
DRAWN BY: SMS
JOB NUMBER: RA #830

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

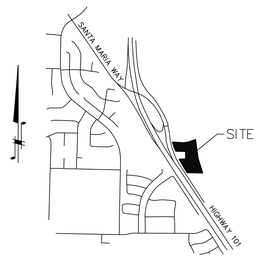
GENERAL COMMERCIAL:	3,540 S.F. (1 SPACE/500 S.F.) 3,540/500 = 7.08 (8 SPACES REQUIRED)
WAREHOUSE:	7,500 S.F. (1/1000) 7,500/1000 = 7.50 (8 SPACES REQUIRED)

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°03'38"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
ORCUTT, CA 93455

P.O. BOX 2267
SANTA MARIA, CA 93457
(805) 928-5002 FAX (805) 928-0195

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REVISIONS

SEAL

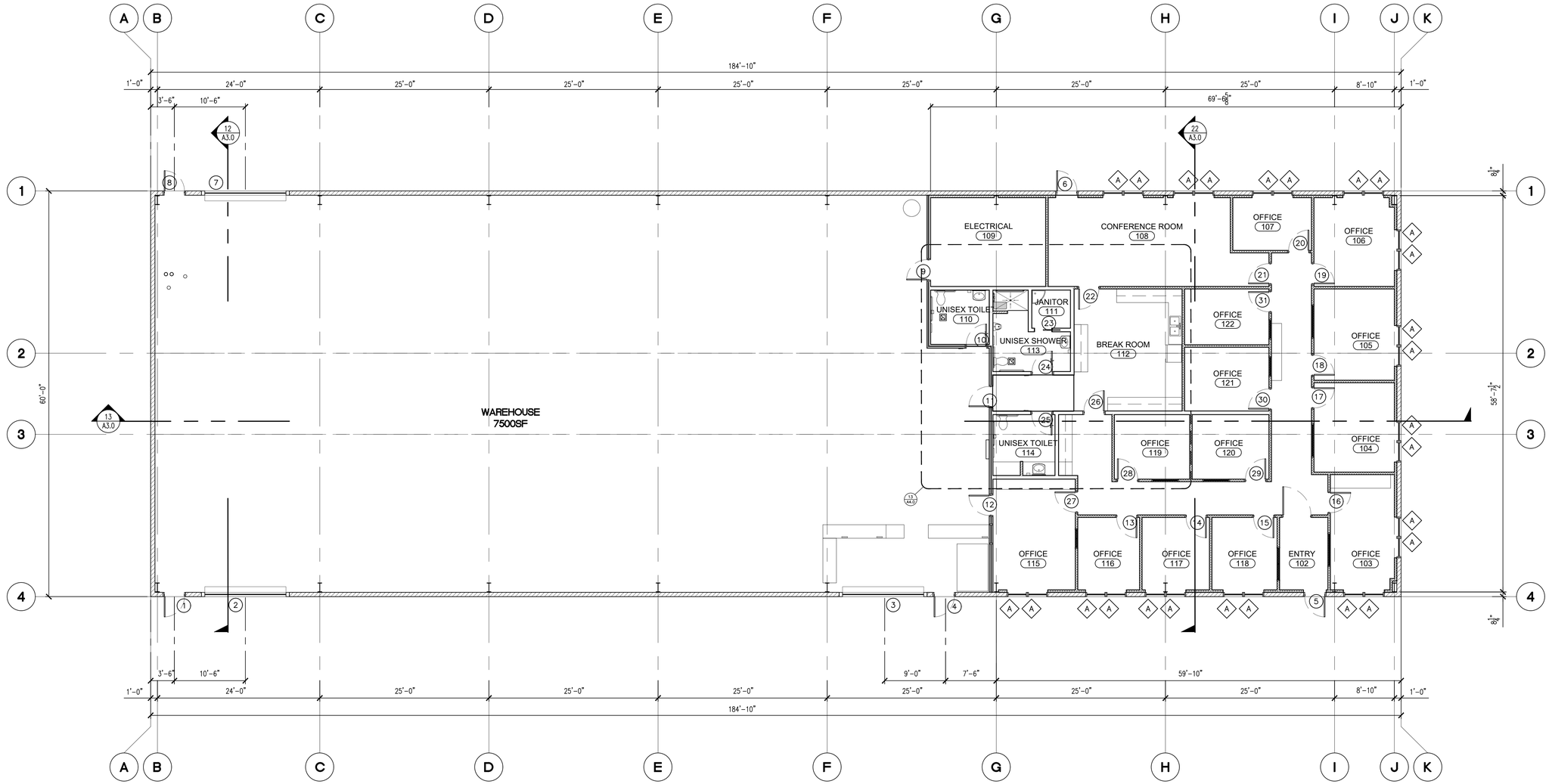
PROJECT
FAMCON PIPE AND SUPPLY, INC.
1200 FOUNDERS AVE
SANTA MARIA, CA 93455

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
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JIM ALBRECHT, PE

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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

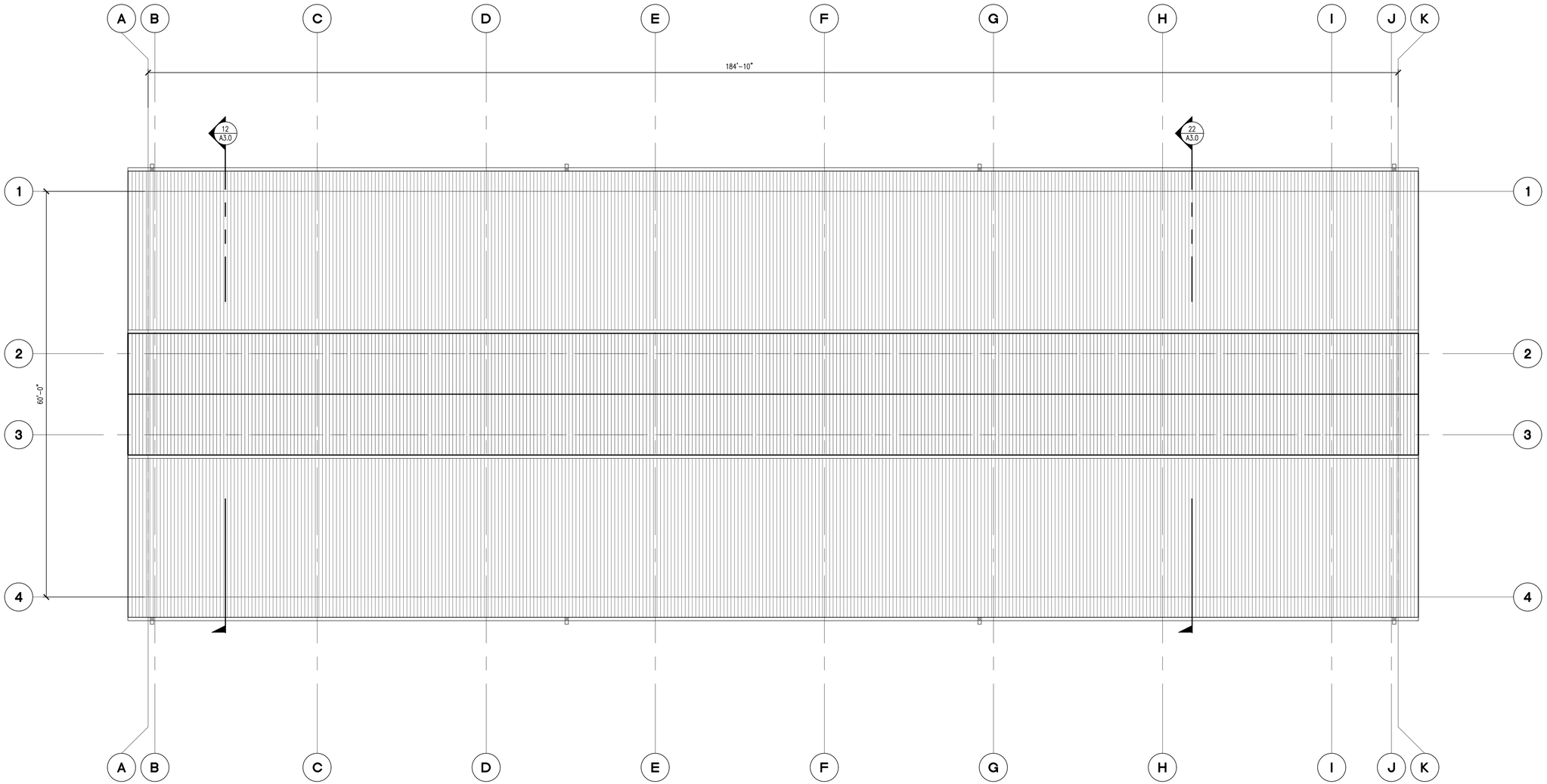
200 LAMBERT ST.
OXNARD, CA 93036

DATE: APRIL 4, 2025

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

A1.1

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



ROOF PLAN

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

13

LEGEND

24

KEYNOTES

14

RA ARCHITECTS & ENGINEERS

ARCHITECTURE
GREG RAVATT, AIA

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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

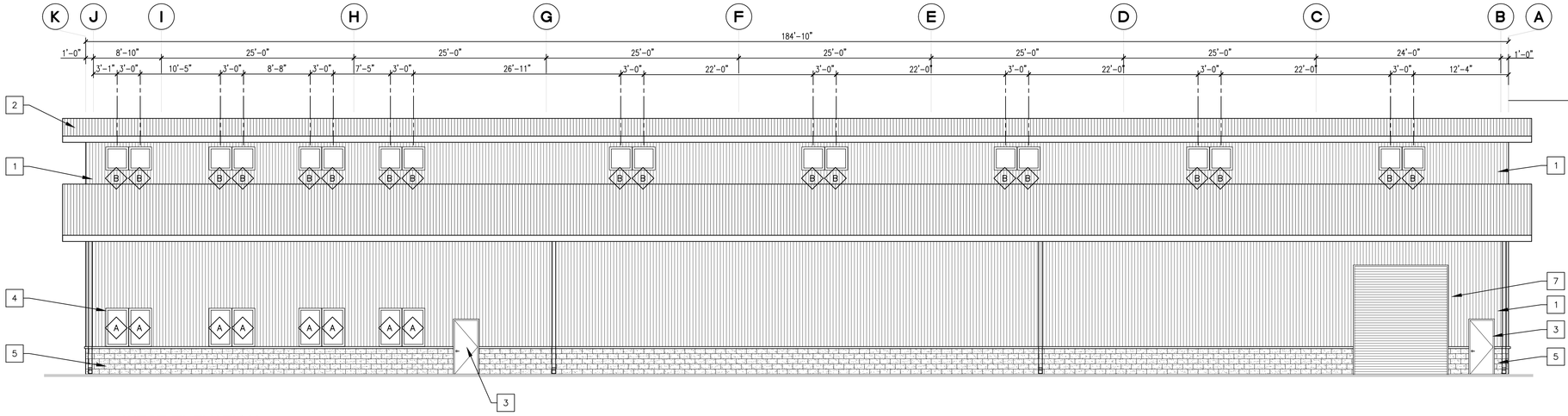
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OXNARD, CA 93036

DATE: APRIL 4, 2025

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

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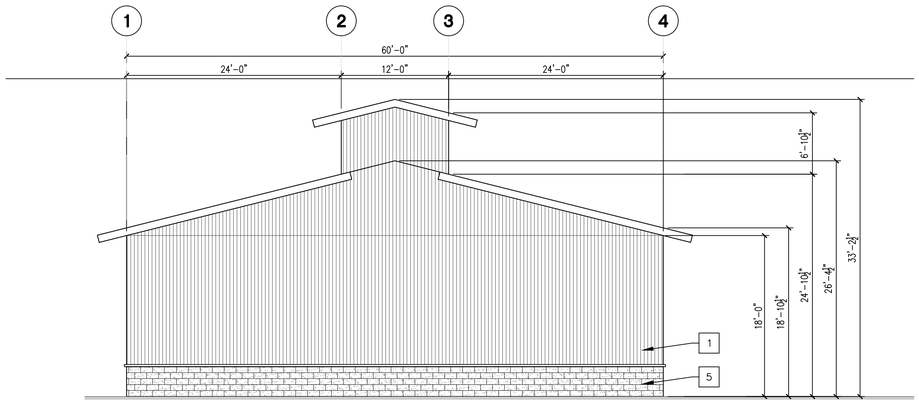
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WEST ELEVATION

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

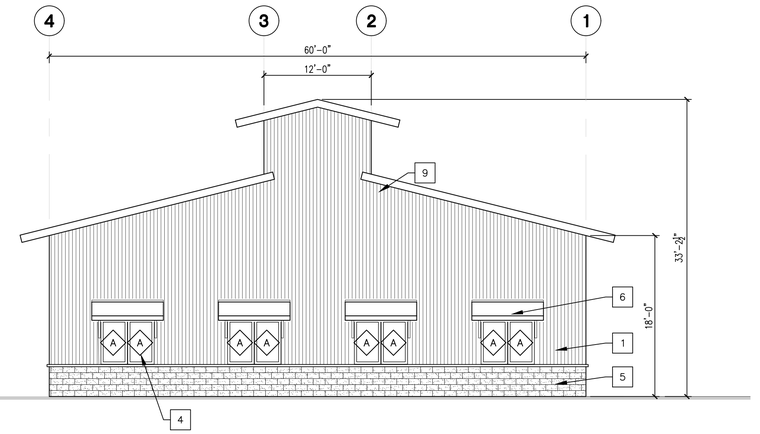
11



SOUTH ELEVATION

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

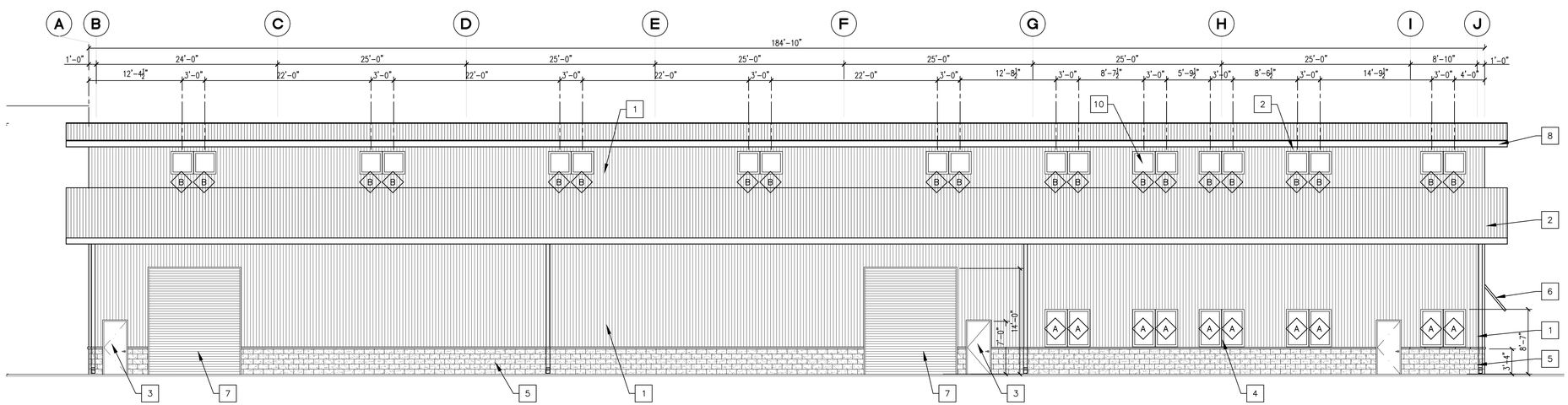
43



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
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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

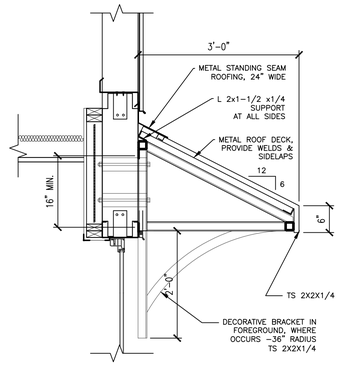
200 LAMBERT ST.
OXNARD, CA 93036

DATE: APRIL 4, 2025

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

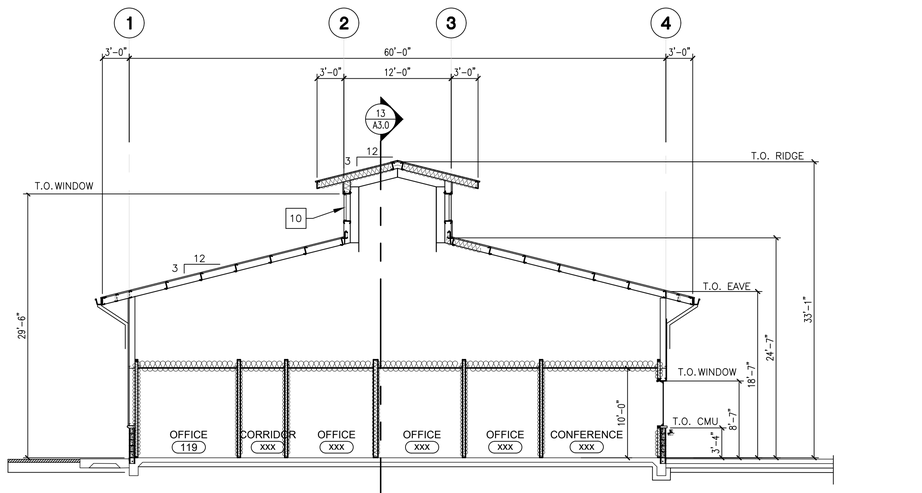
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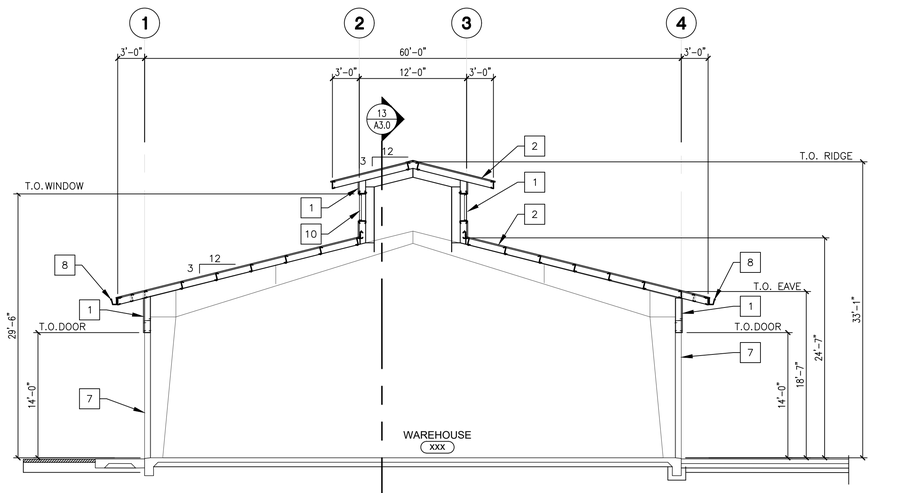
1. SIDING CEC "CHARCOAL" CORRUGATED OVER METAL BUILDING GIRTS, REFER TO METAL BUILDING PLANS
2. ROOF PANEL CEC PEARLY GREY OVER METAL BUILDING PURLINS, REFER TO METAL BUILDING PLANS
3. DOORS "WHITE SNOW SW 9541"
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5. SPLIT FACE BLOCK – "CASTLE GREY" RCP BLOCK AND BRICK
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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. CLEARSTORY WINDOW

KEYNOTES 11



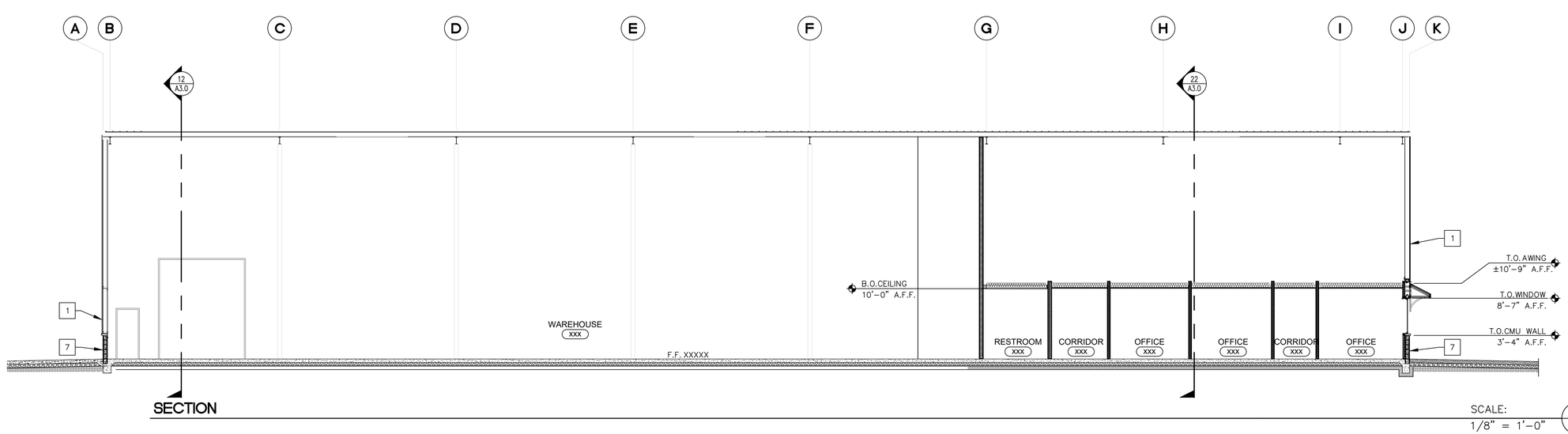
SECTION

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



SECTION

SCALE: 1/8" = 1'-0" 12



SECTION

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

RA ARCHITECTS & ENGINEERS

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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
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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.

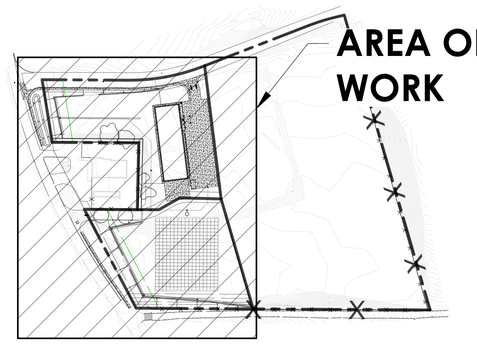
REVISION DATES

REV.	DATE	BY	APPROVED	COMMENTS

GENERAL NOTES

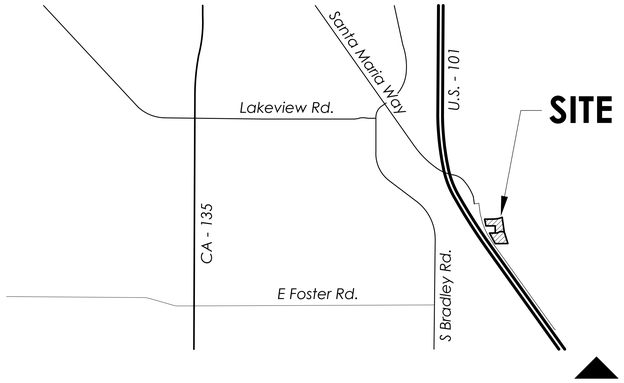
1. PRIOR TO ANY EXCAVATION CONTRACTOR IS REQUIRED TO CONTACT UNDERGROUND SERVICE, 1.800.422.4133.
2. THE LANDSCAPE ARCHITECT SHALL REVIEW AND APPROVE ALL PLANT MATERIAL UPON DELIVERY AND THE LOCATION OF ALL PLANT MATERIAL PRIOR TO INSTALLATION.
3. THE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT AT LEAST 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

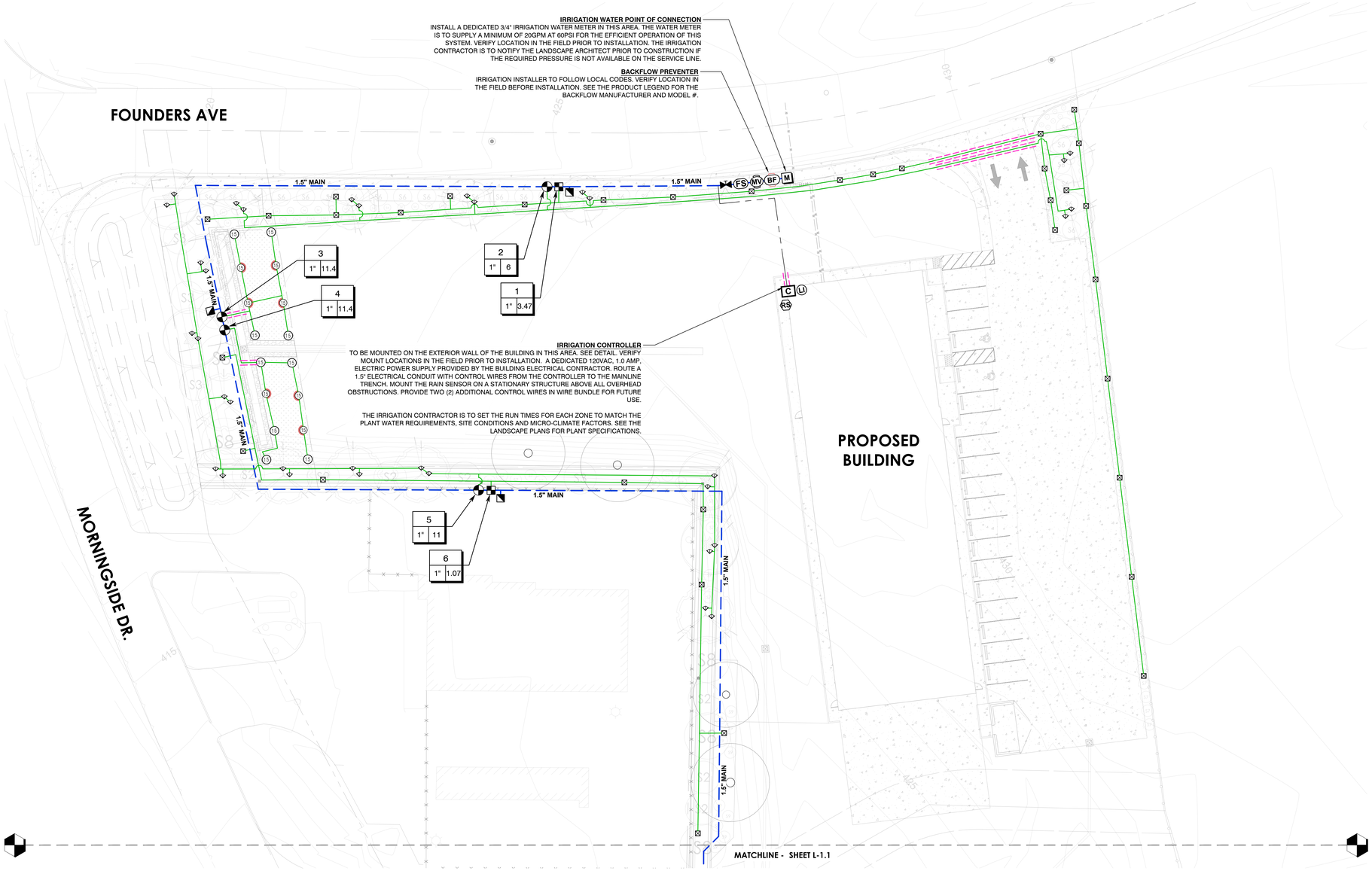
SHEET TITLE

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.	

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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.

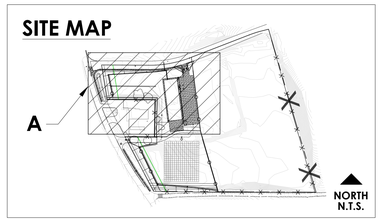
INSTALL ALL THE IRRIGATION EQUIPMENT TO AVOID CONFLICTS WITH INSTALLED UTILITIES AND TREE INSTALLATION. THE IRRIGATION MAINLINE, LATERAL LINE, AND IRRIGATION SPRINKLER LOCATIONS ARE SHOWN SCHEMATICALLY AND SHALL BE ADJUSTED BASED ON FIELD CONDITIONS. ALL LANDSCAPED AREAS ARE TO RECEIVE 100% COVERAGE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

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

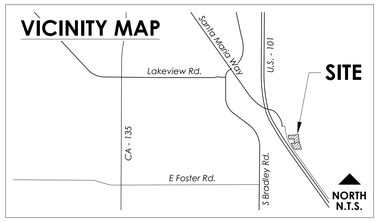
I HAVE COMPLIED WITH THE CRITERIA OF THE 2015 UPDATE TO THE STATE DEPARTMENT OF WATER RESOURCES MODEL WATER EFFICIENT. &
I HAVE COMPLIED WITH THE CRITERIA IN THE MWELO AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN.

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
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12.7.20

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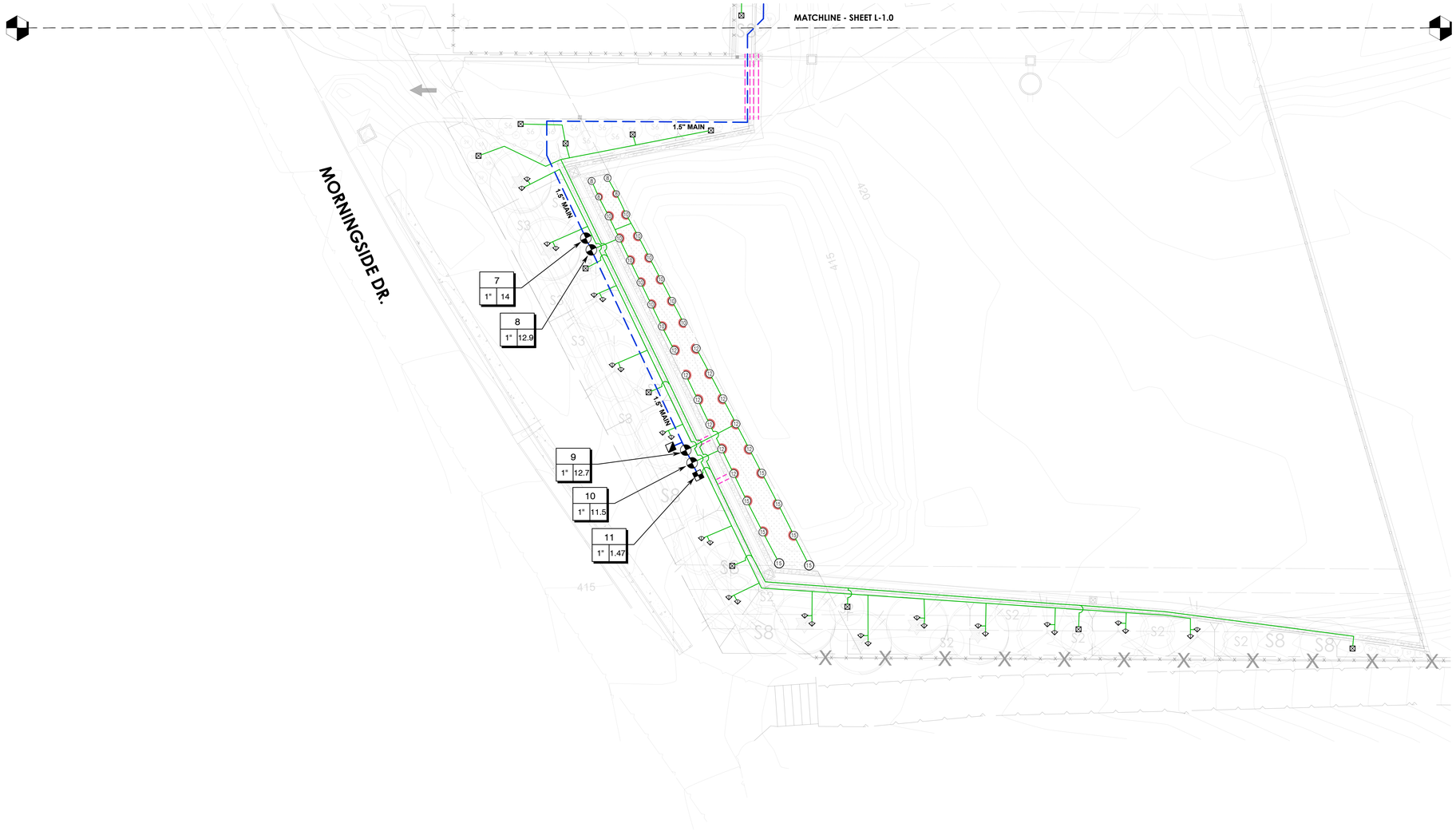
REVISION DATE

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.	

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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	
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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.)

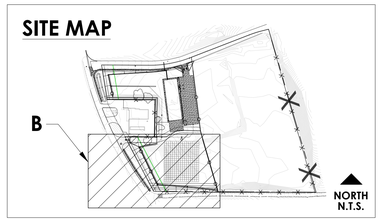
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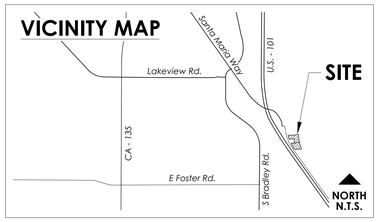
DESIGNER SIGNATURE *DATE*

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

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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.	

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

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:

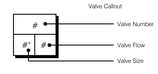
1. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGN OR INSTALLED THE LANDSCAPE AND CONDUCTED IN A MANNER CONSISTENT WITH THE IA LANDSCAPE IRRIGATION AUDIT OR "WATERSENSE" LABELING AUDIT BY USEPA.
2. CERTIFICATE OF COMPLETION SUBMITTED TO LOCAL AGENCY FOR APPROVAL.

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

PLEINAIRE
DESIGN GROUP
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805.349.9695 // www.pleinairedg.com

FOR REVIEW ONLY
NOT FOR CONSTRUCTION
KEVIN J. SMALL
LANDSCAPE ARCHITECT
No. 2929
OF CALIFORNIA
12.17.20

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FAMCON
1350 FOUNDERS AVENUE // SANTA MARIA, CALIFORNIA 93455

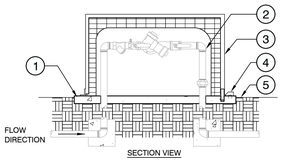
REVISION DATE

SHEET TITLE
IRRIGATION NOTES & CALCULATIONS

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-1.2

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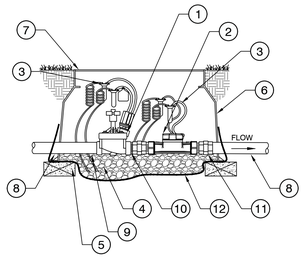
1. 4" THICK CONCRETE FOOTING 1" ABOVE FINISHED GRADE
2. BACKFLOW PREVENTION DEVICE (SEE IRRIGATION PLAN FOR MAKE AND MODEL)
3. BACKFLOW CAGE-STRONG BOX LOW PROFILE SMOOTH TOUCH ENCLOSURE
4. LOCK BOX
5. FINISHED GRADE

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

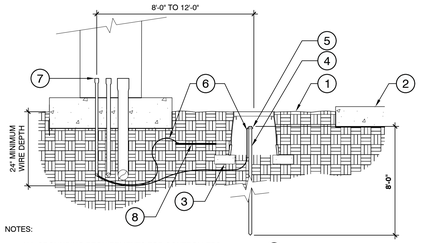
NOTES:

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



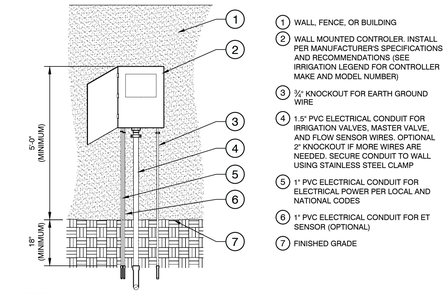
NOTES:

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



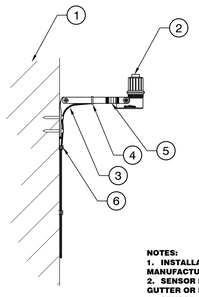
1. WALL, FENCE, OR BUILDING
2. WALL MOUNTED CONTROLER. INSTALL PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS (SEE IRRIGATION LEGEND FOR CONTROLLER MAKE AND MODEL NUMBER)
3. ¾" KNOCKOUT FOR EARTH GROUND WIRE
4. 1.5" PVC ELECTRICAL CONDUIT FOR IRRIGATION VALVES, MASTER VALVE, AND FLOW SENSOR WIRES. 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

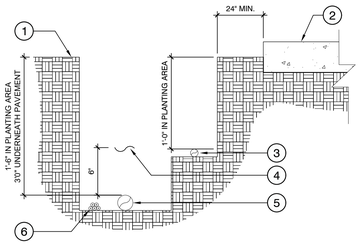


1. STATIONARY STRUCTURE
2. RAIN BIRD RSD-BEx (RAINSENSOR)
3. WIRE TO IRRIGATION CONTROLLER
4. PLASTIC TIE DOWN STRAP
5. MOUNTING BRACKET
6. SECURE WITH CABLE TIE BRACKET (1 OF 2)

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



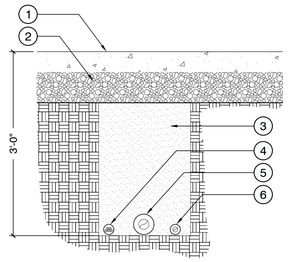
NOTES:

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



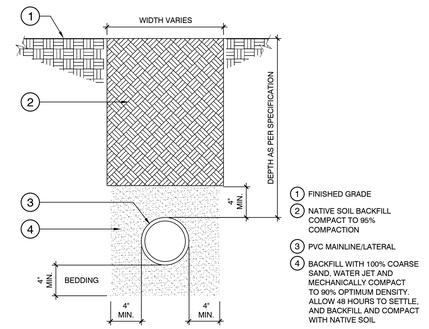
NOTES:

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

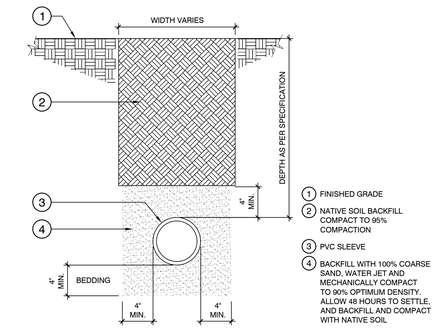
N.T.S. I-RBD-14



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

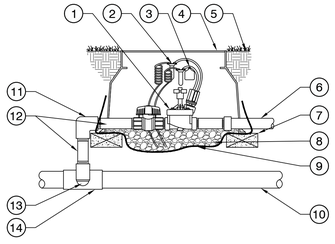
N.T.S. I-RBD-16



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

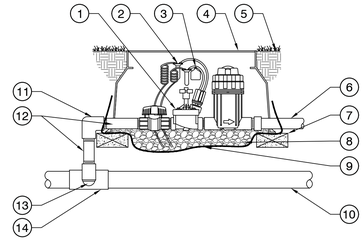
N.T.S. I-RBD-17



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

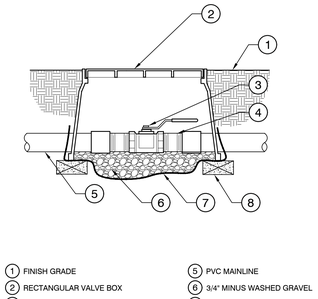


1. RAIN BIRD DRIP KIT (PER SCHEDULE)
2. WATERPROOF SPLICE CONNECTION
3. VALVE ID TAG
4. VALVE BOX WITH COVER: RAIN BIRD VB-JUMBO
5. FINISH GRADE
6. PVC LATERAL PIPE
7. BRICK (1 OF 4)
8. 3/4" MINUS WASHED GRAVEL
9. WIRE FABRIC CLOTH
10. PVC MAINLINE
11. PVC SCH 80 ELBOW
12. PVC SCH 80 NIPPLE 1-1/2"
13.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

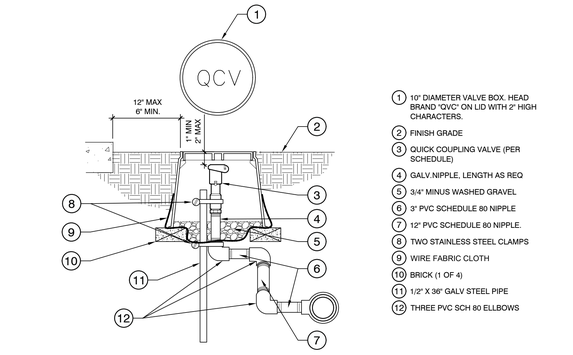
N.T.S. I-RBD-25



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

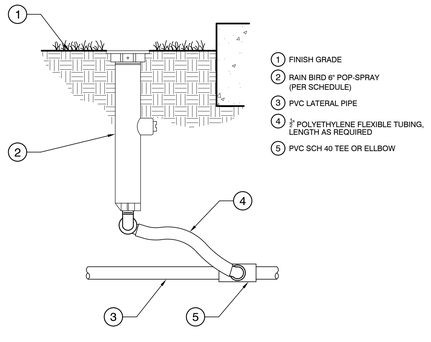
N.T.S. I-RBD-23



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

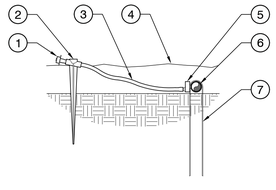
N.T.S. I-RBD-24



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

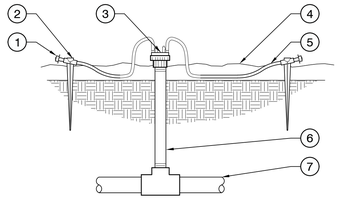
N.T.S. I-RBD-31



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

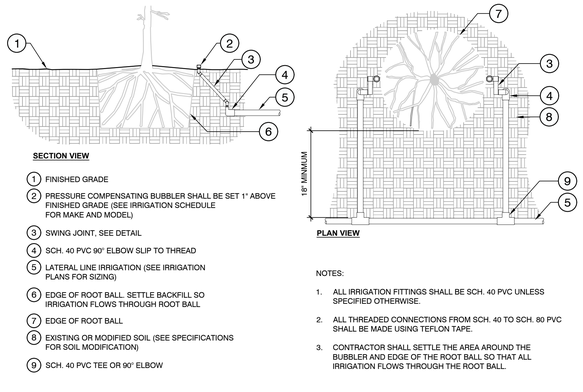
N.T.S. I-RBD-42



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

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REVISION DATE

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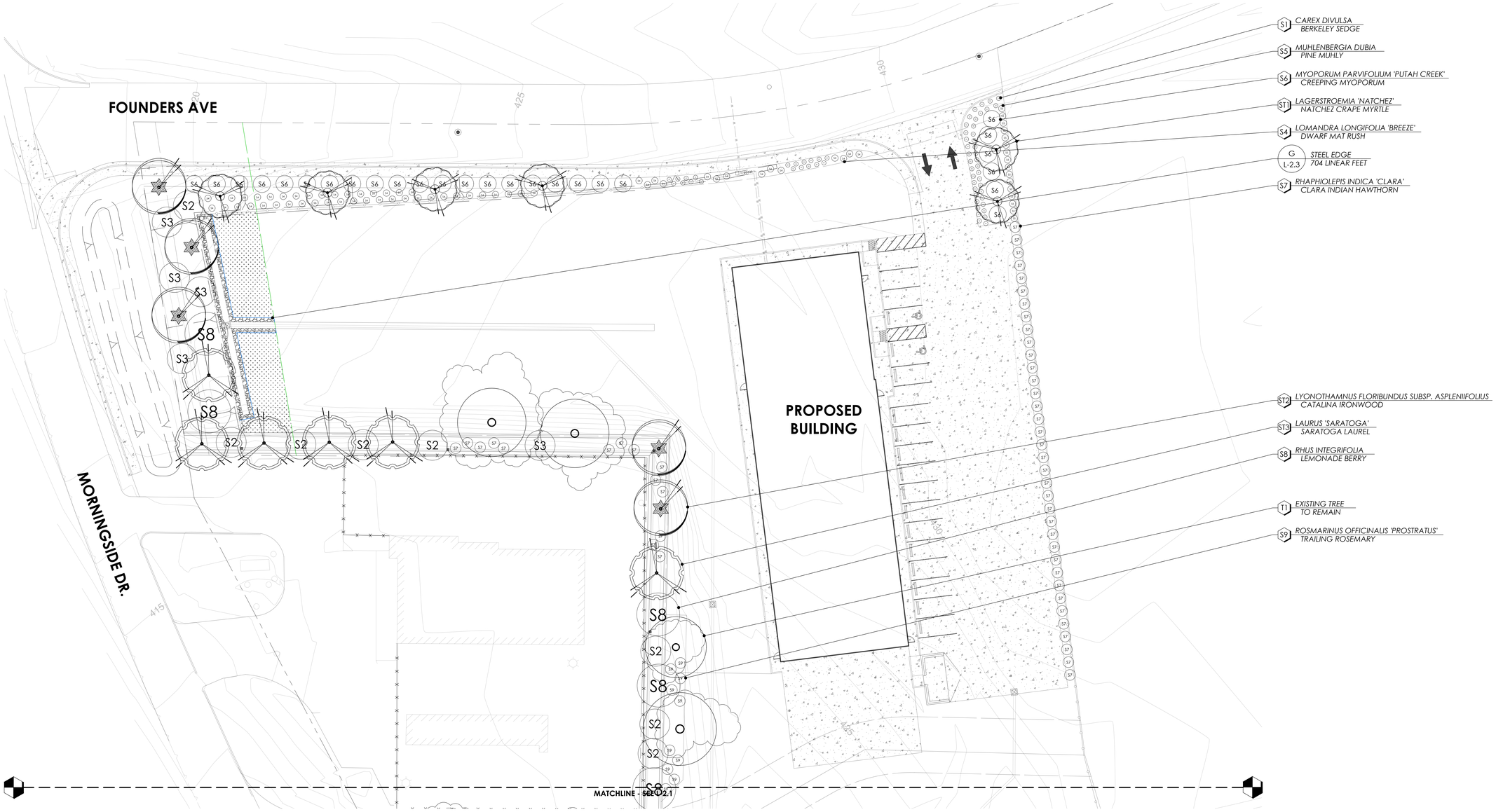
IRRIGATION DETAILS

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

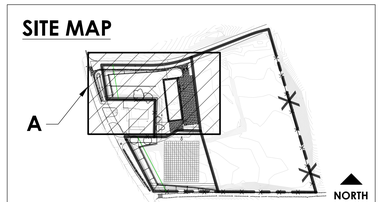
SYMBOL	NAME
G1	COBBLES
G2	BUCHLOE DACTYLOIDES BUFFALO GRASS

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

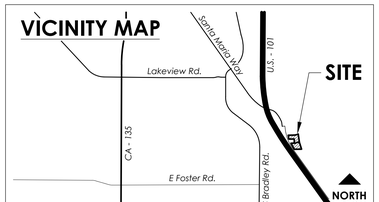
I HAVE COMPLIED WITH THE CRITERIA OF THE 2015 UPDATE TO THE STATE DEPARTMENT OF WATER RESOURCES MODEL WATER EFFICIENT. &
I HAVE COMPLIED WITH THE CRITERIA IN THE MWELO AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

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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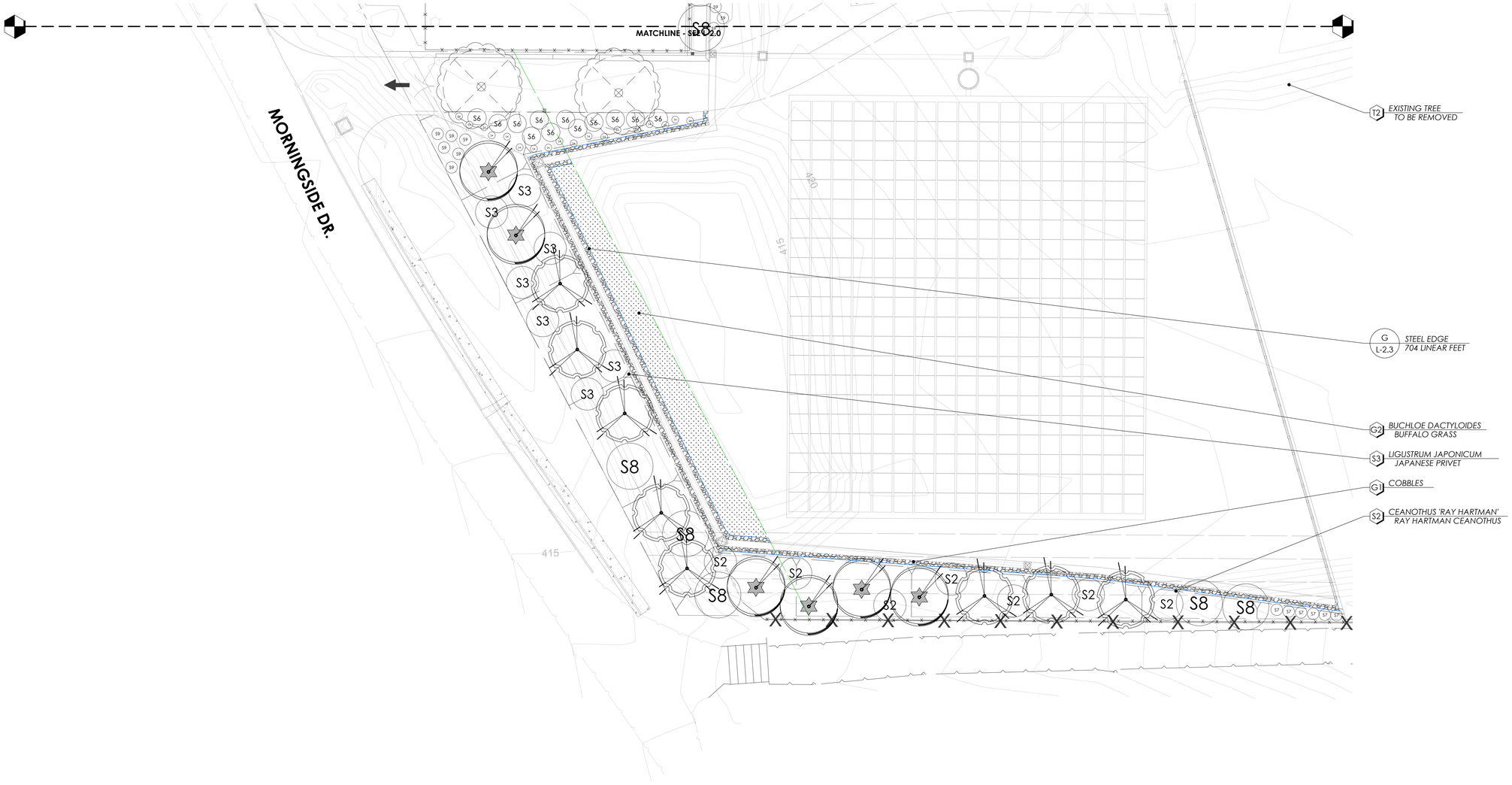
REVISION DATE

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

SHRUBS

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

SHRUBS

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

GROUNDCOVERS

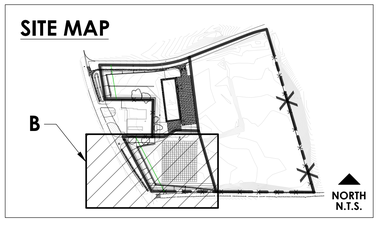
SYMBOL	NAME
G1	COBBLES
G2	BUCHLOE DACTYLOIDES BUFFALO GRASS

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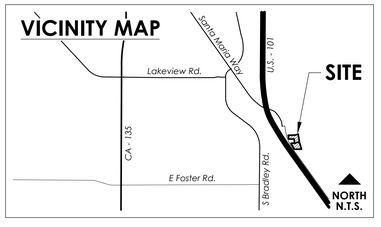
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I HAVE COMPLIED WITH THE CRITERIA IN THE MWELO AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

DESIGNER SIGNATURE *DATE*

SITE MAP



VICINITY MAP



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805.349.9695 // www.pleinairedg.com

KEVIN J. SMALL LANDSCAPE ARCHITECT 2929 STATE OF CALIFORNIA
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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.

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

KEVIN J. SMALL LANDSCAPE ARCHITECT 5543 12.20.23 REG. OF CALIFORNIA
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REVISION DATE

SHEET TITLE

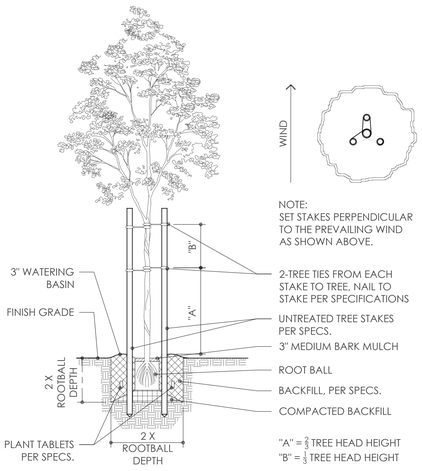
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OWNER *FAMCON Pipe & Supply, Inc.*
1631 Carlotti Drive
Santa Maria, California 93454

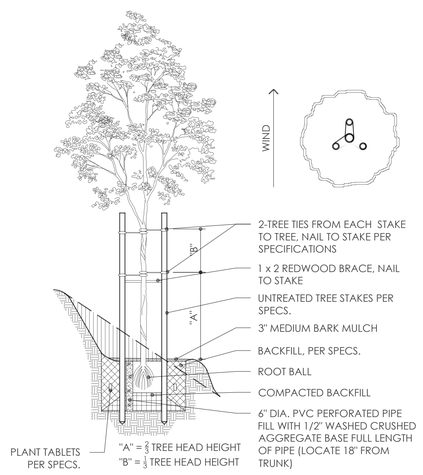
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PROJECT NO. *22229*
DRAWN BY *A.O.*
CHECKED BY *K.J.S.*
SHEET NO.

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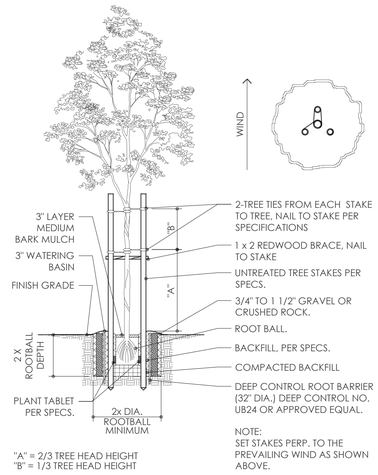
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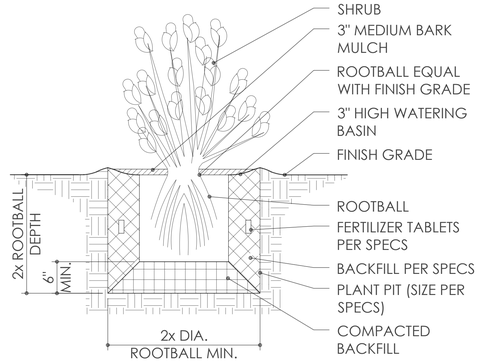
A | TREE PLANTING



B | TREE PLANTING ON SLOPE



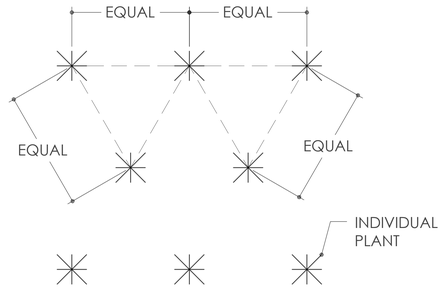
C | TREE PLANTING WITH ROOT BARRIER



D | SHRUB PLANTING

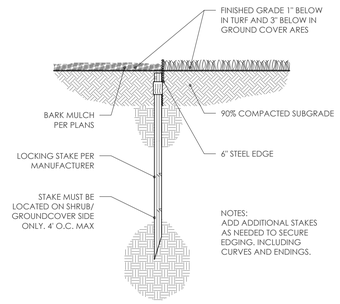


E | GROUNDCOVER SPACING



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

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 REGISTERED PROFESSIONAL OF CALIFORNIA

FOR REVIEW ONLY NOT FOR CONSTRUCTION

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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

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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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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.

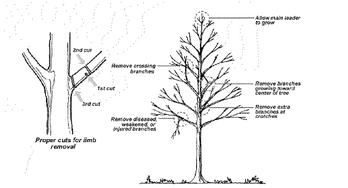


Figure 1-1: Tree Pruning Techniques

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.

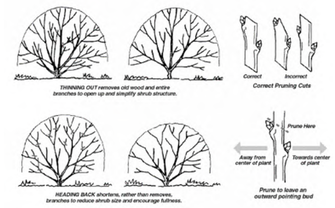


Figure 1-2: Shrub Pruning Techniques

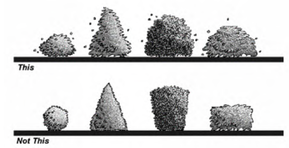


Figure 1-3: Maintain the Natural Form of Shrubs

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

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FAMCON
1350 FOUNDERS AVENUE // SANTA MARIA, CALIFORNIA 93455

REVISION DATE

SHEET TITLE

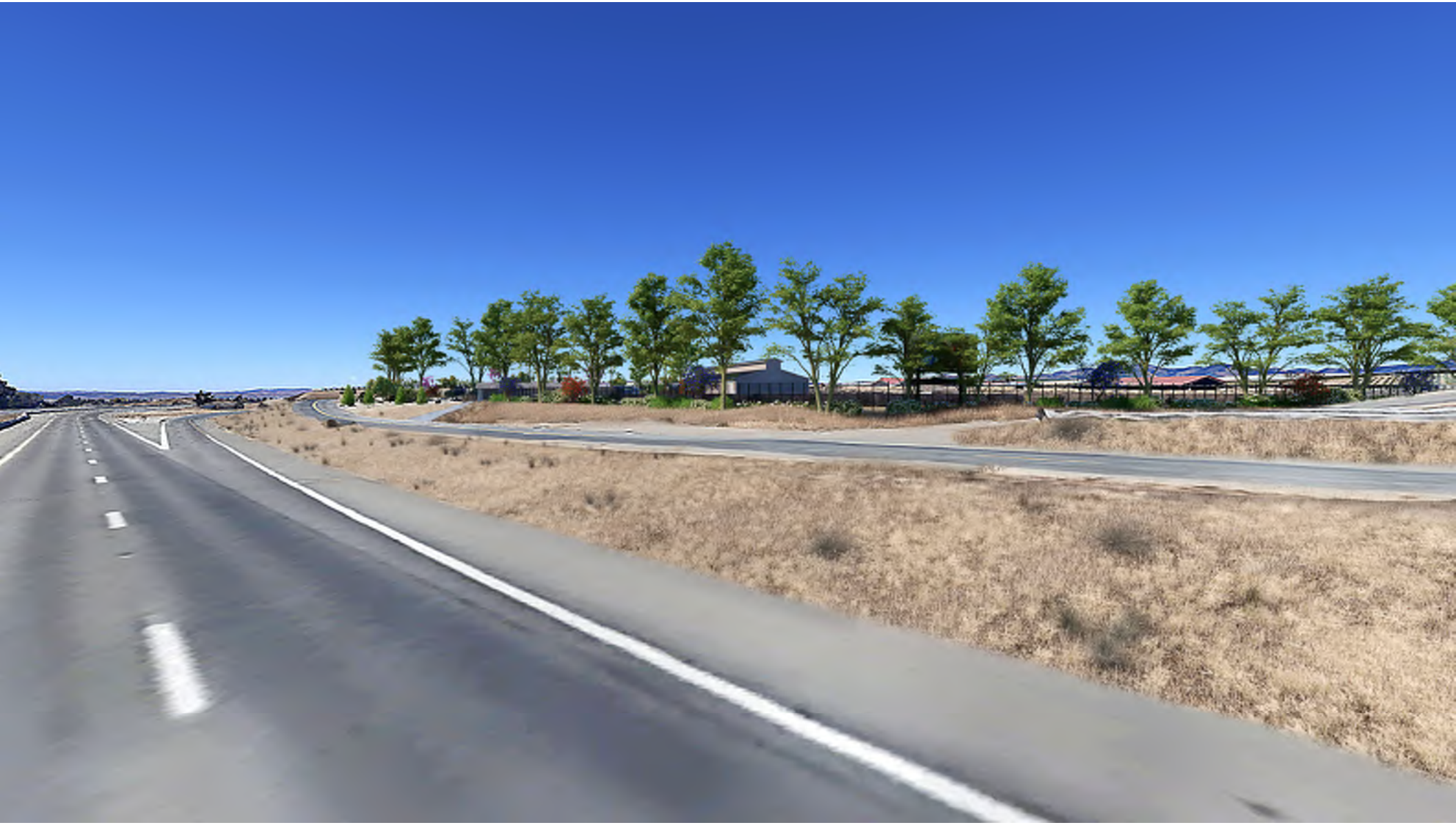
MAINTENANCE SPECIFICATIONS

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.

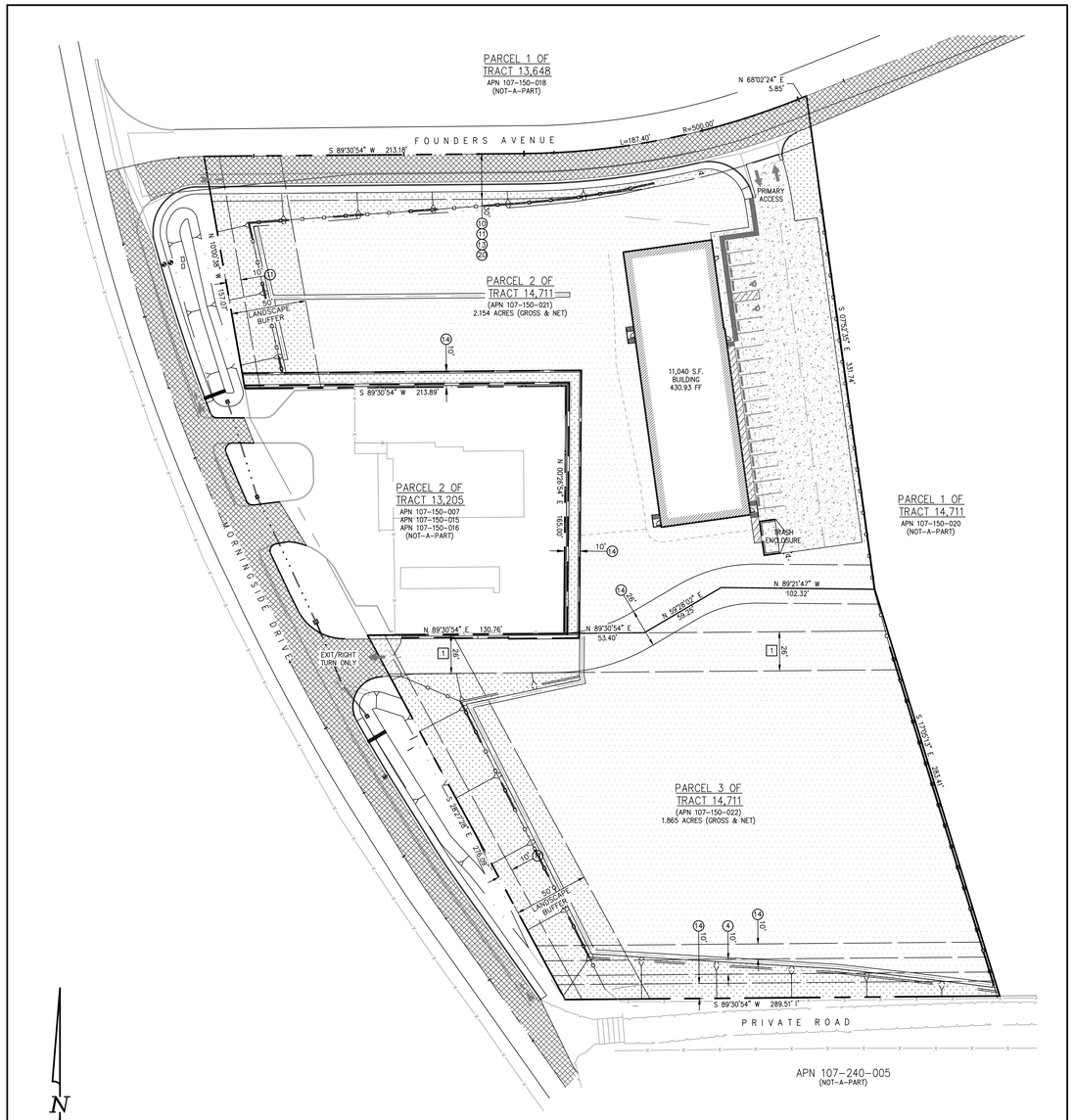
L-3.2

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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:

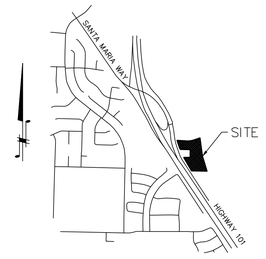
THE BENCHMARK FOR THIS SURVEY IS THE TOP OF A 2-1/2" BC STAMPED "SB CO. GPS CONTROL 1992 PLS 5470 STA 1008". MONUMENT IS LOCATED AT THE ENTRANCE OF THE SANTA MARIA AIRPORT (OPPOSITE AUTOPARK DRIVE) WITH A LINE 15 FEET SOUTHERLY OF THE SOUTHERLY CURBFACE. ELEVATION 272.57'

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.

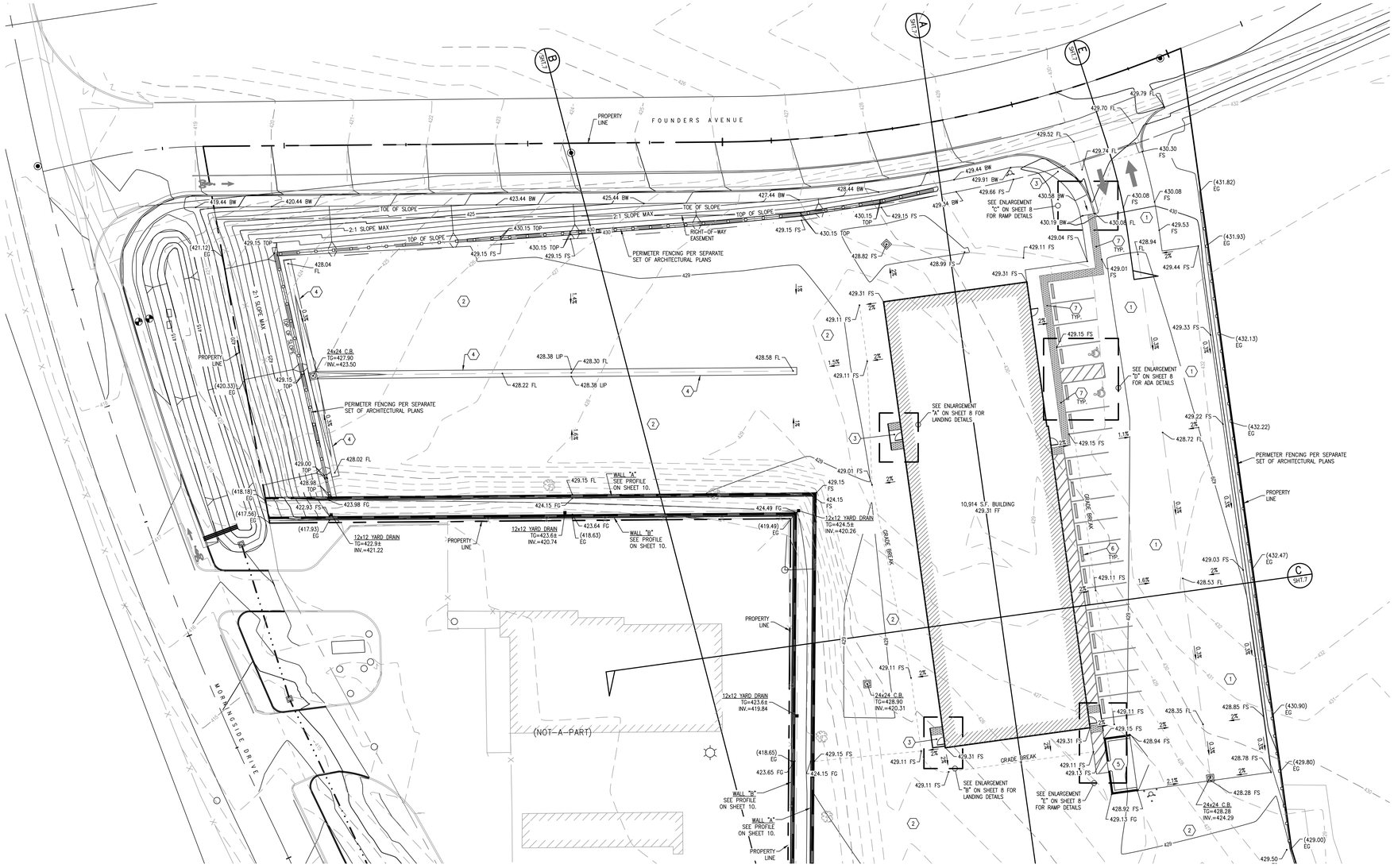
5.7 RETAINING WALLS

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

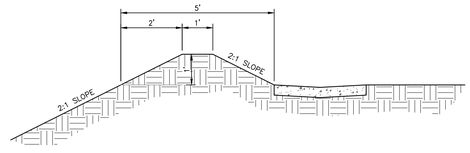
STRUCTURE
CONCRETE SURFACE
CLASS II BASE
AC SURFACE
LANDSCAPE
EXISTING AC SURFACE

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

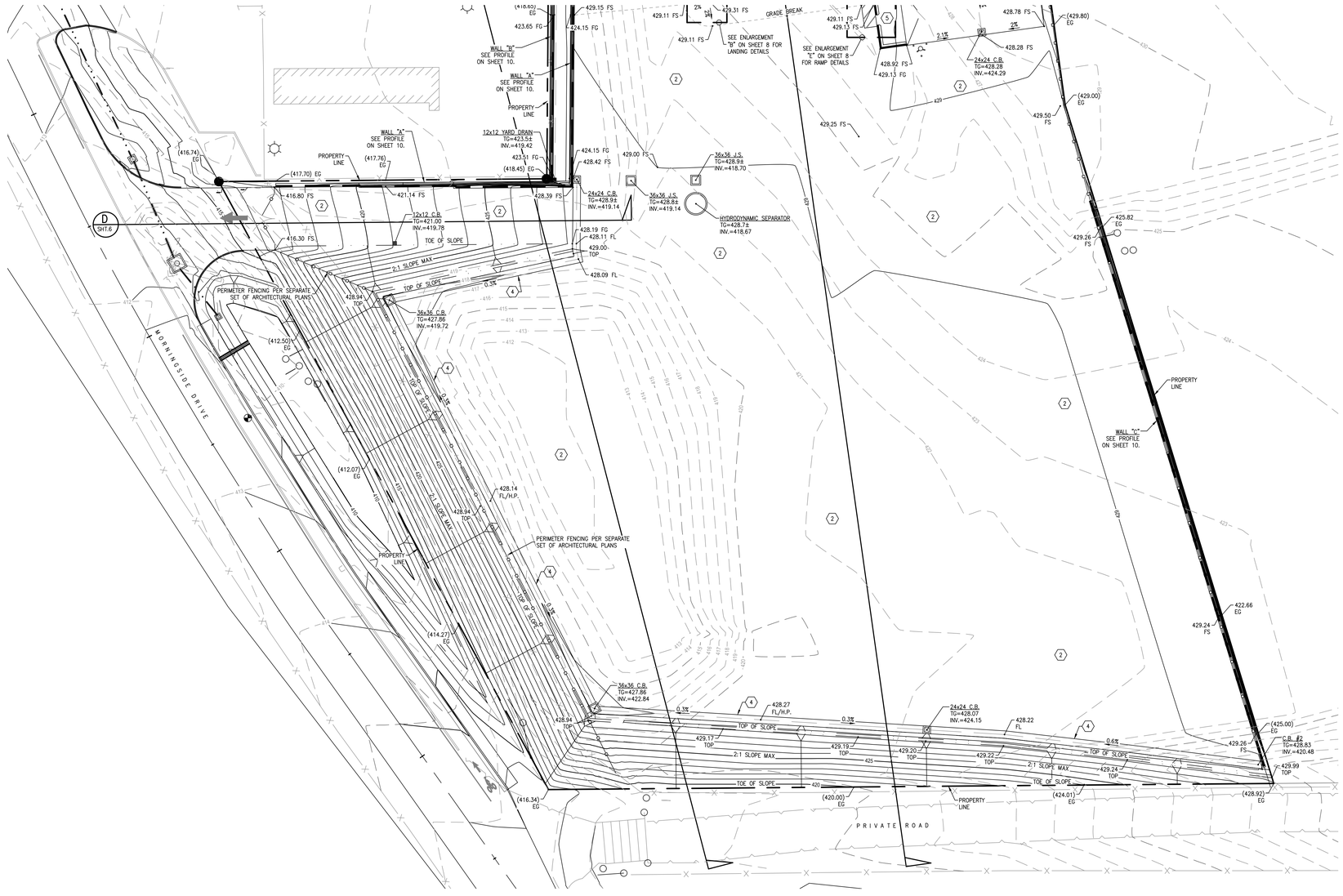
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DATE BY

SHEET 3 OF 11

DATE

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SEE SHEET 2 FOR CONTINUATION



LEGEND

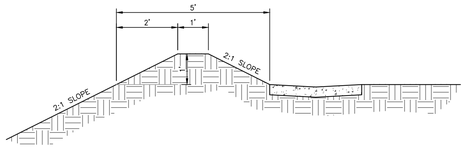
PROJECT BOUNDARY
CENTERLINE
PROPERTY LINE
CURB LINE
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ROW/EASEMENT LINE
STORM DRAIN
EXIST STORM DRAIN
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EXIST SEWER MAIN
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E.P./LIP OF GUTTER
CHAIN LINK FENCE
CHAIN LINK FENCE
RETAINING WALL
SLOPE
CONTOURS
EXIST. CONTOURS
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TOP OF GRATE	T.O.G.
TYPICAL	TYP.

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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

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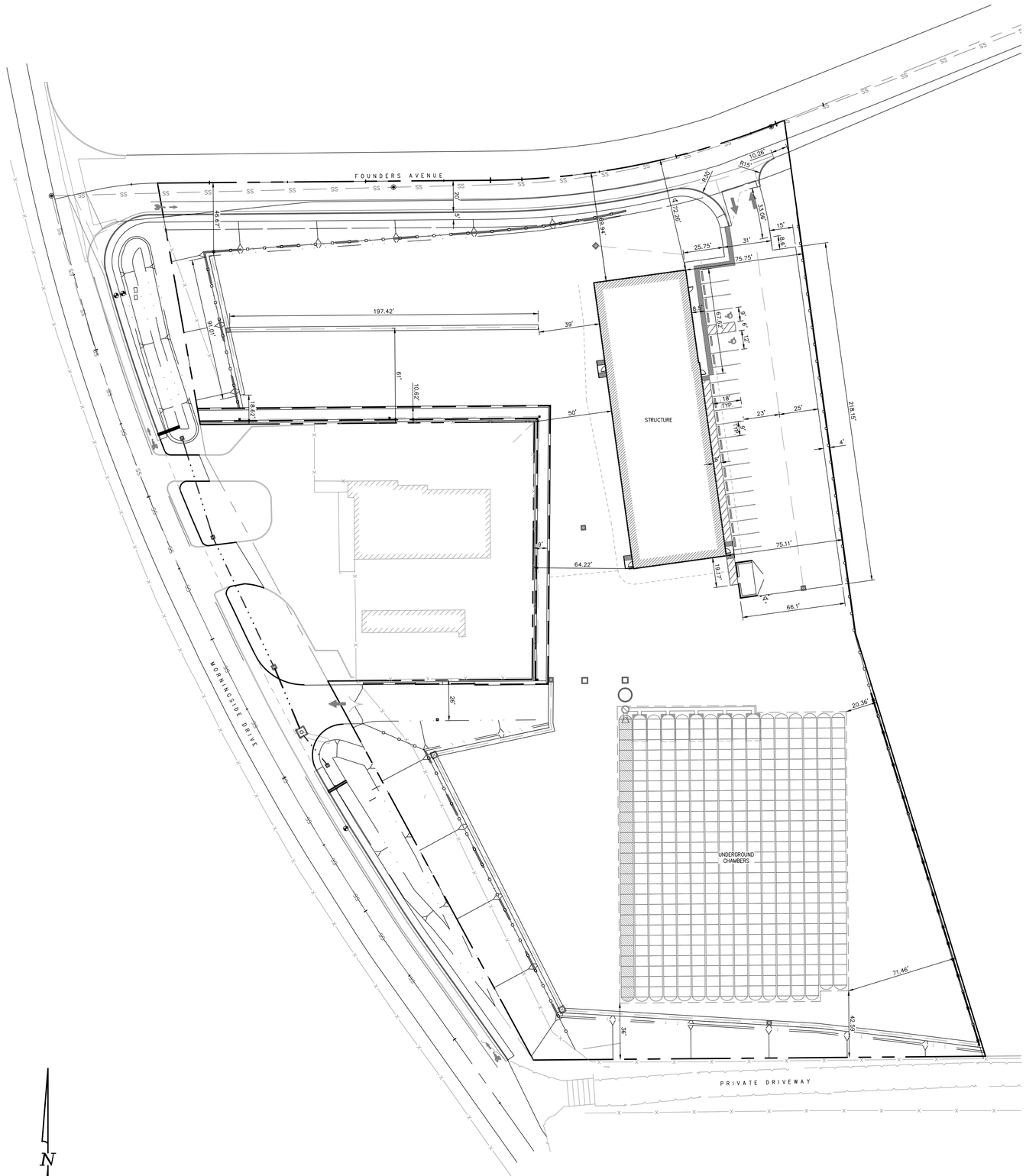
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(805) 934-5767

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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

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DESIGNED BY: A.M.P.
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RUSSELL J. GARRISON R.C.E. 59587 DATE

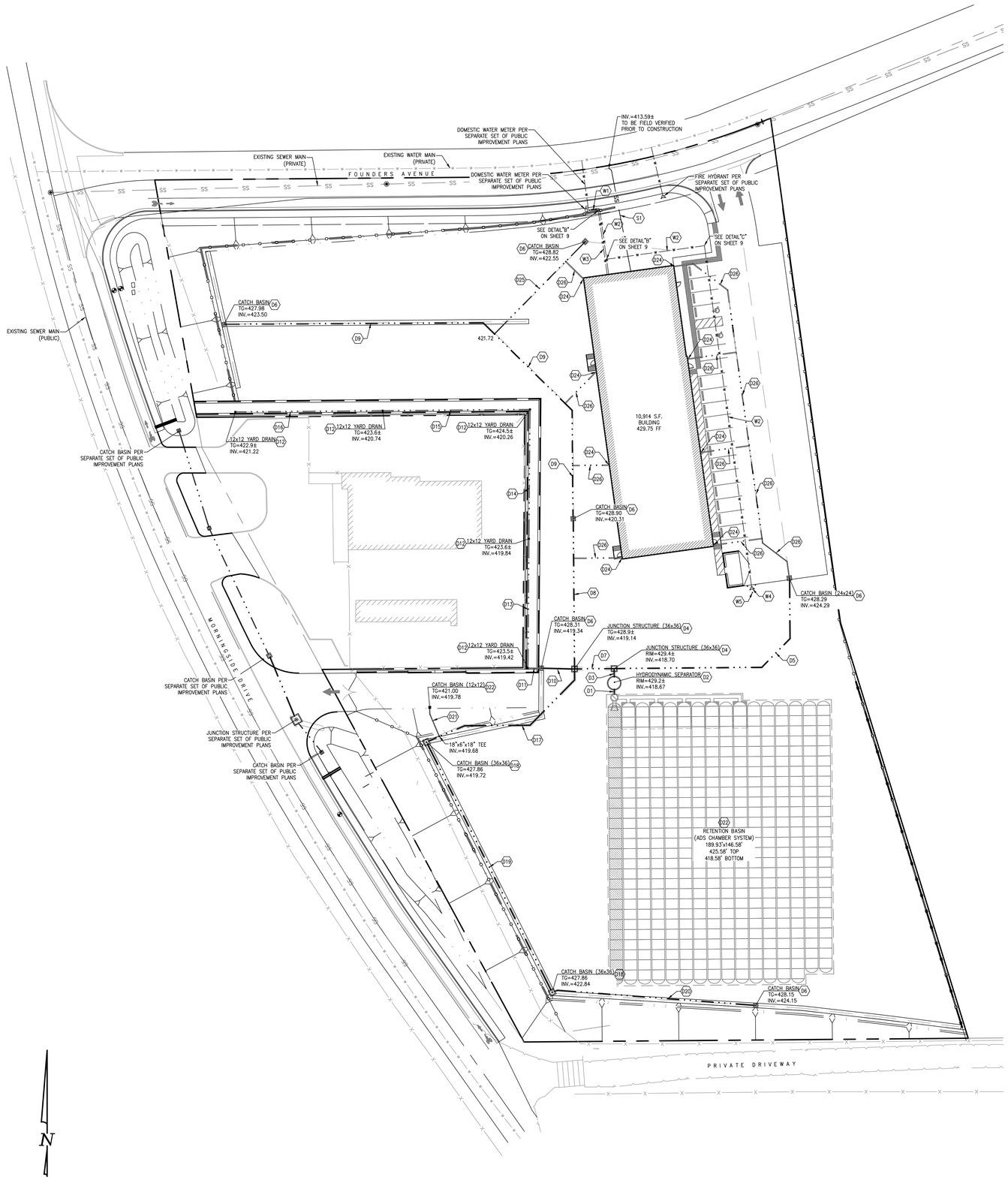
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SHEET 5 OF 11

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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.
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INVERT OF PIPE	INV.
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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.)

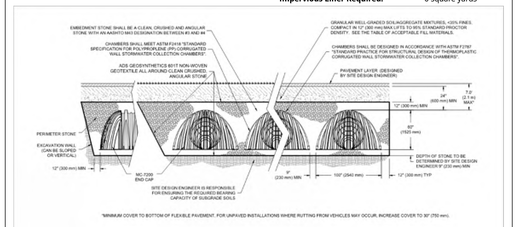
Results

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



N

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

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

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

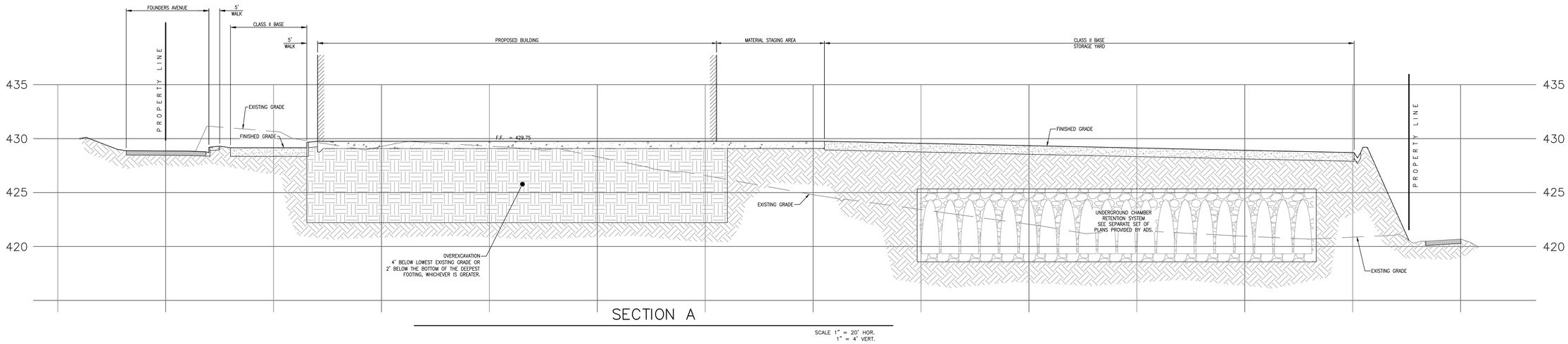
SCALE: AS SHOWN

APPROVED:

DATE _____ BY _____

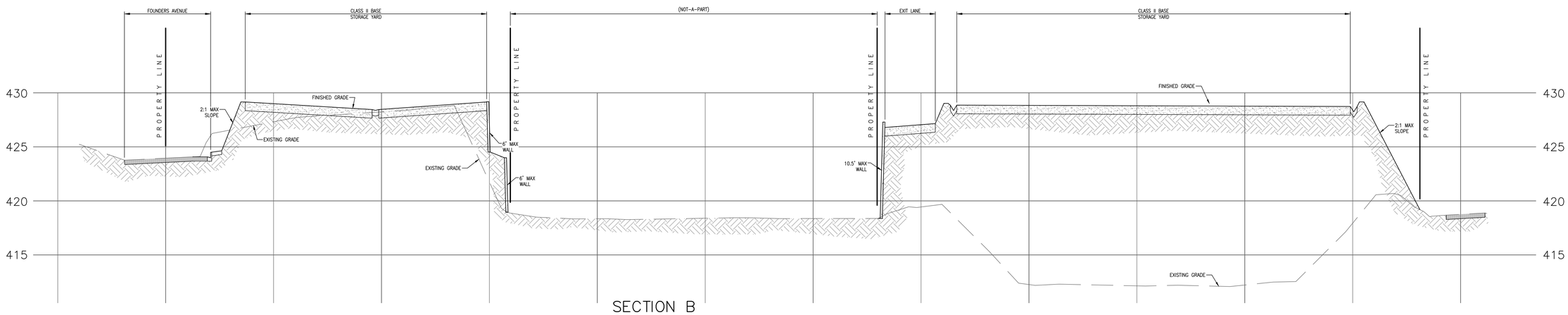
SHEET 6 OF 11

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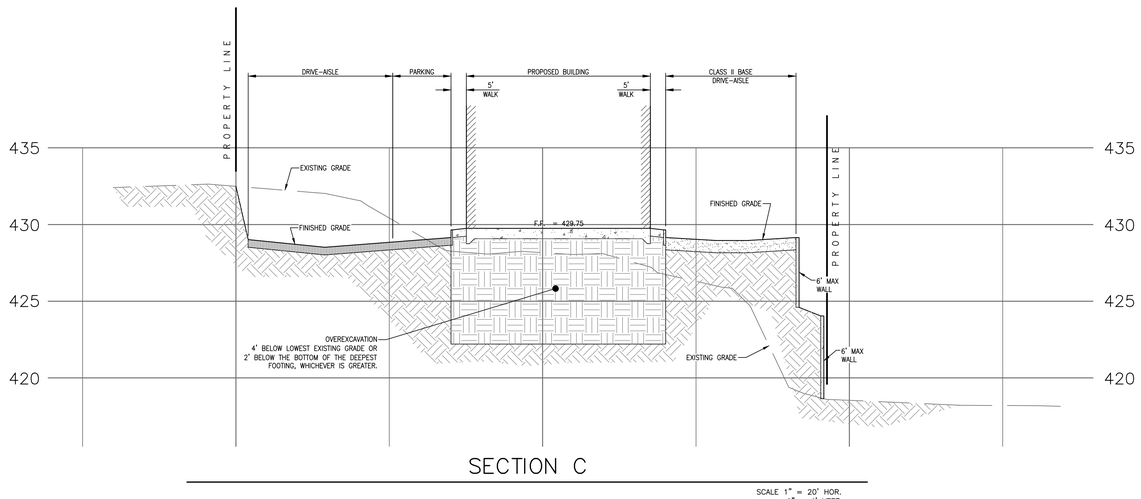
SECTION A

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



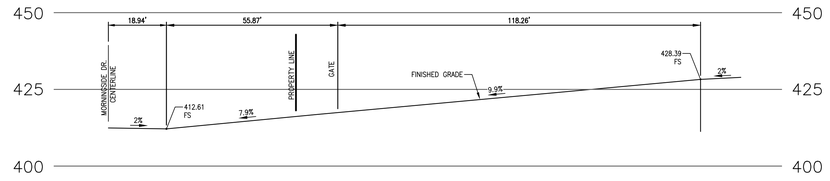
SECTION B

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1" = 4" VERT.



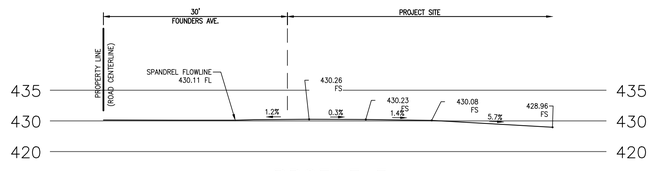
SECTION C

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

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

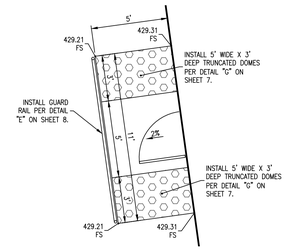
BETHEL engineering
2624 Airpark Dr.
Santa Maria, California 93455
(805) 934-5767

SCALE: AS SHOWN

APPROVED:
DATE _____ BY _____

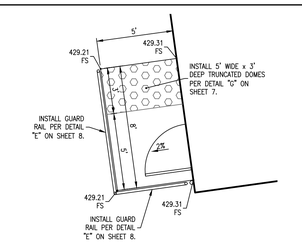
SHEET 7 OF 11

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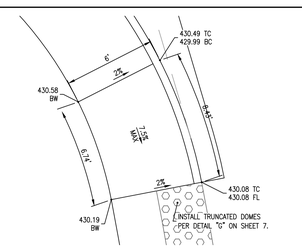
ENLARGEMENT A

SCALE 1" = 4'



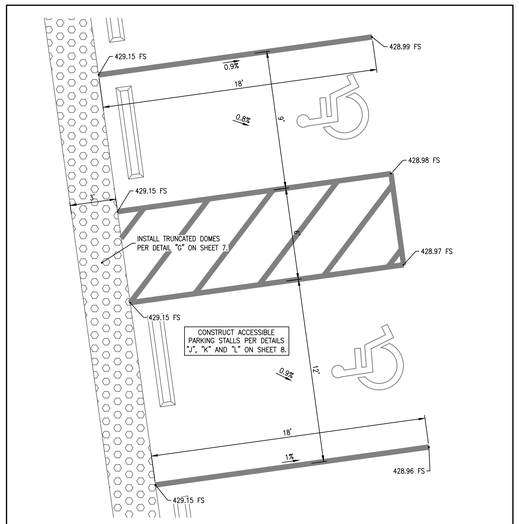
ENLARGEMENT B

SCALE 1" = 4'



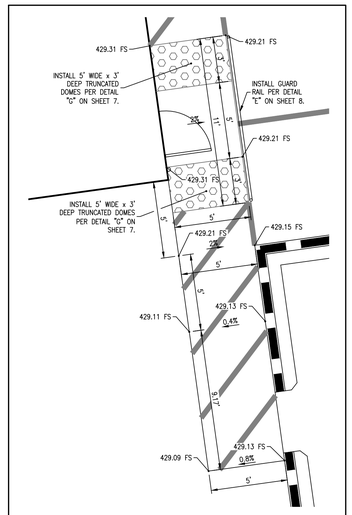
ENLARGEMENT C

SCALE 1" = 4'



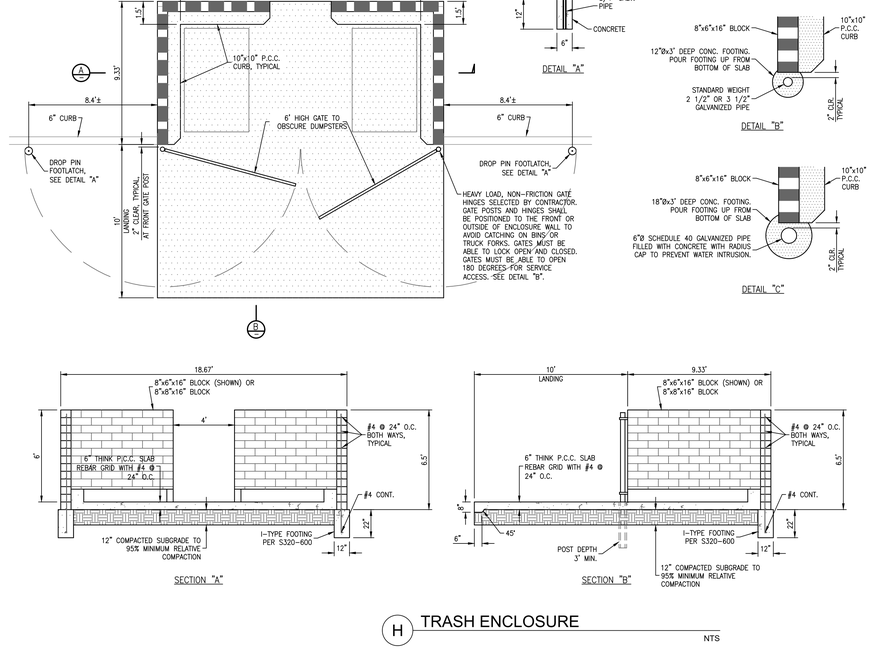
ENLARGEMENT D

SCALE 1" = 4'



ENLARGEMENT E

SCALE 1" = 4'



H TRASH ENCLOSURE

NTS

GENERAL NOTES

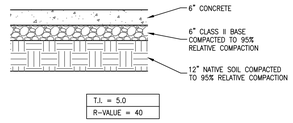
1. GROUT ALL CELLS SOLID.
2. PROVIDE CLEAN-OUT OPENINGS AT THE BOTTOM OF ALL CELLS. OPENINGS ALLOWED ON INTERIOR FACES OF TRASH ENCLOSURES ONLY.
3. TOP LIFT OF GROUT SHALL BE PLACED APPROXIMATELY ONE INCH (1") BELOW TOP OF THE WALL TO PROVIDE FOR CEMENT MORTAR CAP.
4. TWO GATES ARE REQUIRED, THEY ARE 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.

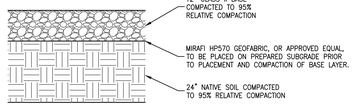


NOTES:

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.

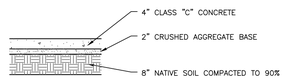
A CONCRETE PAVEMENT SECTION

N.T.S.



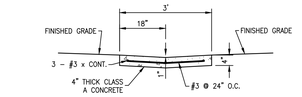
B CLASS II BASE SECTION

N.T.S.



C CONCRETE WALK SECTION

1"=2'

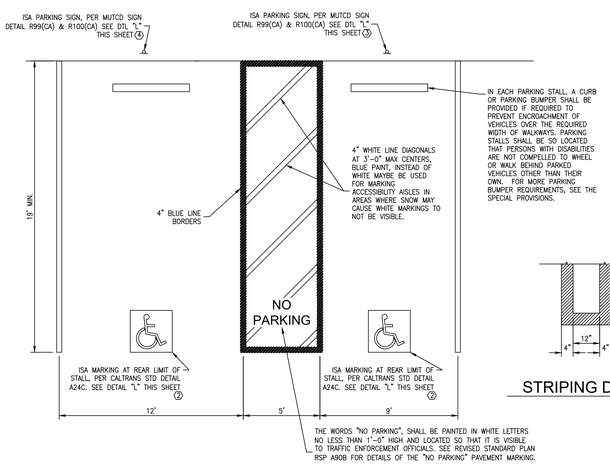


NOTE:

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.

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

N.T.S.

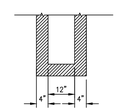


ACCESSIBILITY

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.

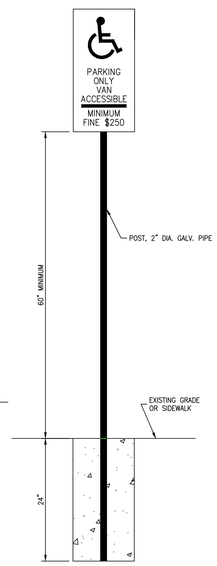
J ACCESSIBLE PARKING STALL DETAIL

NTS



STRIPING DETAIL

NTS



K DISABLED ACCESS SIGNAGE HEIGHT

NTS



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

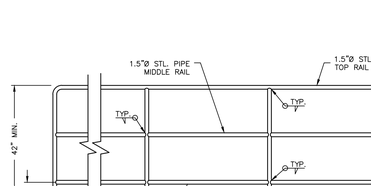
1. PARKING LOT ENTRANCE SIGNS MOUNTED ON A 2" DIA. GALVANIZED STEEL PIPE AT LOCATIONS SHOWN ON THE PLANS; 2 REQUIRED.
2. PAINT AT EACH HANDICAP PARKING STALL PLUS CROSS STRIPING AT ADJACENT UNLOADING AREAS; 2 REQUIRED.
3. INSTALL AT EACH STANDARD HANDICAP PARKING SPACE, MOUNTED ON A 2" DIA. GALVANIZED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

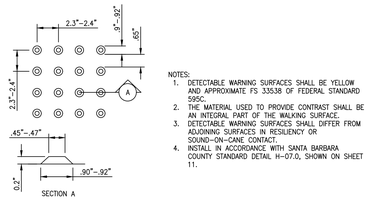
L INTERNATIONAL ACCESSIBILITY SYMBOL & SIGNAGE

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

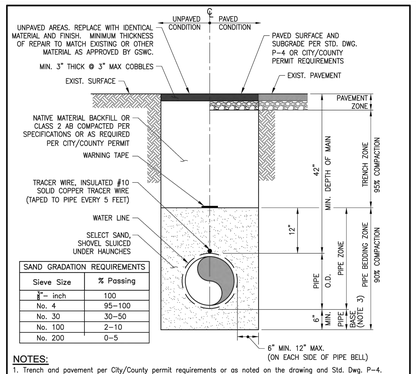
FAMCON
PIPE AND SUPPLY, INC.
1350 FOUNDERS AVE. - SANTA MARIA, CA.
APN'S 107-150-021 & 107-150-022
COUNTY OF SANTA BARBARA, CALIFORNIA

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

SCALE: AS SHOWN

SHEET 8 OF 11

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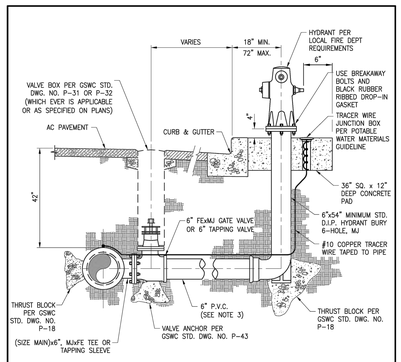


SAND GRADATION REQUIREMENTS	
Sieve Size	% Passing
⅜" inch	100
No. 4	95–100
No. 30	30–50
No. 100	2–10
No. 200	0–5

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.

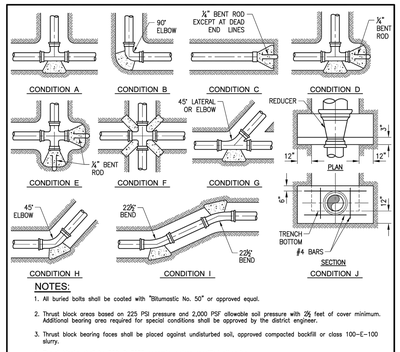
APPROVED BY: GSWC STANDARDS COMMITTEE		TITLE: WATER PIPE BEDDING AND TRENCH BACKFILL				
EDC MANAGER — DATE: 10/16	Golden State Water Company, A Subsidiary of American States Water Company	SCALE: NONE	DATE: 10/16	REV: 1.1	STANDARD DWG NO.: P-3	



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	



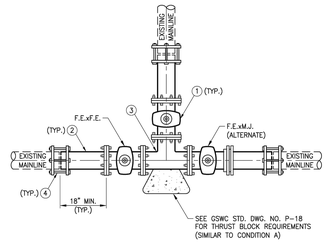
NOTES:

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	

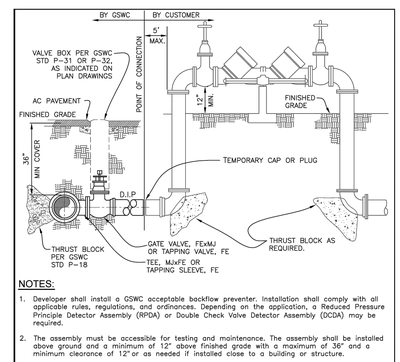


NOTES:

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.

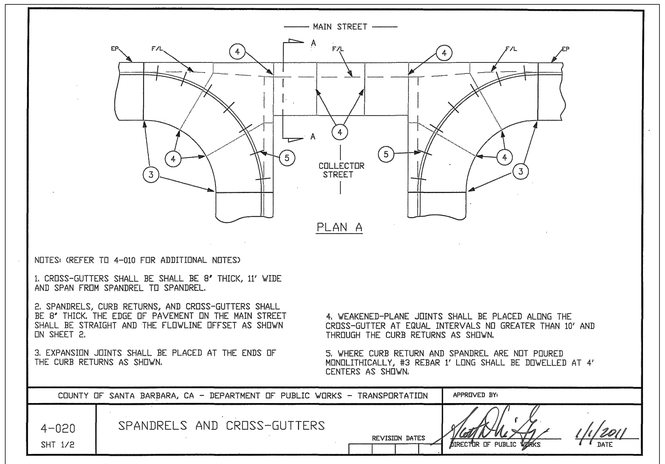
APPROVED BY: GSWC STANDARDS COMMITTEE		TITLE: CUT-IN TEE				
EDC MANAGER — DATE: 01/16	Golden State Water Company, A Subsidiary of American States Water Company	SCALE: NONE	DATE: 01/16	REV: 1.0	STANDARD DWG NO.: P-24	



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	

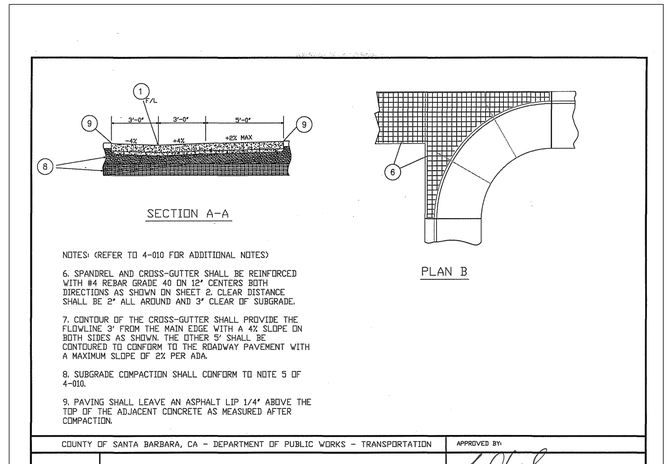


PLAN A

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.

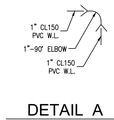
COUNTY OF SANTA BARBARA, CA – DEPARTMENT OF PUBLIC WORKS – TRANSPORTATION		APPROVED BY:
4-020 SHT 1/2	SPANDRELS AND CROSS-GUTTERS	REVISION DATES — DIRECTOR OF PUBLIC WORKS — 1/1/2011 DATE



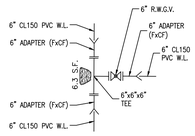
NOTES: (REFER TO 4-010 FOR ADDITIONAL NOTES)

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.

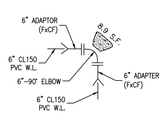
COUNTY OF SANTA BARBARA, CA – DEPARTMENT OF PUBLIC WORKS – TRANSPORTATION		APPROVED BY:
4-020 SHT 2/2	SPANDRELS AND CROSS-GUTTERS	REVISION BOX — DIRECTOR OF PUBLIC WORKS — 1/1/2011 DATE



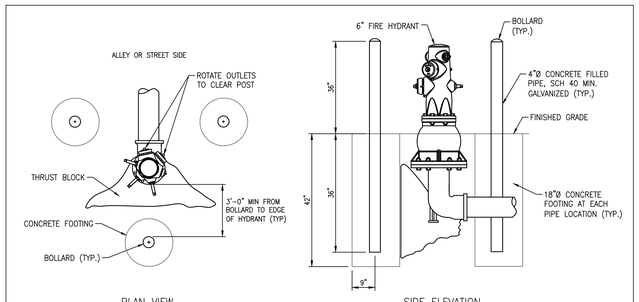
DETAIL A
NTS



DETAIL B
NTS



DETAIL C
NTS



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

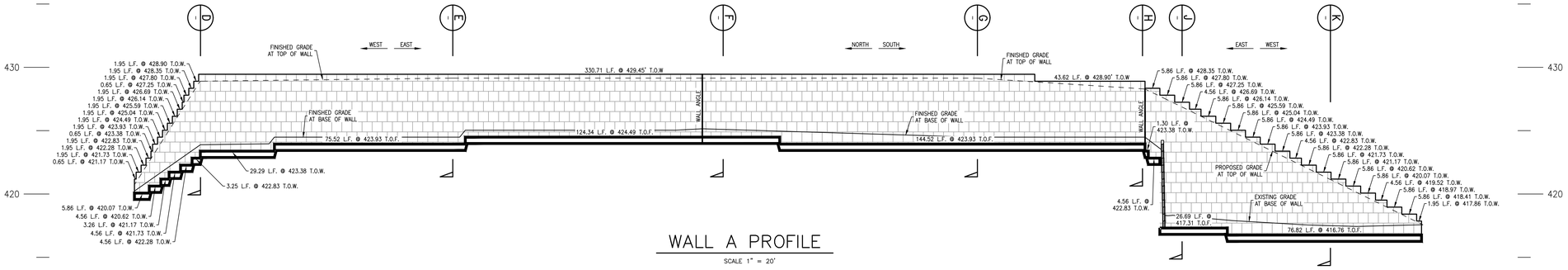
BETHEL engineering — 2624 Airpark Dr. Santa Maria, California 93455 (805) 934-5767

SCALE: AS SHOWN

APPROVED: DATE BY

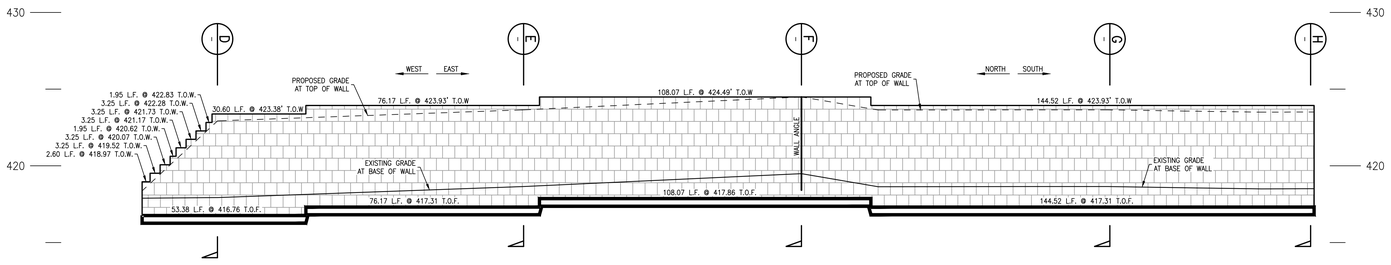
SHEET 9 OF 11

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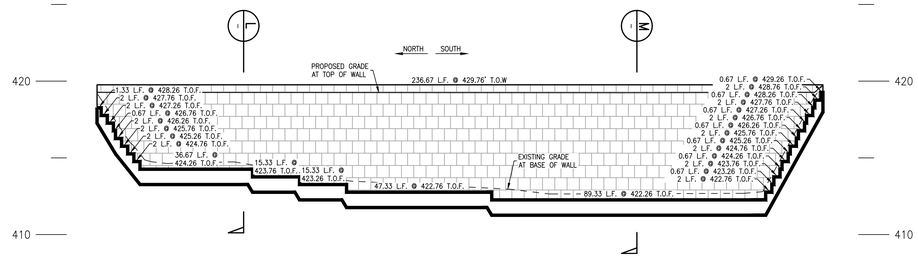
WALL A PROFILE

SCALE 1" = 20'



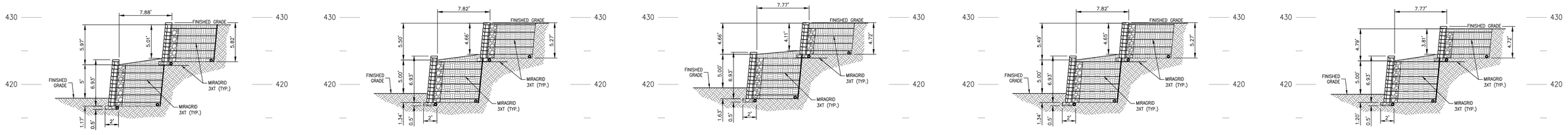
WALL B PROFILE

SCALE 1" = 20'



WALL C PROFILE

SCALE 1" = 20'



SECTION D

SCALE 1" = 6'

SECTION E

SCALE 1" = 6'

SECTION F

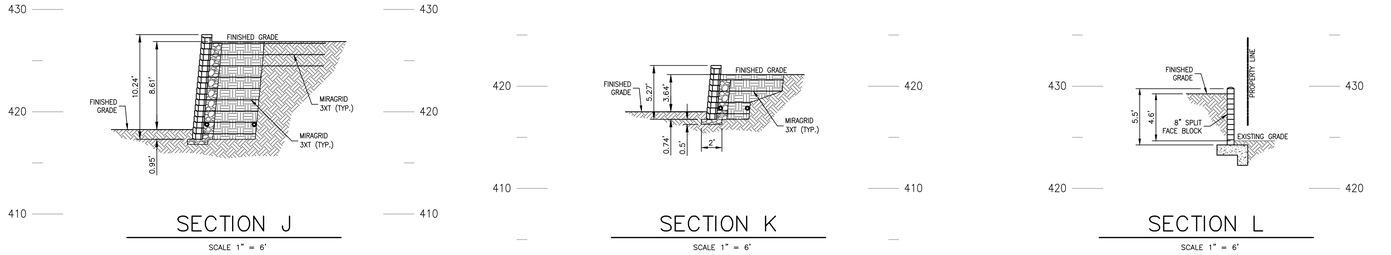
SCALE 1" = 6'

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

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

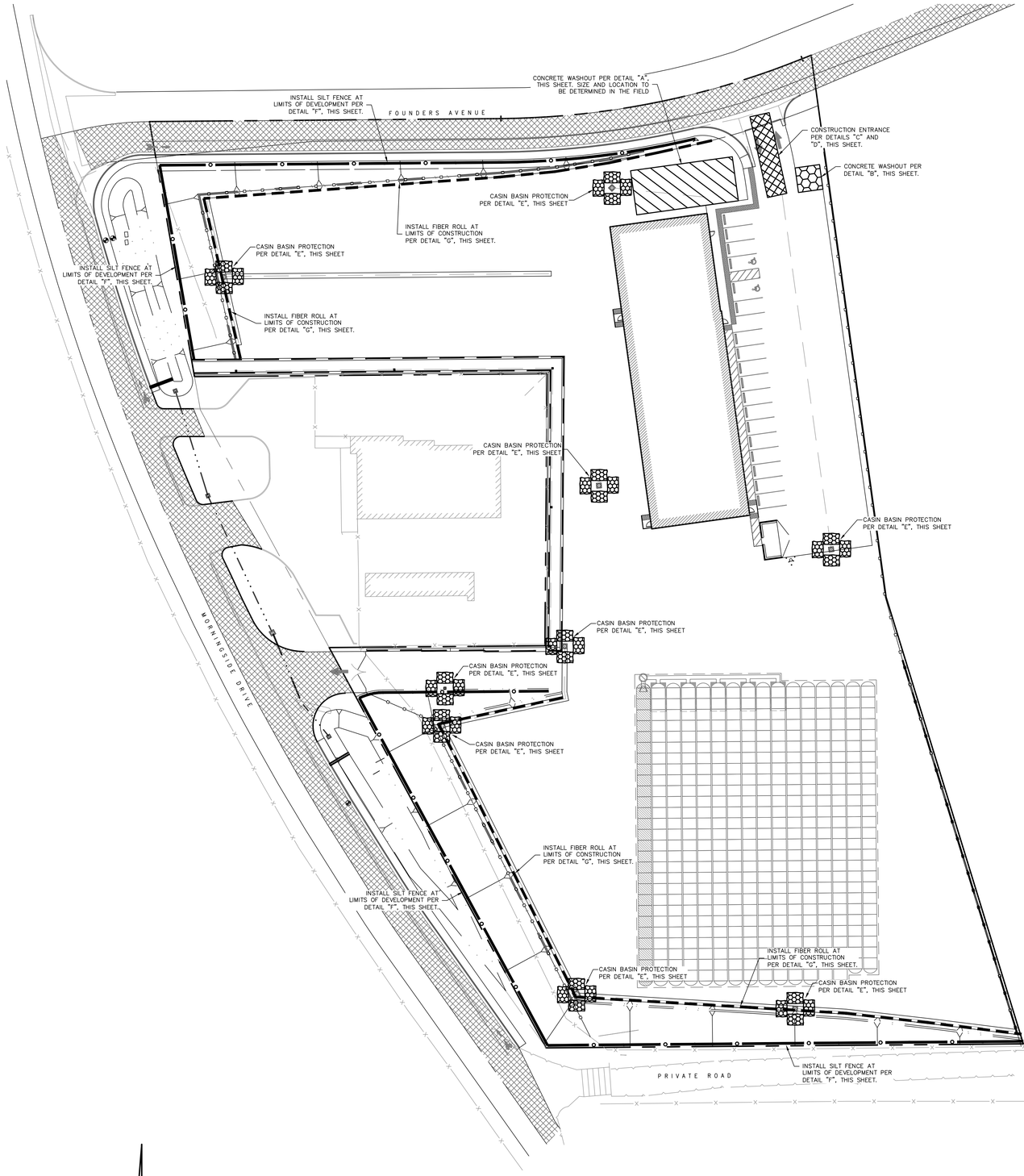
BETHEL engineering
2624 Airpark Dr.
Santa Maria, California 93455
(805) 934-5767

SCALE: AS SHOWN

APPROVED:
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.

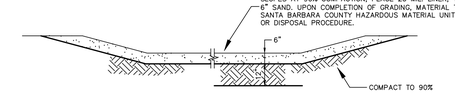
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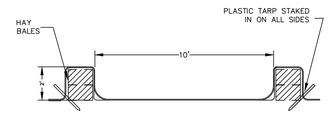
(805) 680-7147

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24-HOUR CONTACT TELEPHONE NUMBER

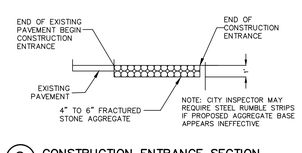


A EQUIPMENT SERVICE & STORAGE AREA SECTION
SEE SWPPP BINDER FOR ADDITIONAL INSTALLATION GUIDANCE. N.T.S.

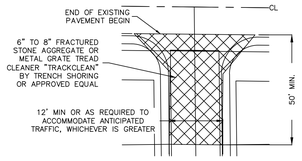


B CONCRETE WASHOUT–SECTION
N.T.S.

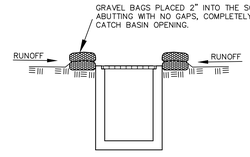
OPTIONAL PORTABLE CONCRETE WASHOUT BY A.P.I. OR APPROVED EQUAL IS PERMITTED. CONTACT Q.S.D. FOR DIRECTION.
SEE SWPPP BINDER FOR ADDITIONAL INSTALLATION GUIDANCE.



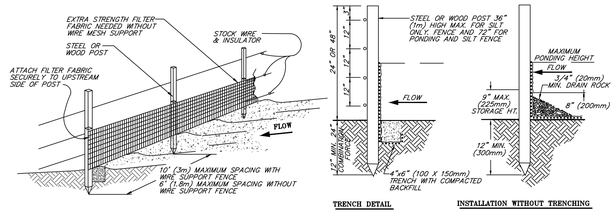
C CONSTRUCTION ENTRANCE SECTION
N.T.S.
SEE SWPPP BINDER FOR ADDITIONAL INSTALLATION GUIDANCE.



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

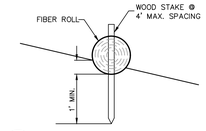


E CATCH BASIN SILTATION CONTROL DETAIL
NTS



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

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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

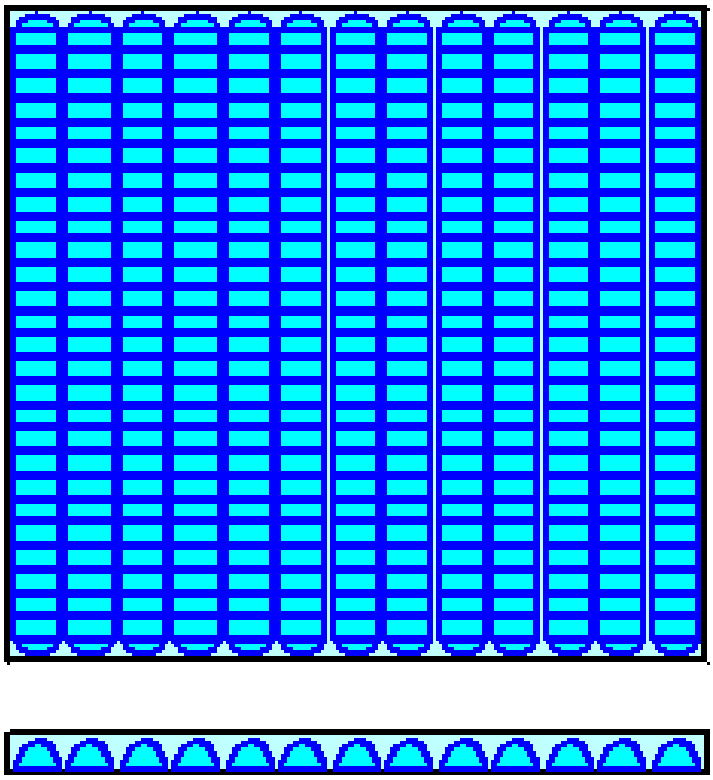
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390 Chambers x 106.5 cf + 35.7 cf Cap Volume x 2 x 15 Rows = 42,602.3 cf Chamber Storage

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

Table of Contents

I. Project Data 3
II. Setting 3
II.A. Project Location and Description 3
II.B. Existing Site Features and Conditions 3
II.C. Opportunities and Constraints for the Stormwater Control 3
III. Low Impact Development Design Strategies 4
III.A. Optimization of Site Layout 4
III.A.1. Limitation of Development Envelope 4
III.A.2. Preservation of Natural Drainage Features 4
III.A.3. Setbacks from Creeks, Wetlands and Riparian Habitats 4
III.A.4. Minimization of Imperviousness 4
III.A.5. Use of Drainage as a Design Element 4
III.B. Use of Permeable Pavement 4
III.C. Dispersal of Runoff to Pervious areas 4
III.D. Stormwater Control Measures 4
IV. Documentation of Drainage Design 4
IV.A. Description of each Drainage Management Areas 4
IV.A.1. Tables 4
IV.A.2. Drainage Management Area Descriptions 5
IV.A.3. On-Site Retention Requirement 5
IV.A.4. Pre Development Flows for 2-10 Year Storm Events 5
IV.B. Tabulation and Size Calculations 5
V. Source Control Measures 5
V.A. Site Activities and Potential Sources of Pollutants 5
V.B. Source Control Table 6
V.C. Features, Materials and Methods of Construction of Source Control BMP's 6
VI. Stormwater Facility Maintenance 6
VI.A. Ownership and Responsibility for Maintenance in Perpetuity 6
VI.B. Summary of Maintenance Requirements for Each Stormwater Facility 6
VII. Construction Checklist 6
VII.A. Stormwater Control Measures 6
VIII. Certifications 6
Exhibit / Report Overview 7
Appendix A: DMA & SCM Map 8

Appendix B: Soil Map 10
Appendix C: HydroCAD Summary 13

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.

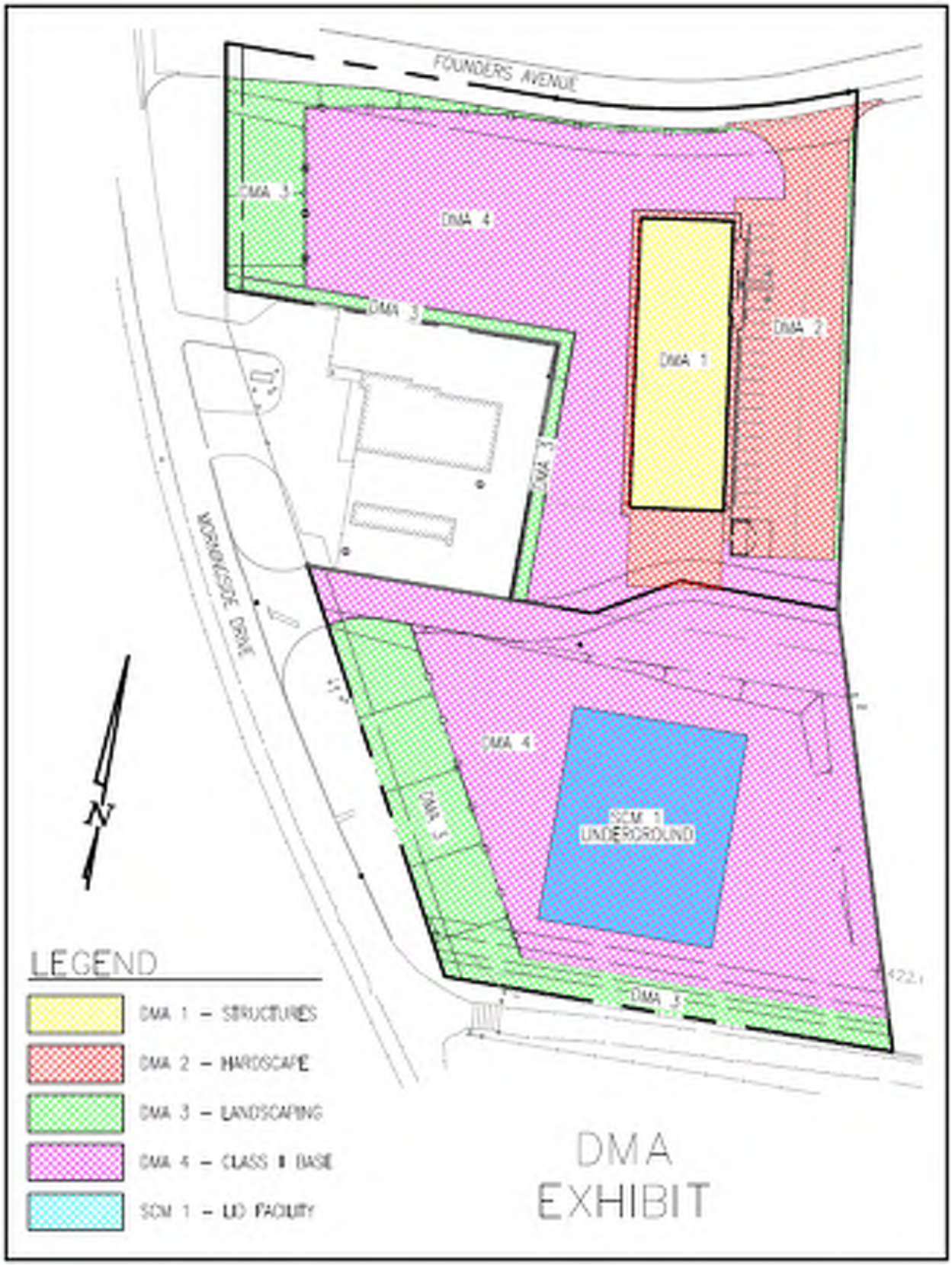
Exhibit / Report Overview

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**

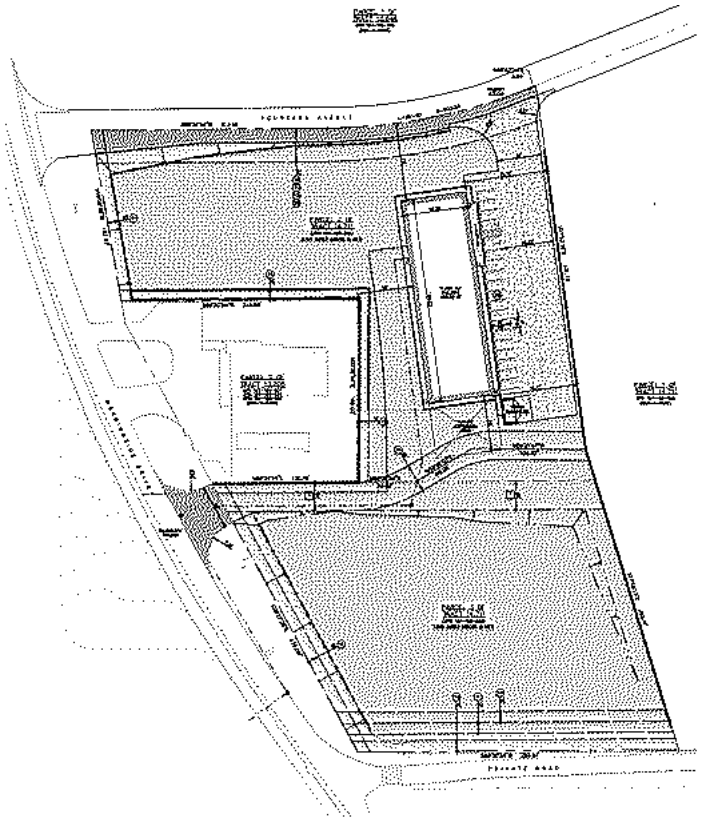
Discarded OutFlow Max=0.27 cfs @ 4.80 hrs HW=411.07' (Free Discharge)
↑└**1=Exfiltration** (Exfiltration Controls 0.27 cfs)

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:
Urban Planning Concepts
2624 Airpark Drive
Santa Maria, CA 93455

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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

CONTENTS

INTRODUCTION 1
PROJECT DESCRIPTION 1
EXISTING CONDITIONS 1
Study Area 1
Street Network 4
Existing Roadway Operations 4
Existing Intersection Operations 6
COUNTY TRANSPORTATION POLICIES 12
EXISTING + PROJECT ANALYSIS 13
Project Trip Generation – Operational Data 13
Project Trip Generation – ITE Data 14
Project Trip Distribution 15
EXISTING + PROJECT ANALYSIS 17
Roadway Operations 17
Intersection Operations 17
CUMULATIVE CONDITIONS 22
Cumulative Roadway Operations 22
Cumulative Intersection Operations 22
SITE ACCESS AND CIRCULATION 30
Sight Distance Analysis 30
ACCIDENT ANALYSIS 32
POTENTIAL IMPROVEMENT OPTIONS 34
Option 1 - Signs 34
Option 2 – Right-Turn Lane Implementation 36
POTENTIAL CEQA IMPACTS – VEHICLE MILES TRAVELLED 36
VMT Screening Criteria 38
REQUIRED IMPROVEMENT MEASURES 39
Transportation Impact Mitigation Fees 39
Frontage Improvements 39
REFERENCES AND PERSONS CONTACTED 40
TECHNICAL APPENDIX 41

TABLES

Table 1 Study-Area Roadways and Intersections 1
Table 2 Roadway Segment Operations 4
Table 3 Existing Levels of Service 12
Table 4 Project Trip Generation – Operational Data 14
Table 5 Project Trip Generation – ITE Rates 15
Table 6 Project Trip Distribution 15
Table 7 Existing + Project Roadway Segment Operations 17
Table 8 Existing + Project Levels of Service – AM Peak Hour 17
Table 9 Existing + Project Levels of Service – Midday Peak Hour 21
Table 10 Existing + Project Levels of Service – PM Peak Hour 21
Table 11 Cumulative and Cumulative + Project Roadway Segment Operations 22
Table 12 Cumulative + Project Levels of Service – AM Peak Hour 29
Table 13 Cumulative + Project Levels of Service – Midday Peak Hour 29
Table 14 Cumulative + Project Levels of Service – PM Peak Hour 30
Table 15 Project Intersections - Accident Rates 33
Table 16 Screening Criteria for Land Use Projects 38

FIGURES

Figure 1 Project Site Location 2
Figure 2 Project Site Plan 3
Figure 3 Existing Street Network 5
Figure 4 US 101 Northbound/Morningside Drive Intersection 7
Figure 5 US 101 Southbound Ramps/Santa Maria Way Intersection 8
Figure 6 Existing Traffic Volumes – AM Peak Hour 9
Figure 7 Existing Traffic Volumes – Midday Peak Hour 10
Figure 8 Existing Traffic Volumes – PM Peak Hour 11
Figure 9 Project Trip Distribution and Assignment 16
Figure 10 Existing + Project Traffic Volumes – AM Peak Hour 18
Figure 11 Existing + Project Traffic Volumes – Midday Peak Hour 19
Figure 12 Existing + Project Traffic Volumes – PM Peak Hour 20
Figure 13 Cumulative Traffic Volumes – AM Peak Hour 23
Figure 14 Cumulative Traffic Volumes – Midday Peak Hour 24
Figure 15 Cumulative Traffic Volumes – PM Peak Hour 25
Figure 16 Cumulative + Project Traffic Volumes – AM Peak Hour 26
Figure 17 Cumulative + Project Traffic Volumes – Midday Peak Hour 27
Figure 18 Cumulative + Project Traffic Volumes – PM Peak Hour 28
Figure 19 Morningside Drive Sight Distances 31
Figure 20 US 101 Northbound Off-Ramp Improvement – Option 1 35
Figure 21 US 101 Northbound Off-Ramp Improvement – Option 2 37

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.

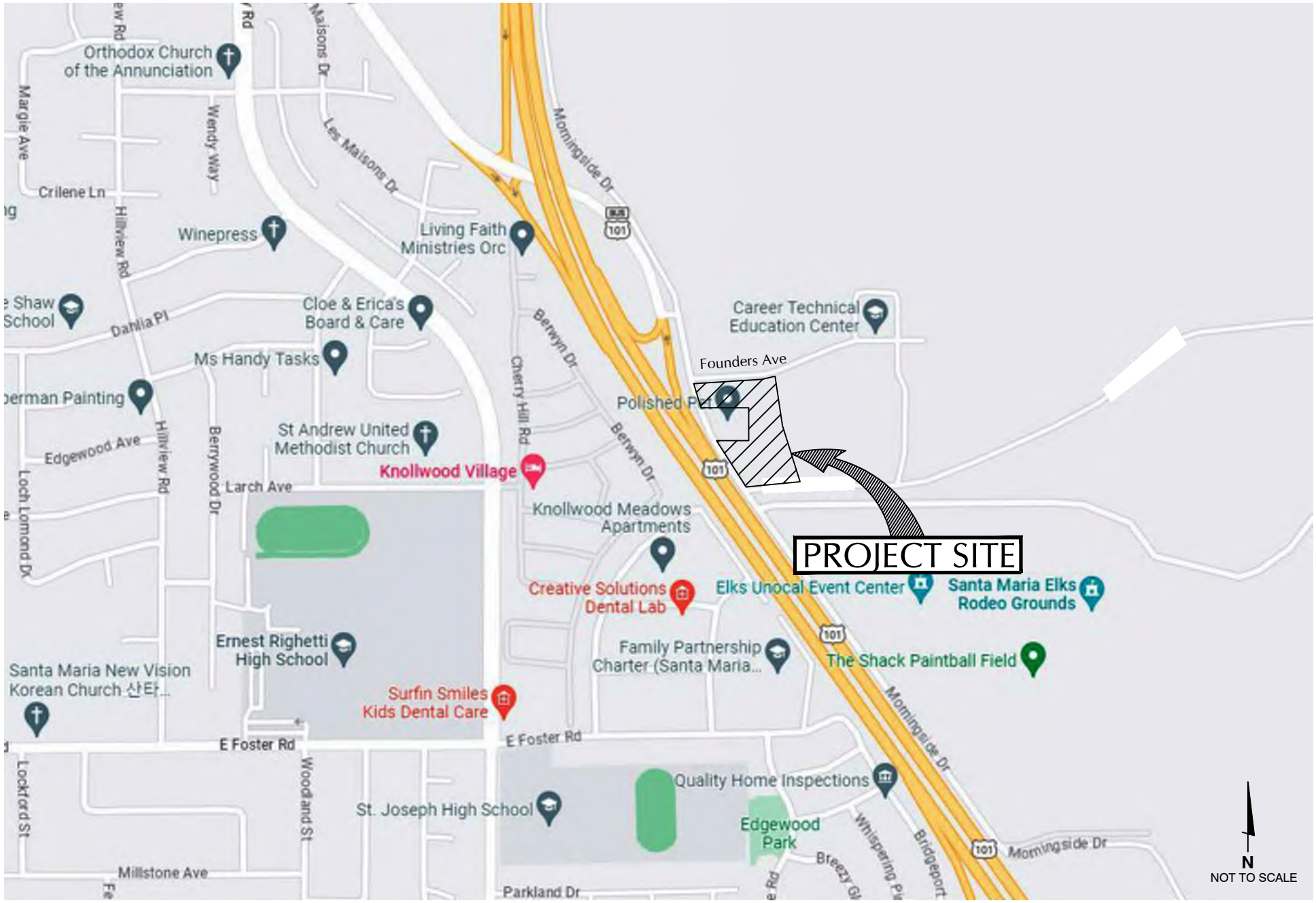
EXISTING CONDITIONS

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

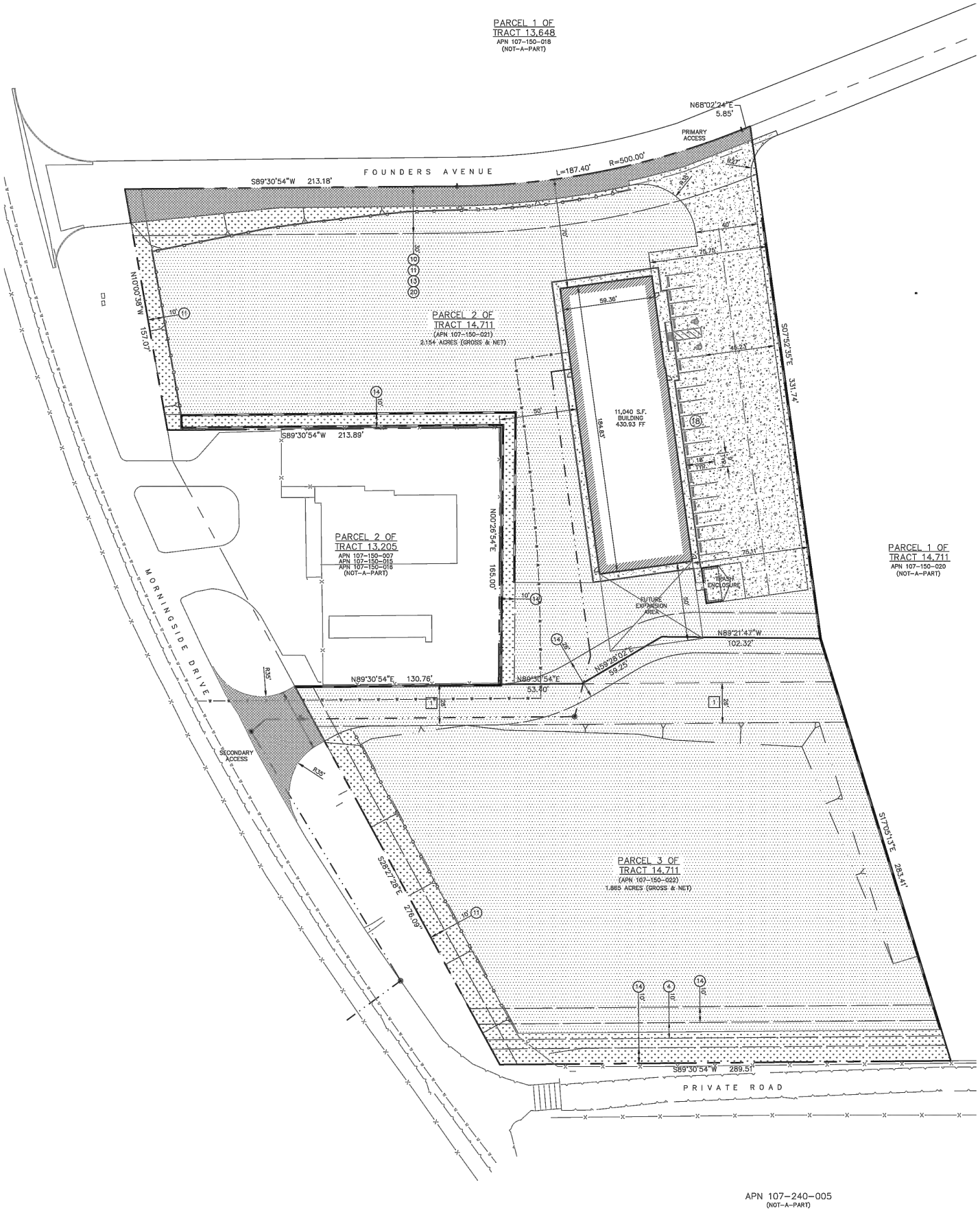


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PROJECT SITE LOCATION

FIGURE 1

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PROJECT SITE PLAN

FIGURE 2

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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).

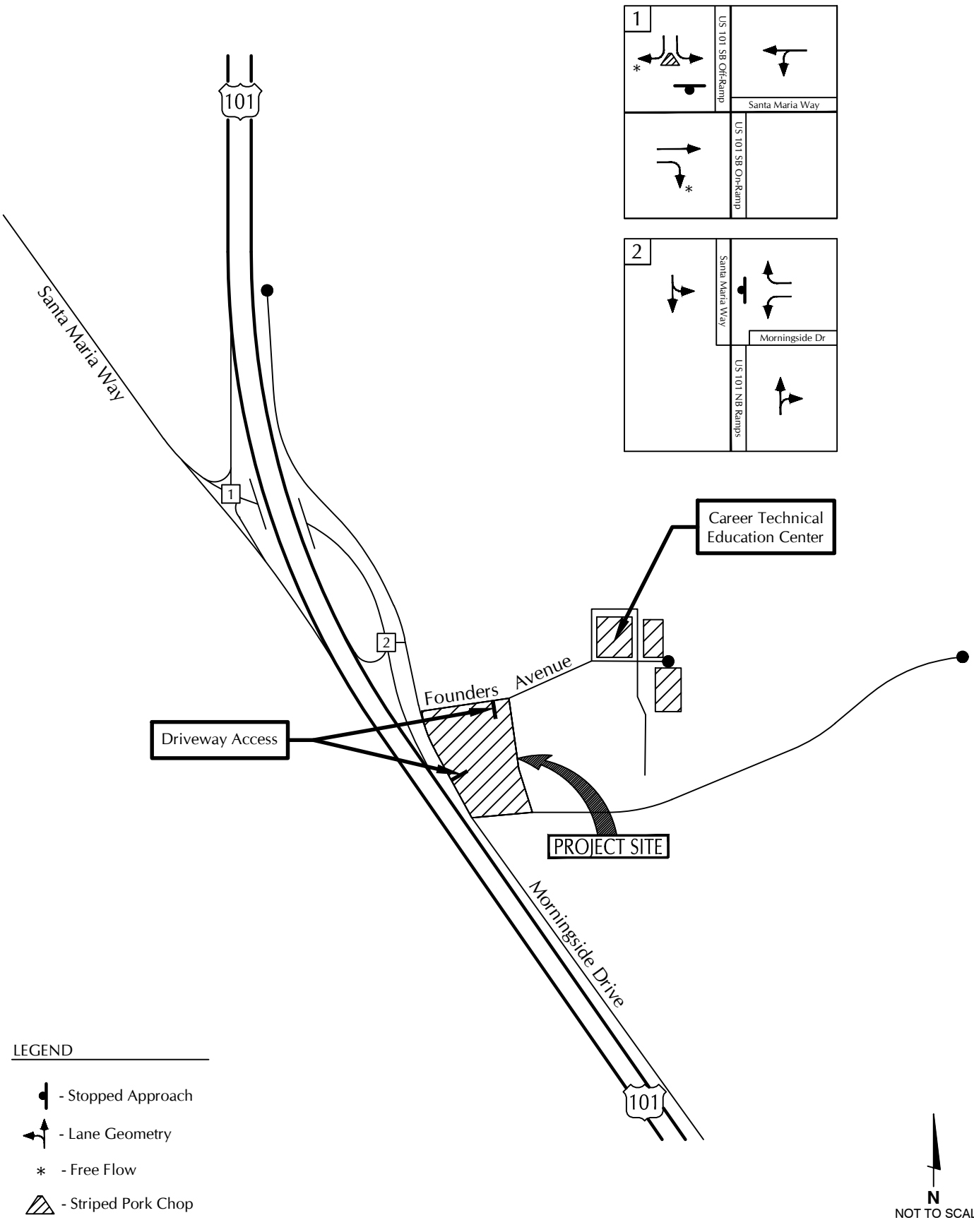
Table 2
Roadway Segment Operations

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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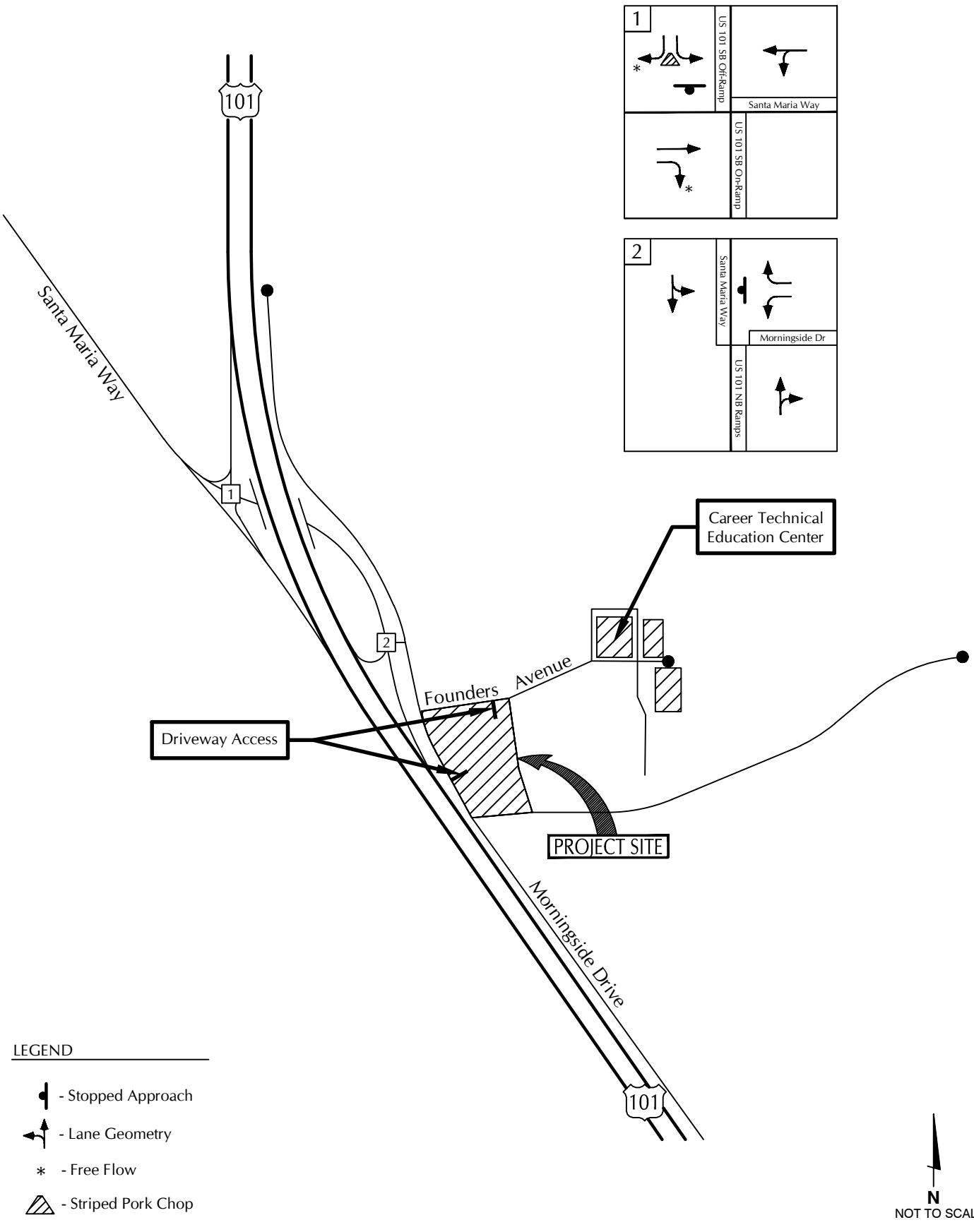
Existing Intersection Operations

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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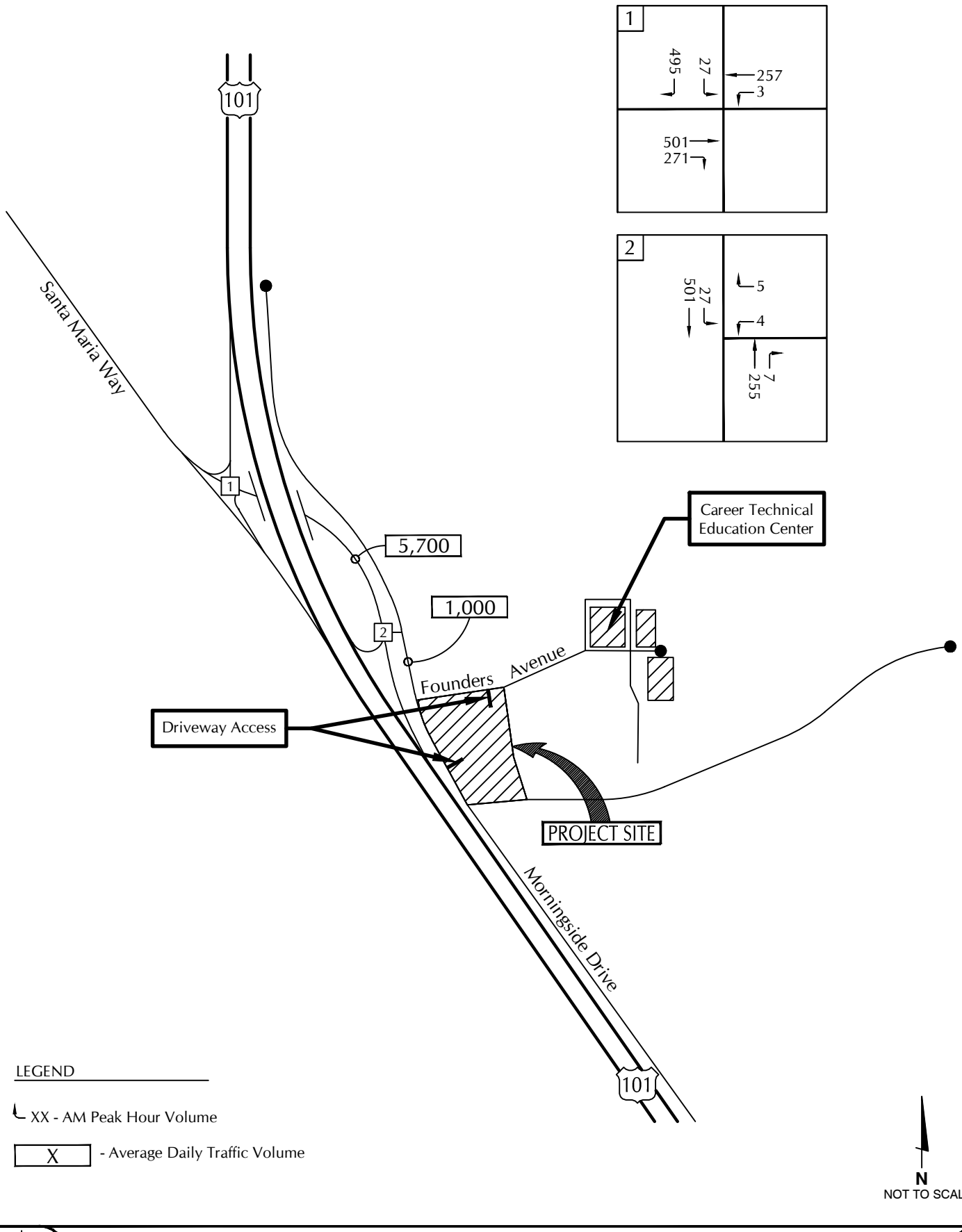
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US 101 SOUTHBOUND RAMPS/SANTA MARIA WAY INTERSECTION

FIGURE 5

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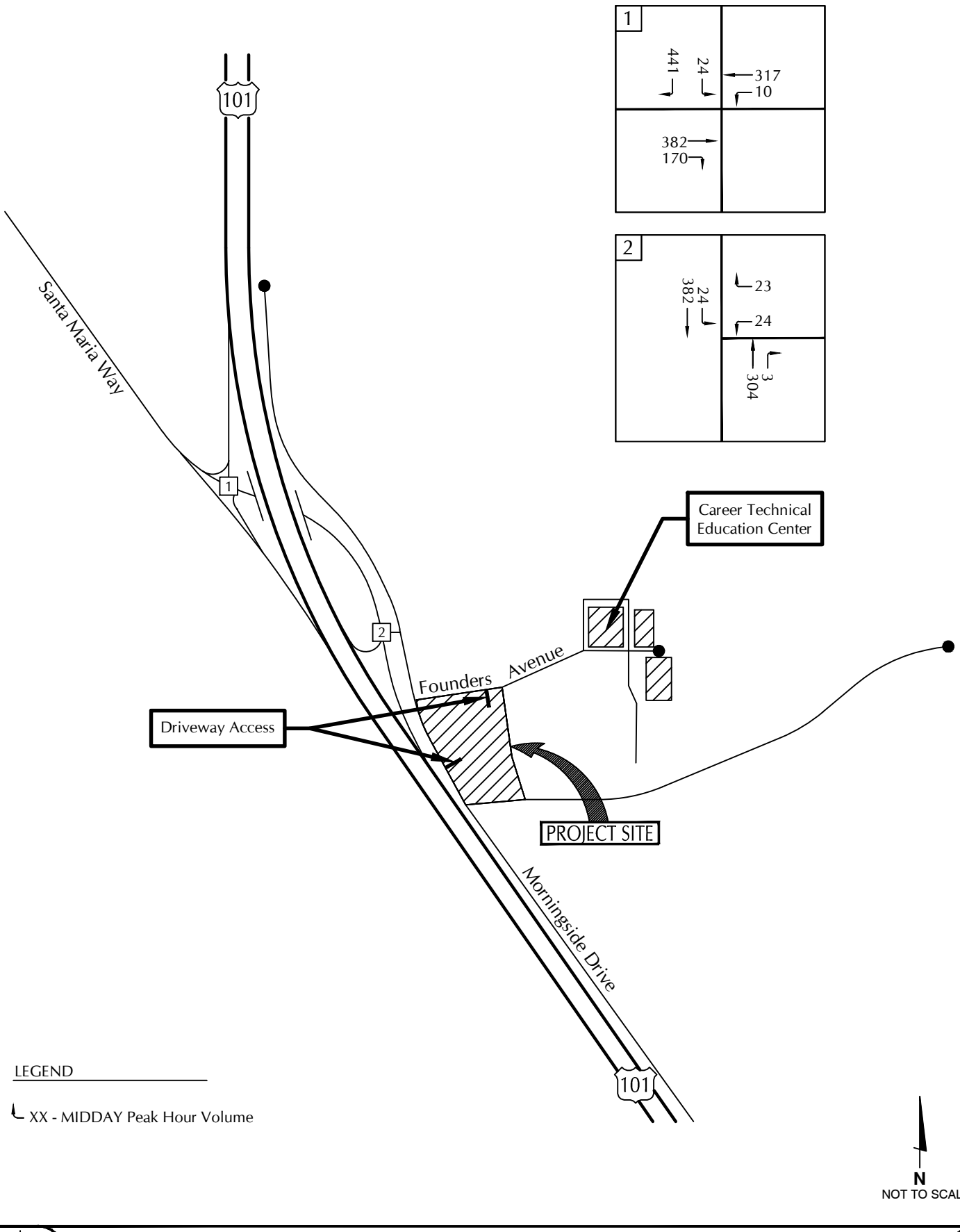


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EXISTING TRAFFIC VOLUMES - AM PEAK HOUR

FIGURE 6

JH - ATE#22079.01

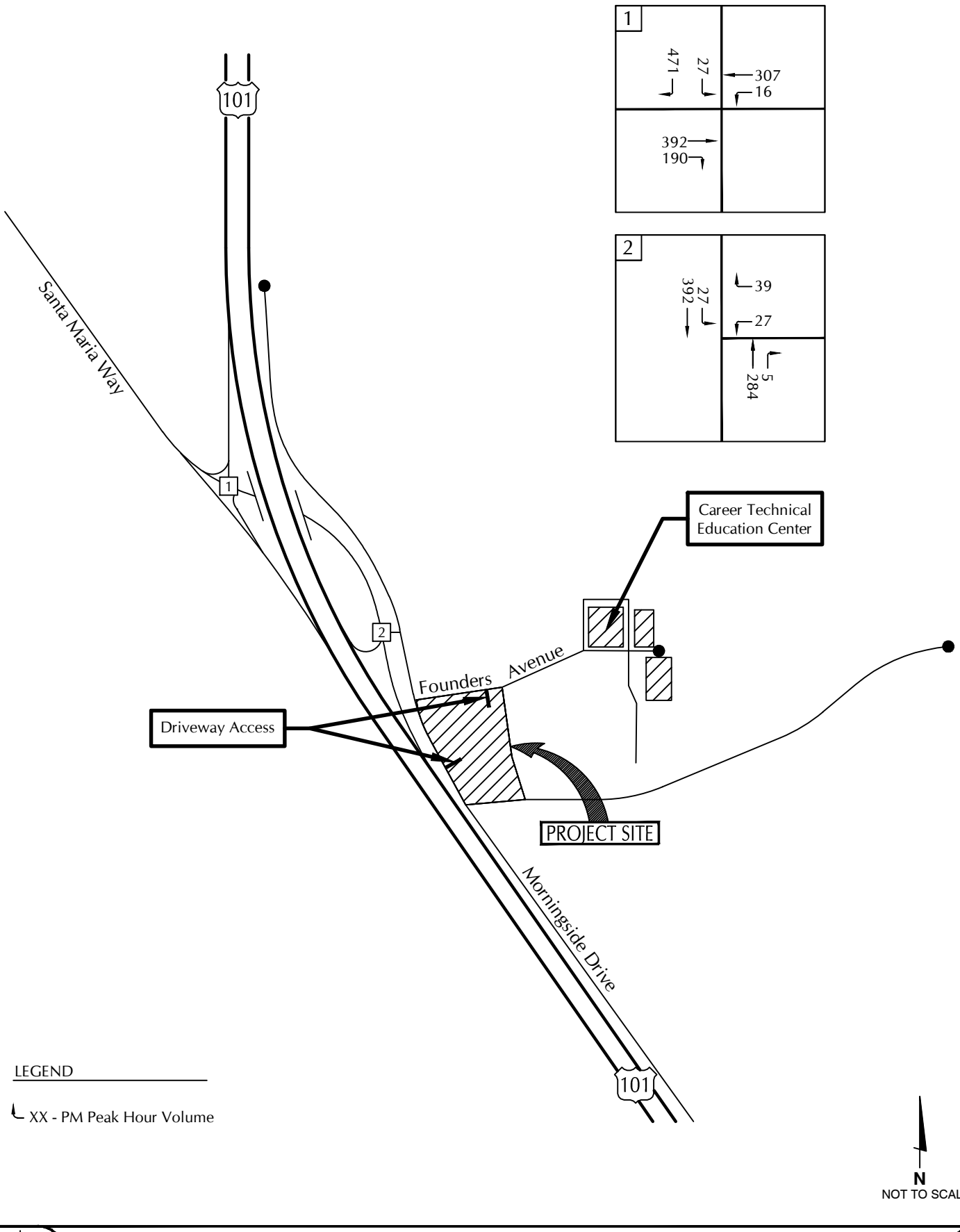


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EXISTING TRAFFIC VOLUMES - MIDDAY PEAK HOUR

FIGURE 7

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EXISTING TRAFFIC VOLUMES - PM PEAK HOUR

FIGURE 8

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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)

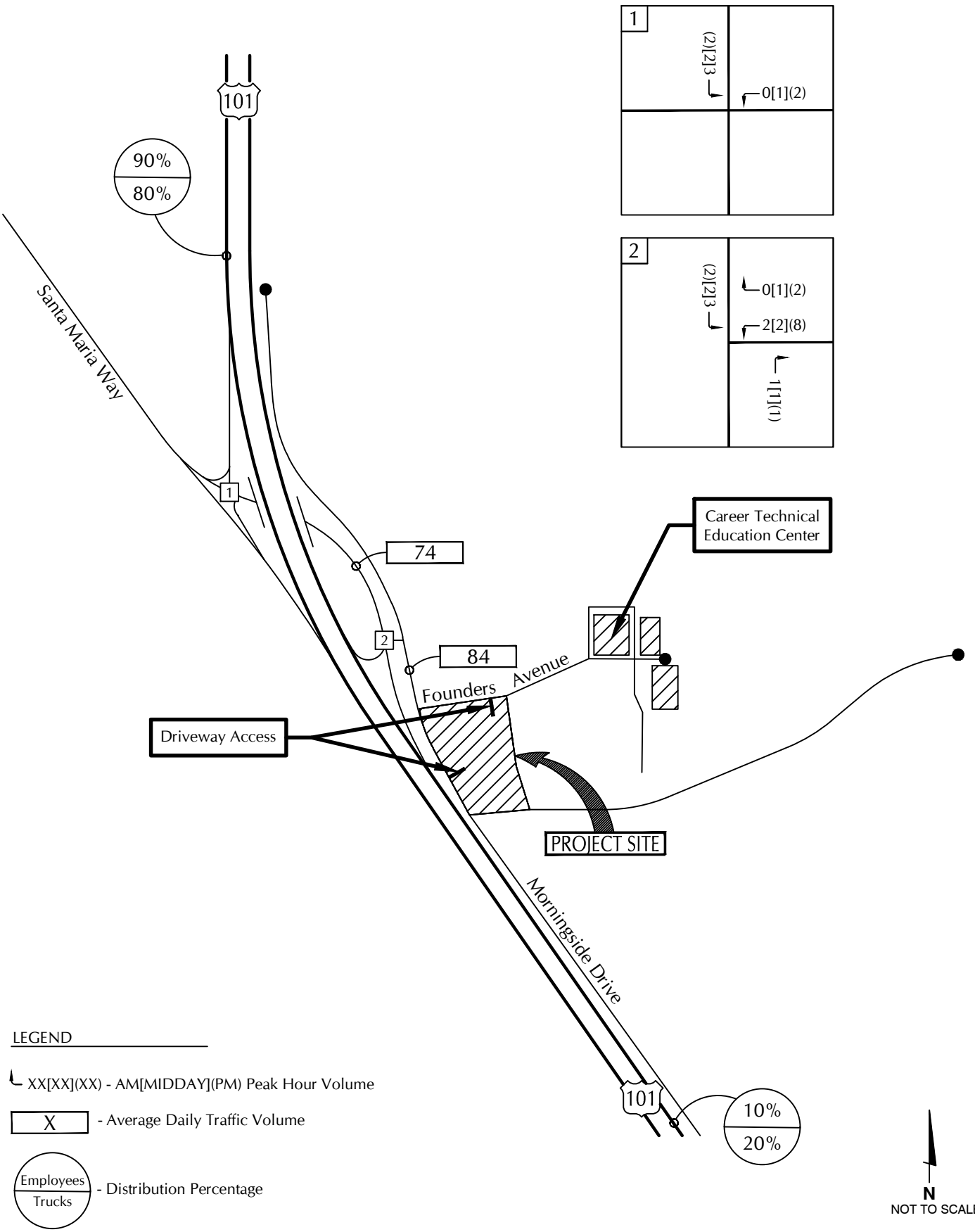
As shown in Table 5, the Project would generate 52 ADT, 8 AM peak hour trips and 8 PM peak hour trips using ITE rates. The trip generation based on operational data estimated 32 more ADT, 2 less AM peak hour trips, and 5 more PM peak hour trips which is more conservative, thus the trip generation based 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.

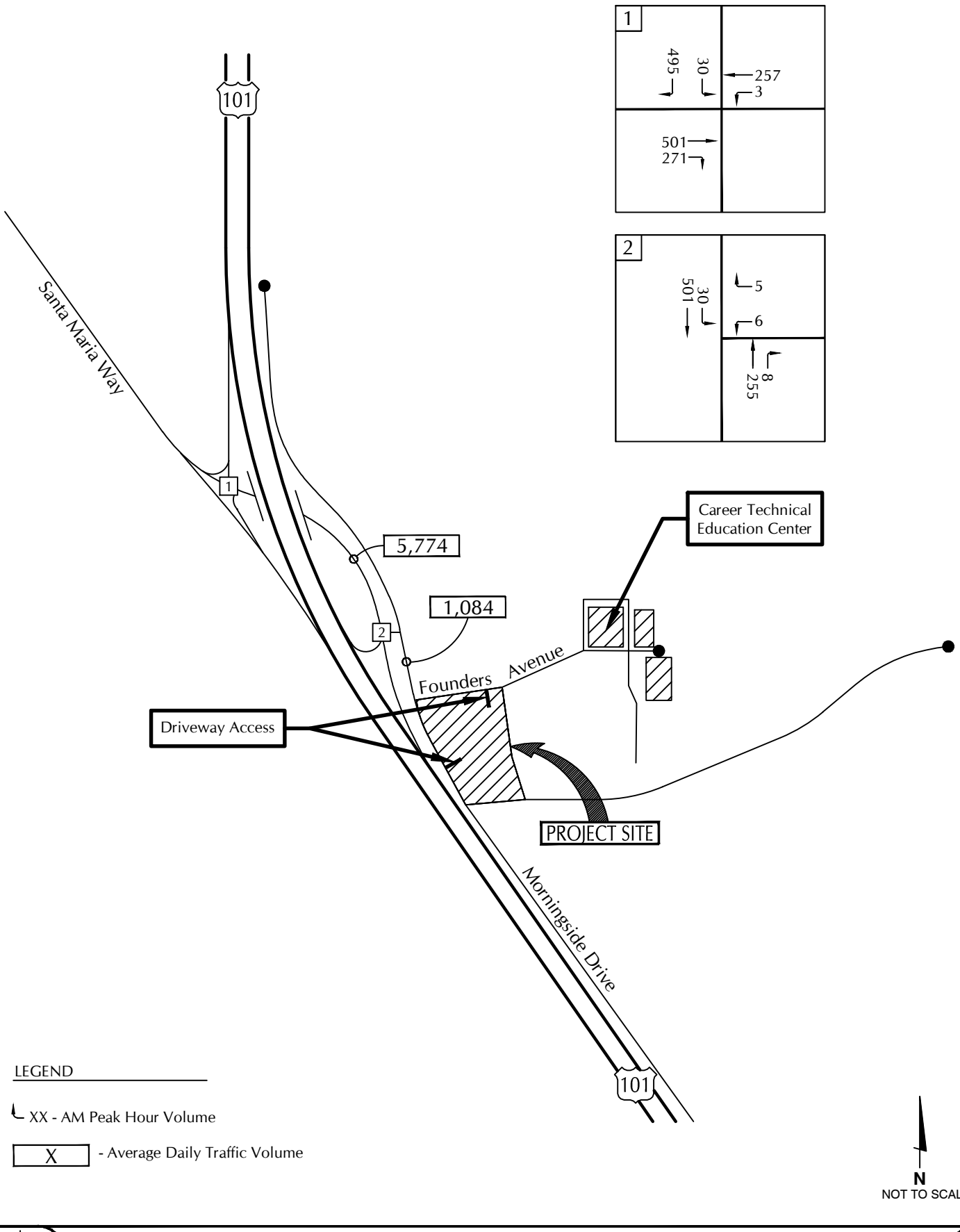
Intersection Operations

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.

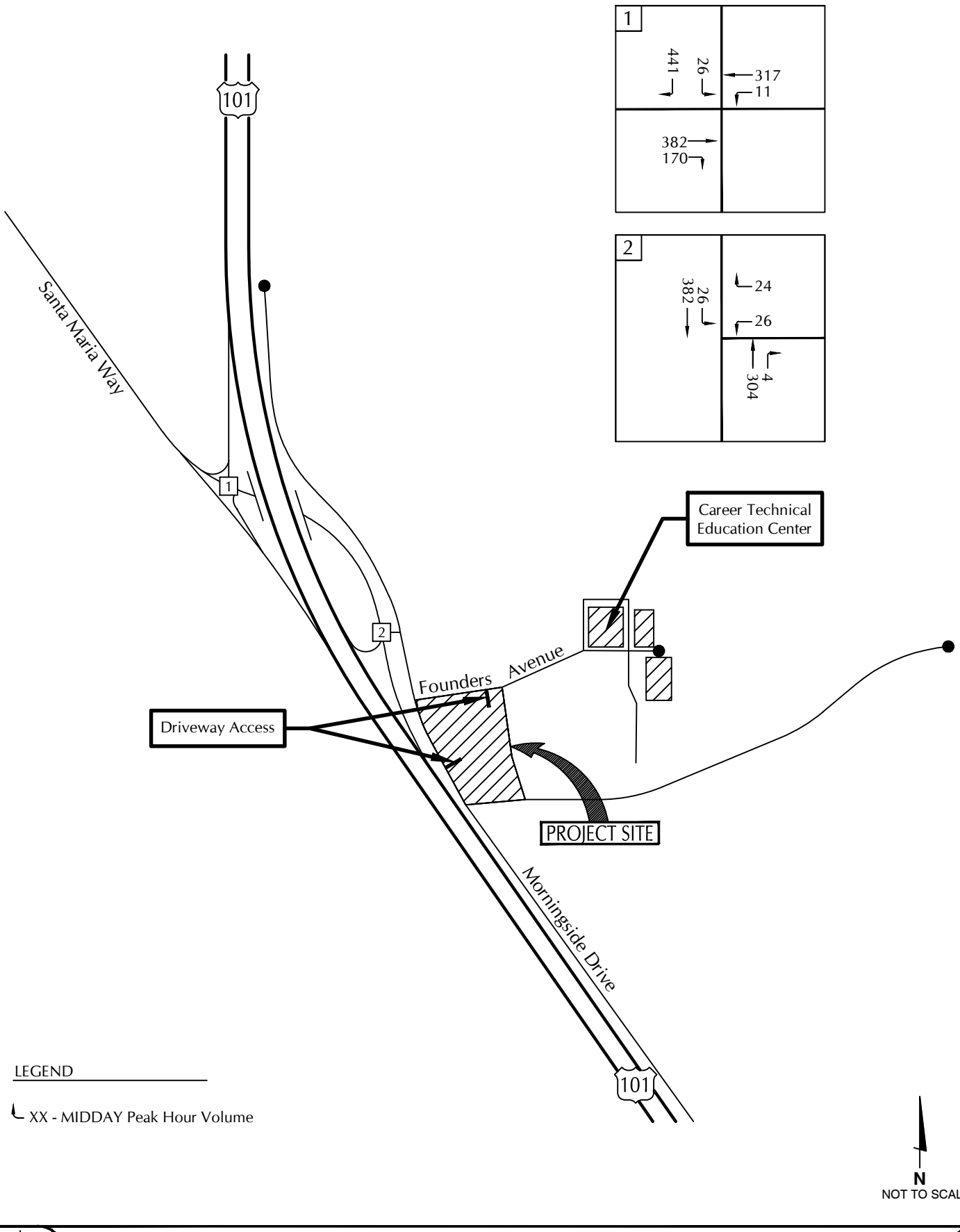


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EXISTING + PROJECT TRAFFIC VOLUMES - AM PEAK HOUR

FIGURE 10

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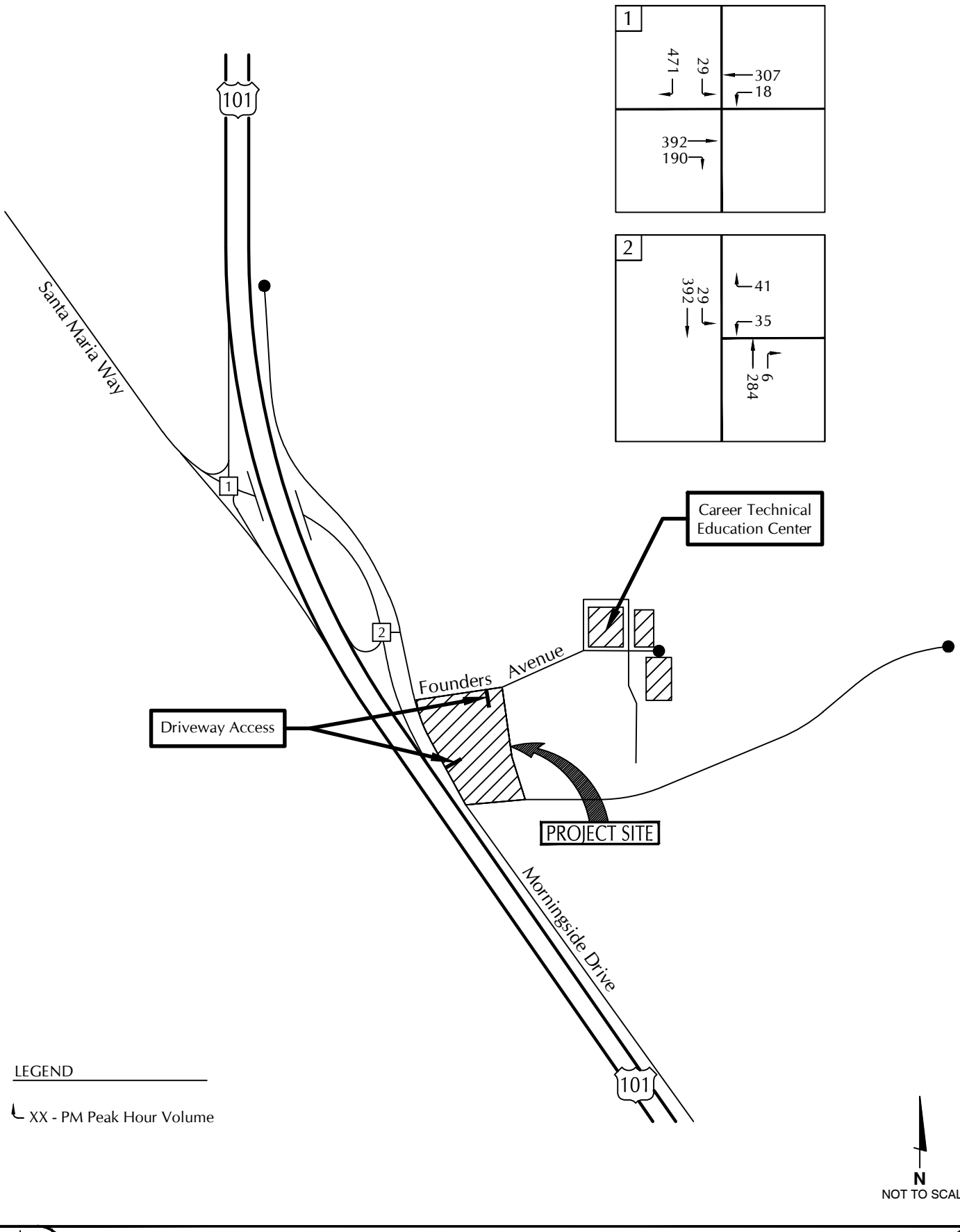


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EXISTING + PROJECT TRAFFIC VOLUMES - MIDDAY PEAK HOUR

FIGURE 11

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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.

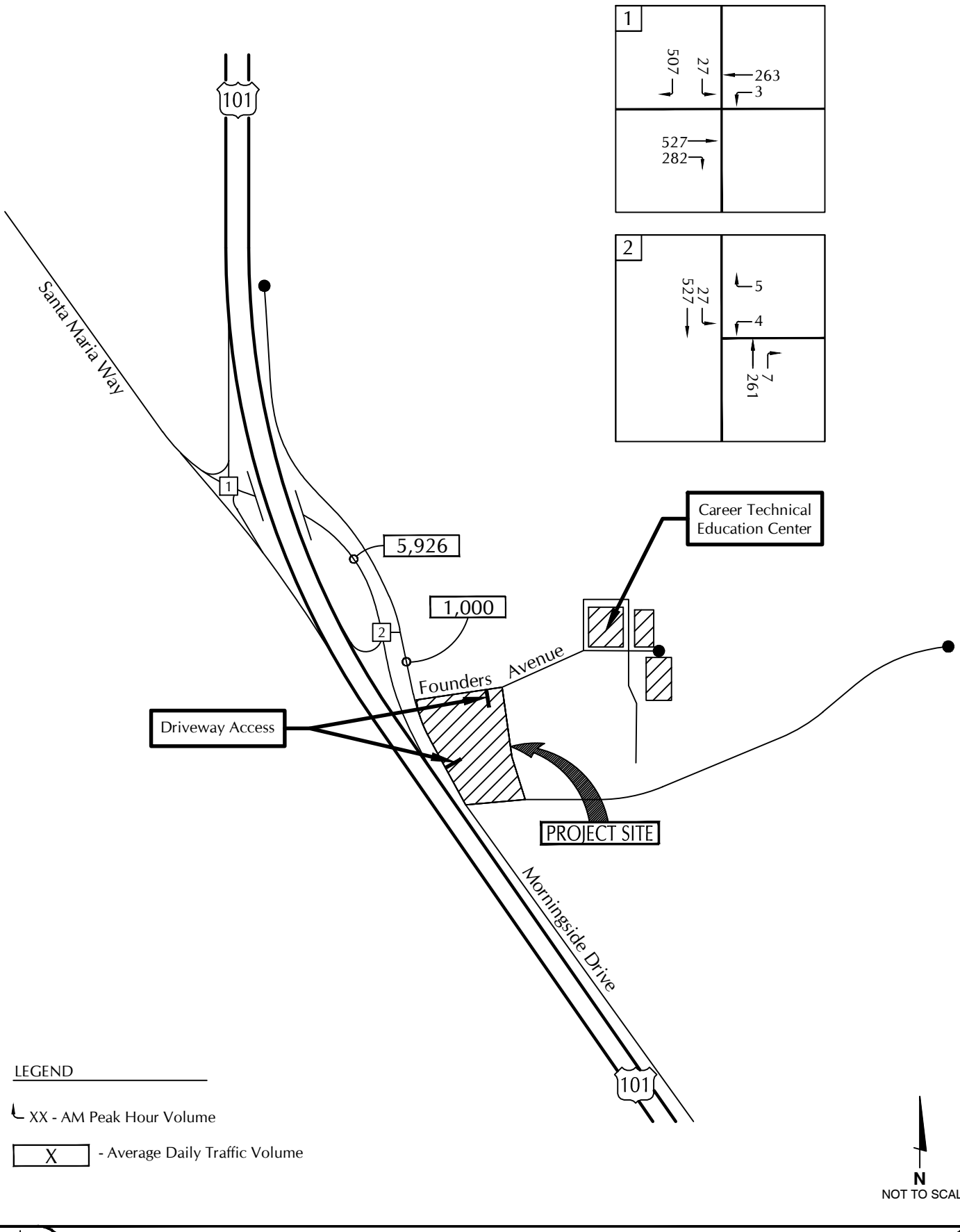
Table 11
Cumulative and Cumulative + Project Roadway Segment Operations

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.

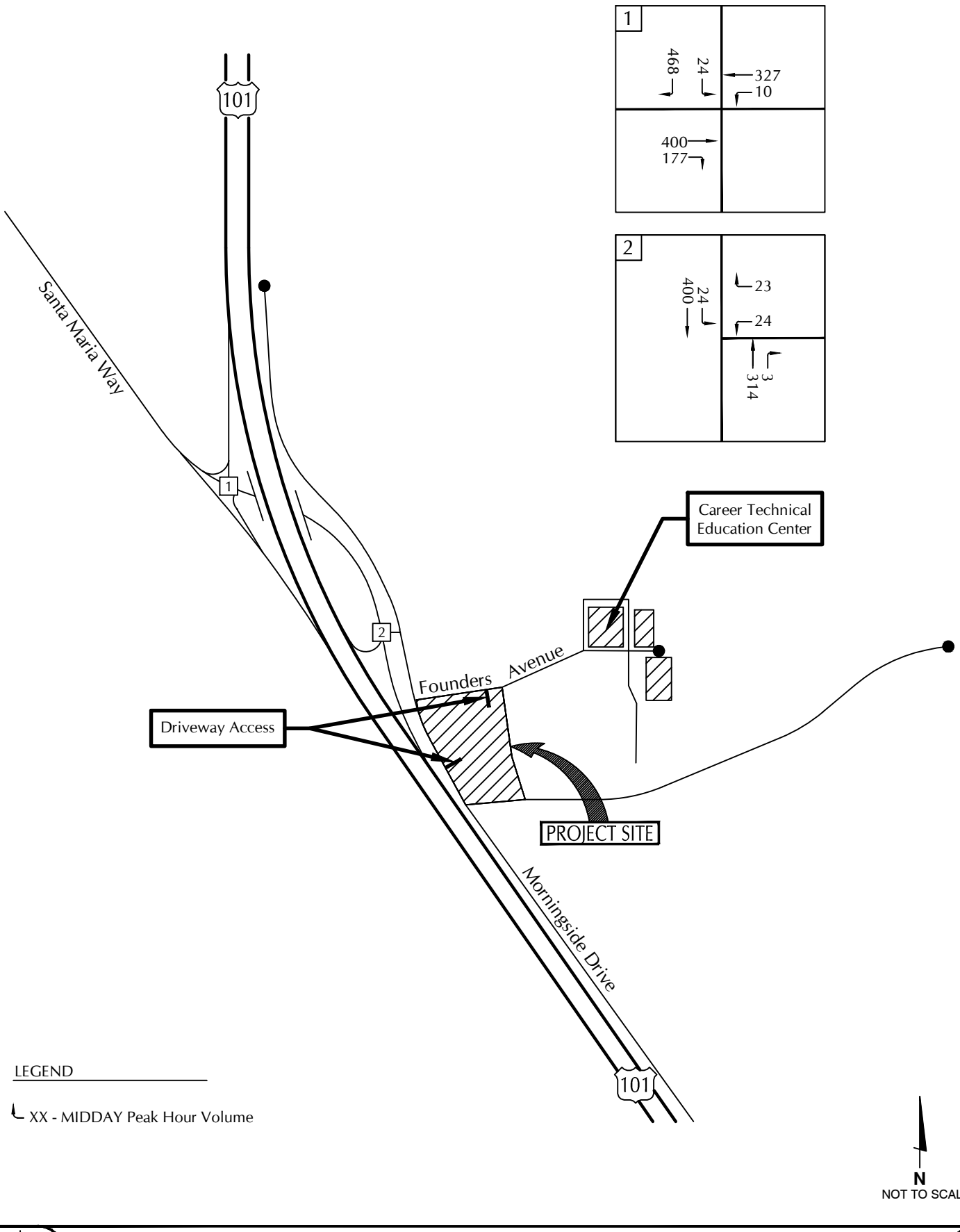


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CUMULATIVE TRAFFIC VOLUMES - AM PEAK HOUR

FIGURE 13

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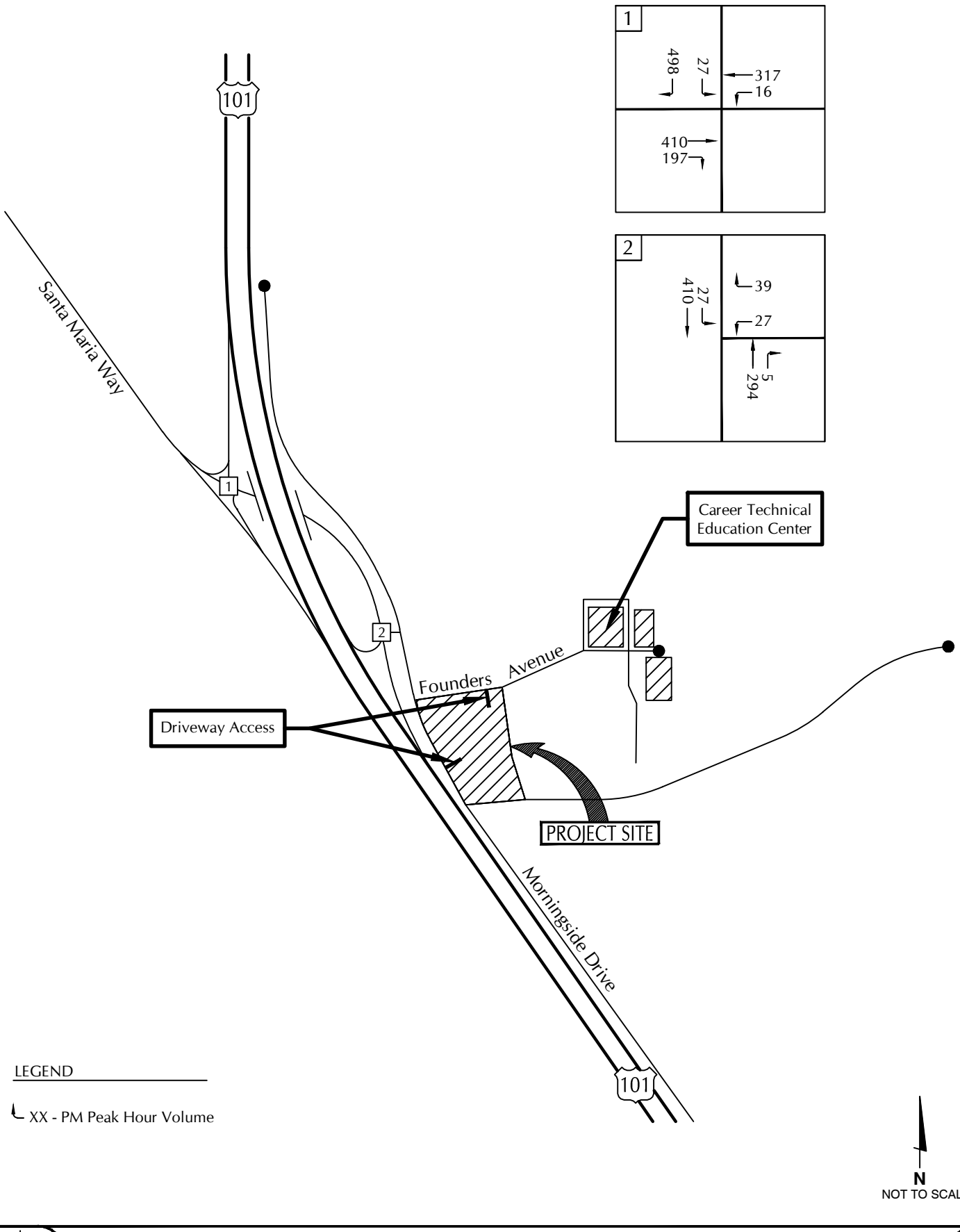


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CUMULATIVE TRAFFIC VOLUMES - MIDDAY PEAK HOUR

FIGURE 14

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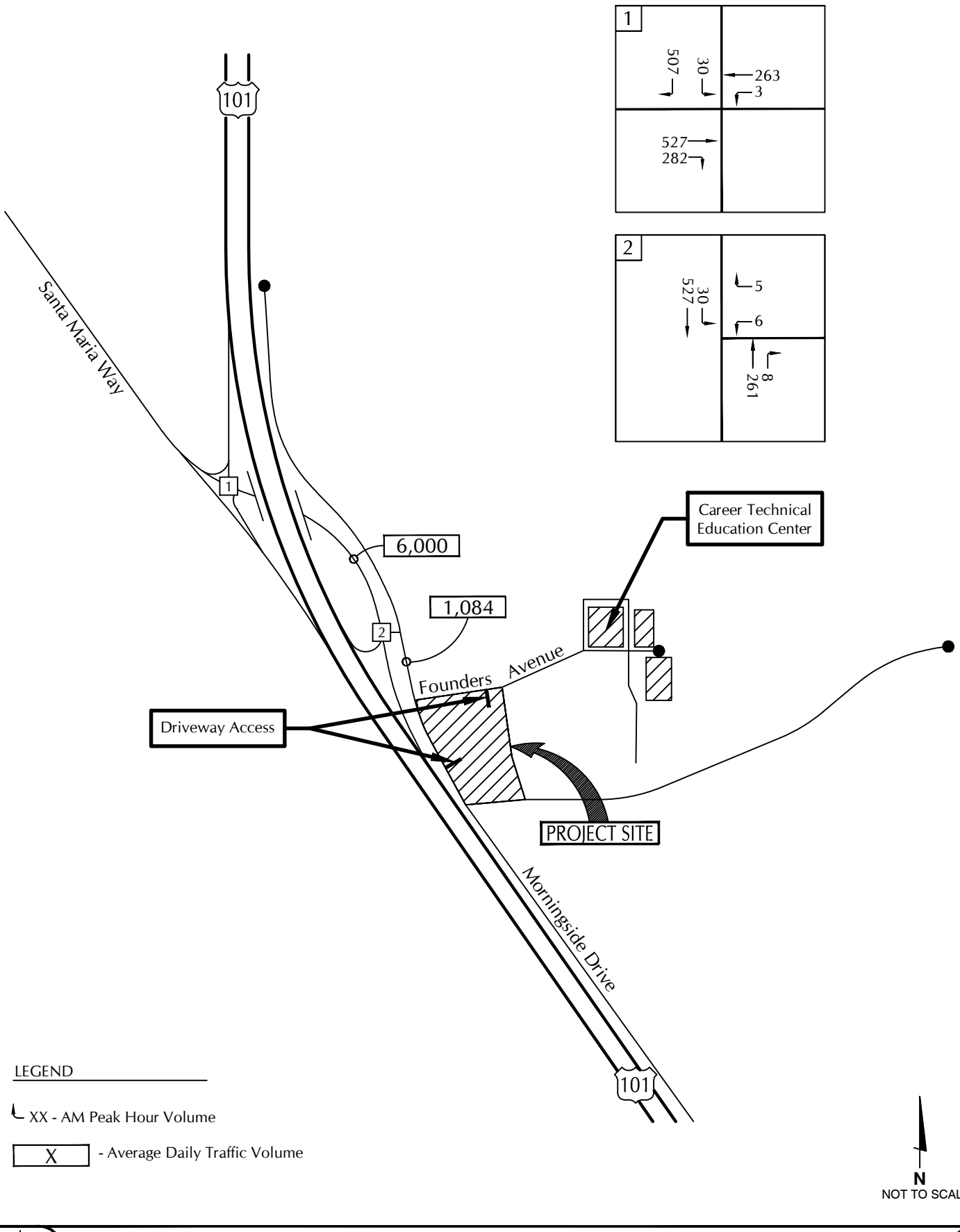


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CUMULATIVE TRAFFIC VOLUMES - PM PEAK HOUR

FIGURE 15

JH - ATE#22079.01

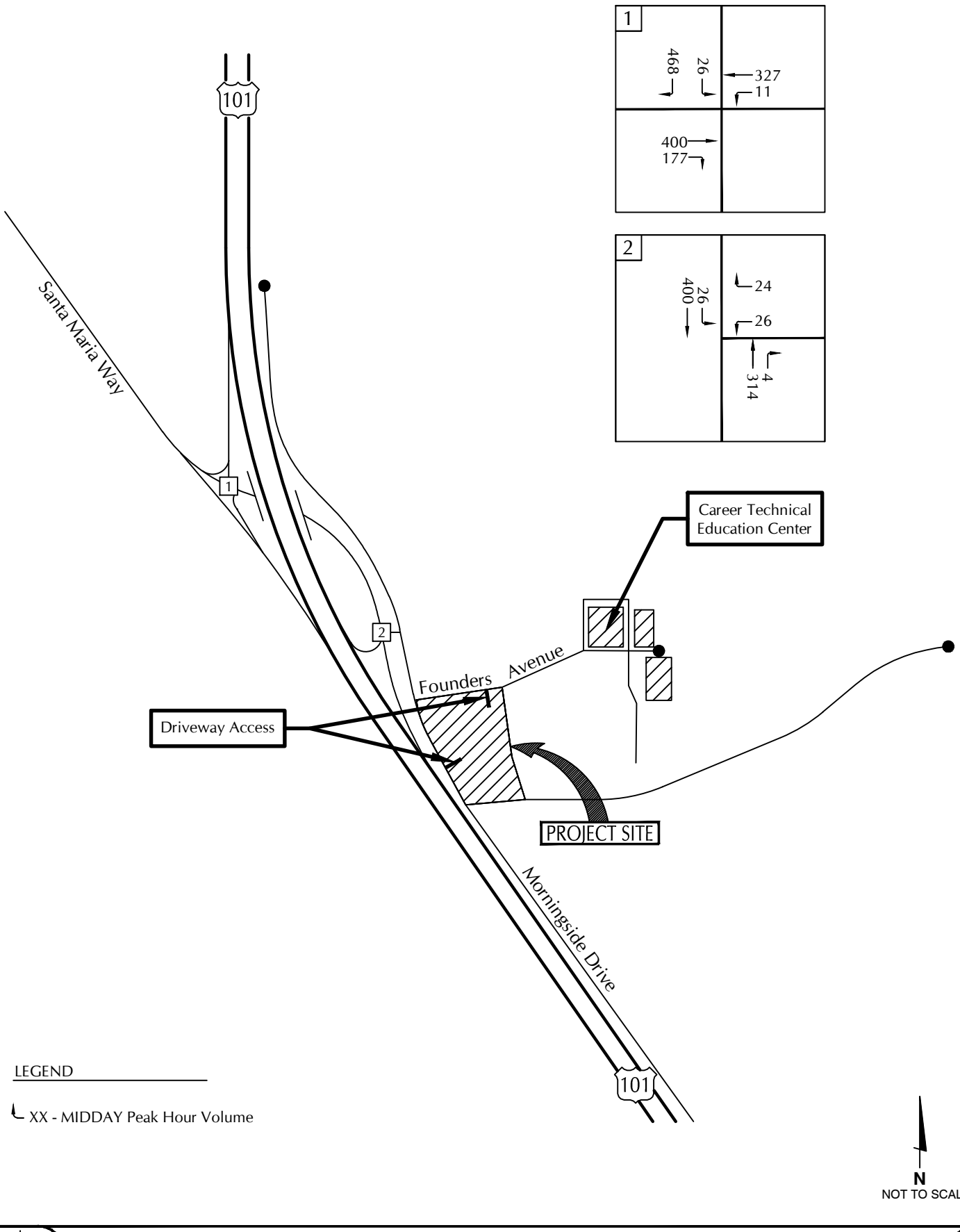


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CUMULATIVE + PROJECT TRAFFIC VOLUMES - AM PEAK HOUR

FIGURE 16

JH - ATE#22079.01

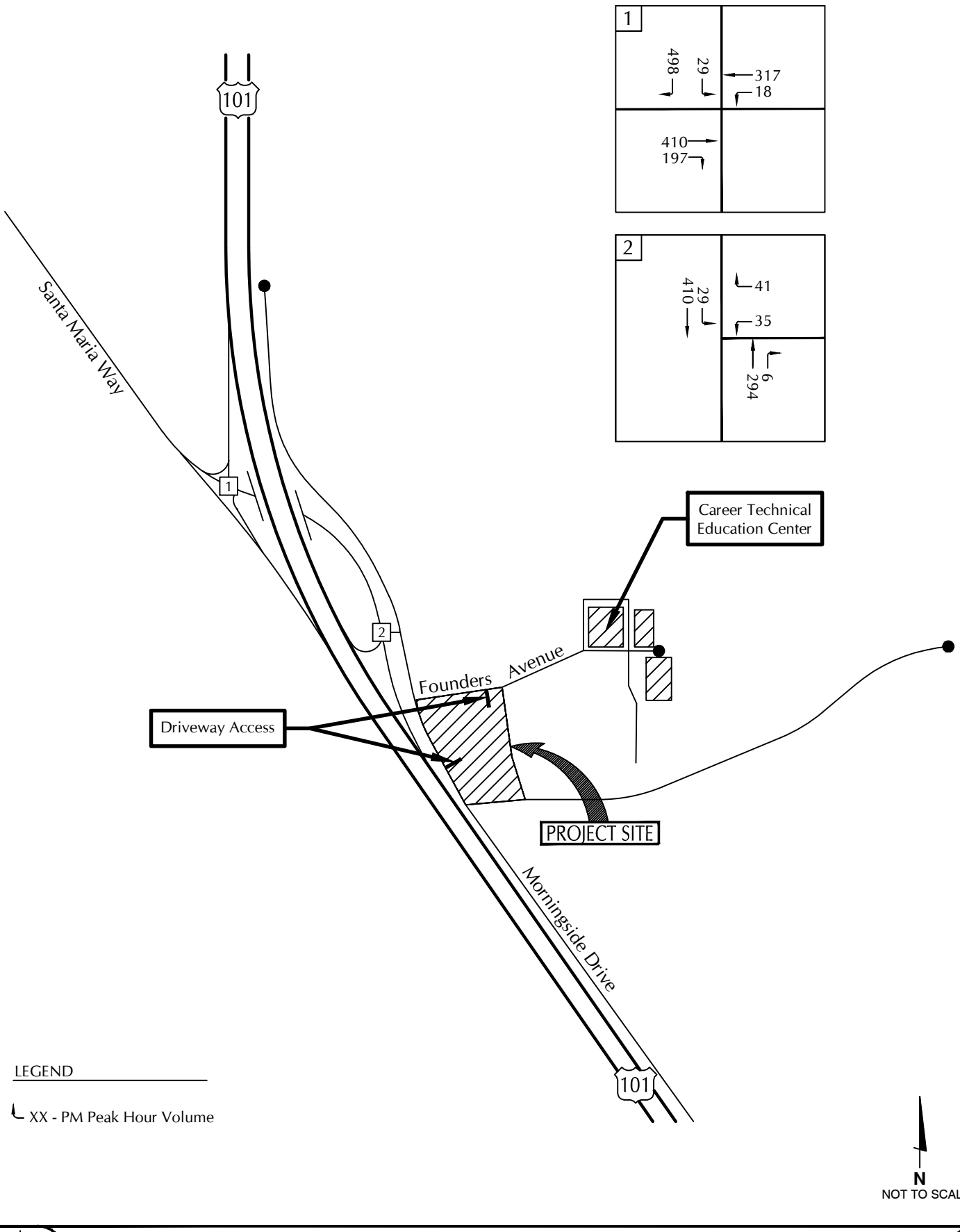


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FIGURE 17

CUMULATIVE + PROJECT TRAFFIC VOLUMES - MIDDAY PEAK HOUR

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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.

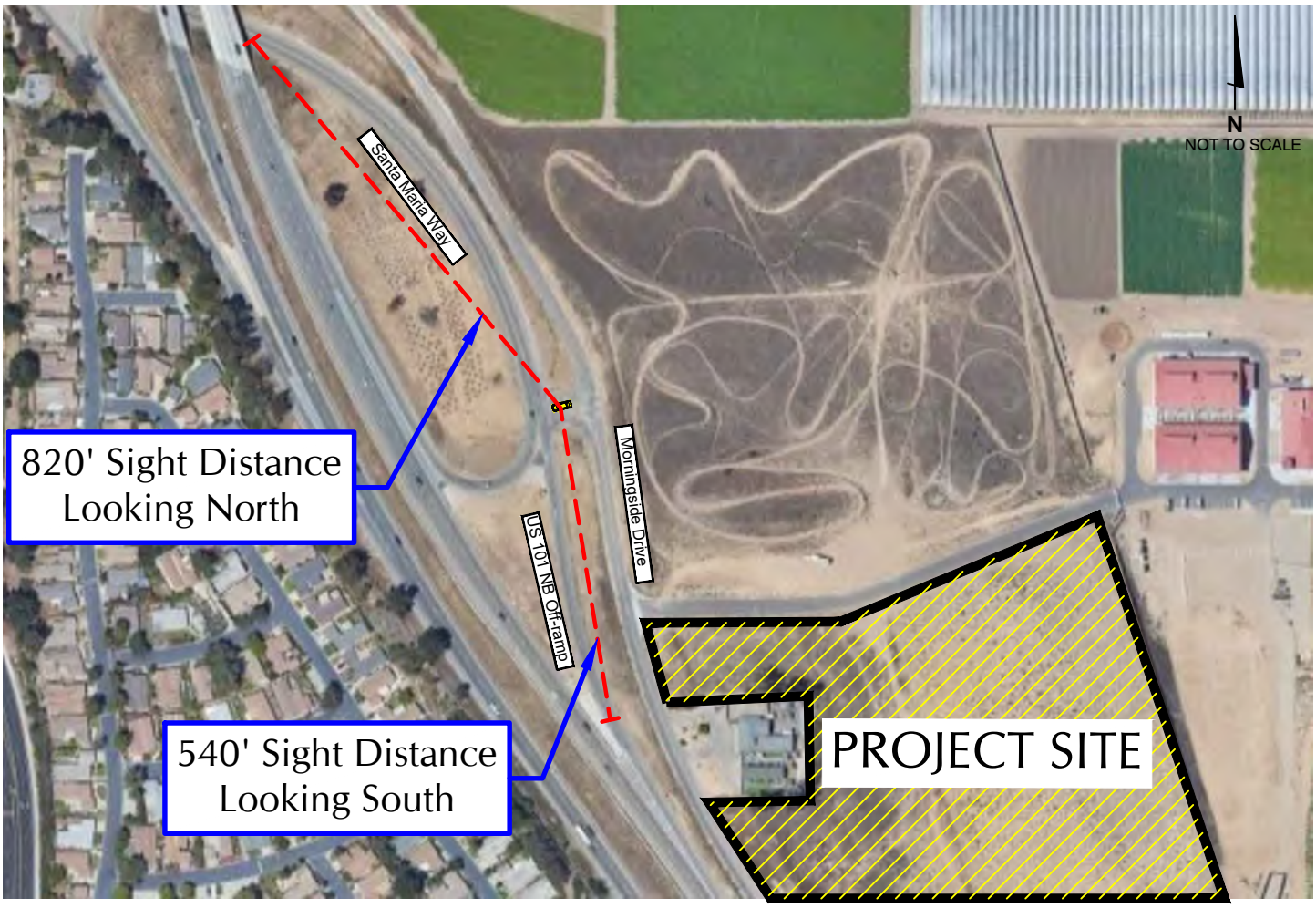
The data presented in Tables 12-14 show that the study-area intersections are forecast to operate in the LOS A-C range with Cumulative and Cumulative+ Project traffic which is consistent with the County's LOS C standard. The Project is forecast to add 3 AM PHT, 3 Midday PHT, and 4 PM PHT to the US 101 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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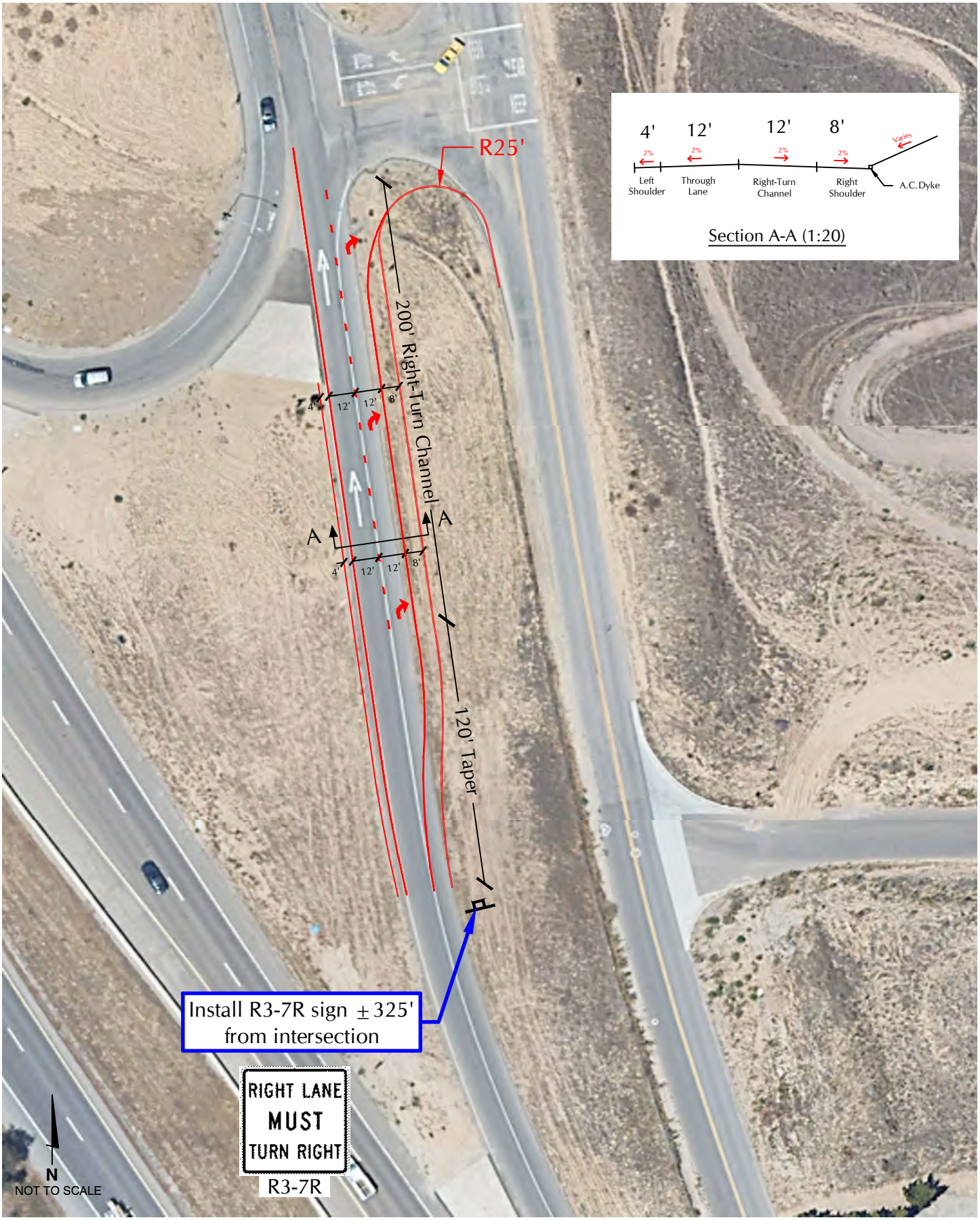
Option 2 – Right-Turn Lane Implementation

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

JH - ATE#22079.01

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

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

ORCUTT COMMUNITY PLAN ROADWAY DESIGN CAPACITIES

TRAFFIC COUNT DATA

PROJECT TRIP GENERATION CALCULATIONS

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

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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

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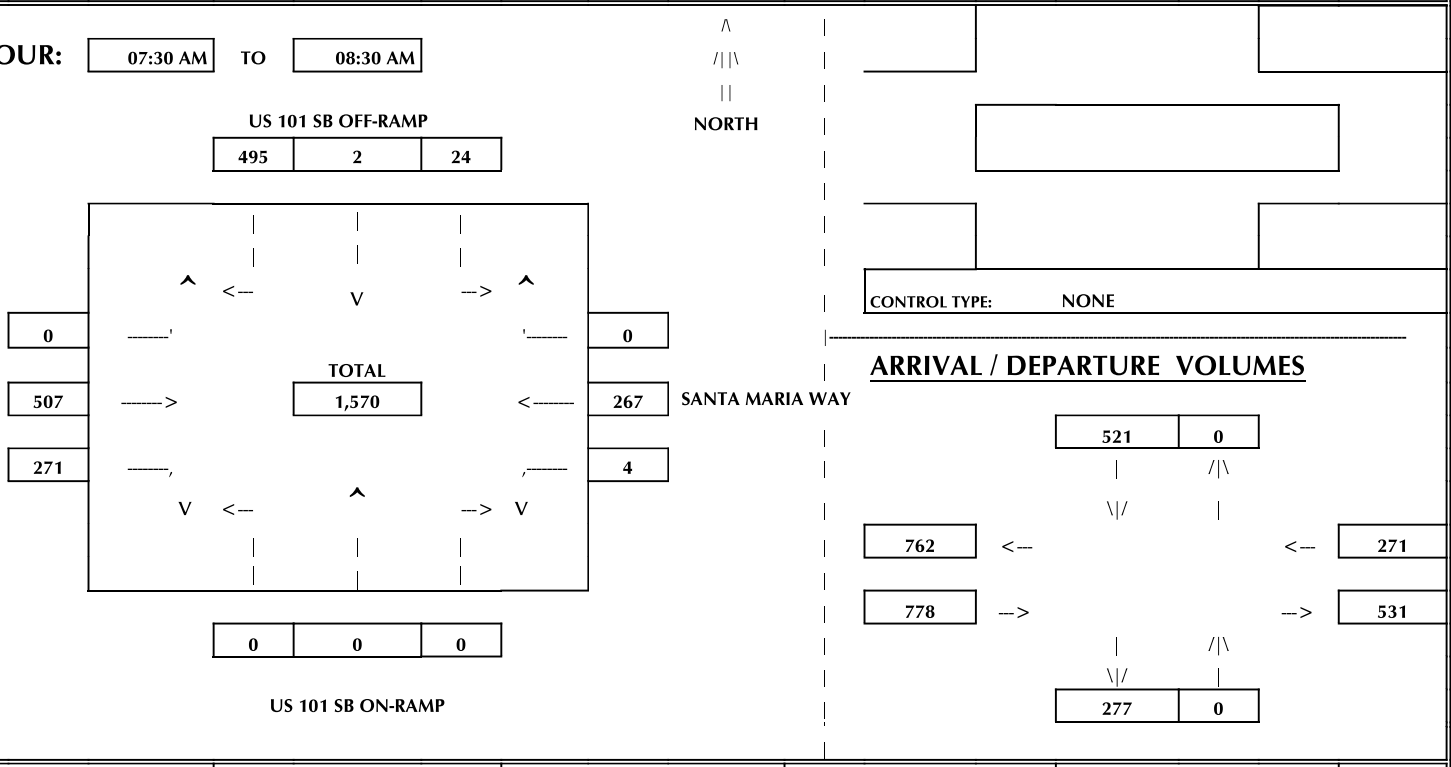
INTERSECTION TURNING MOVEMENT SUMMARY

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



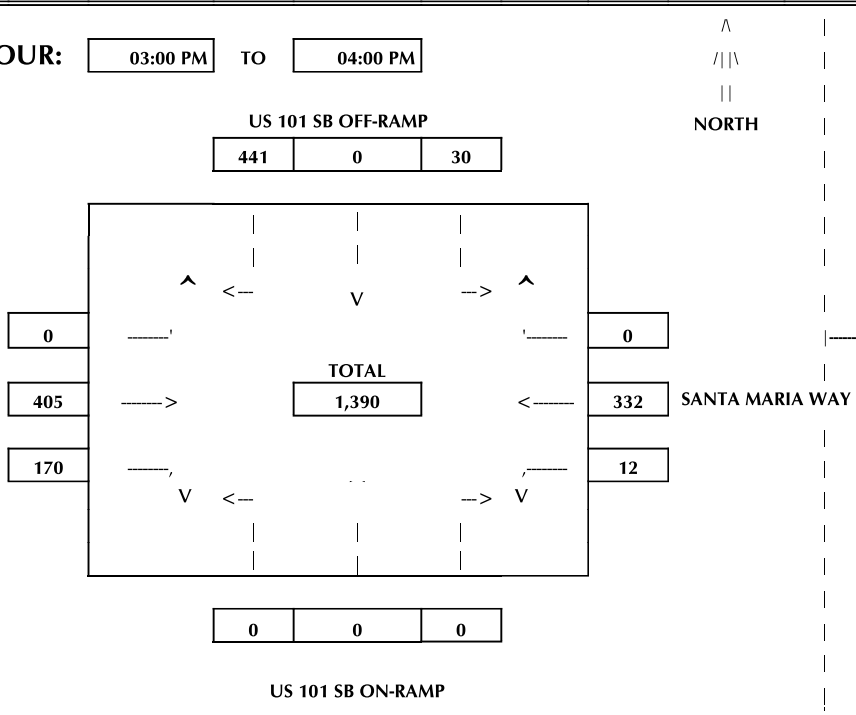
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From	---	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
COUNT DATA															
07:00 AM	---	07:15 AM	0	0	0	5	0	50	0	75	33	1	26	0	190
07:15 AM	---	07:30 AM	0	0	0	11	0	109	0	188	80	3	55	0	446
07:30 AM	---	07:45 AM	0	0	0	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
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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

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INTERSECTION TURNING MOVEMENT SUMMARY

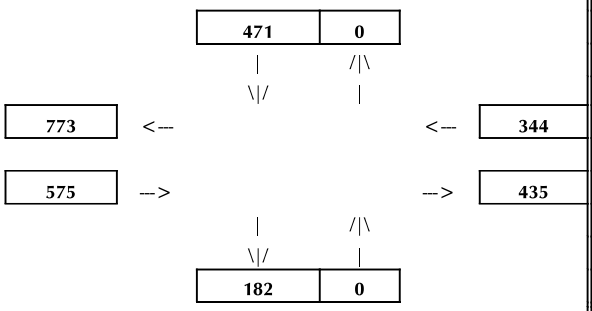
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N-S Approach: US 101 SB RAMPS **COUNT TIME:** 02:00 PM TO 4:00
E-W Approach: SANTA MARIA WAY **CITY:** SANTA MARIA **WEATHER:** SUNNY

PEAK HOUR: 03:00 PM TO 04:00 PM



CONTROL TYPE: NONE

ARRIVAL / DEPARTURE VOLUMES



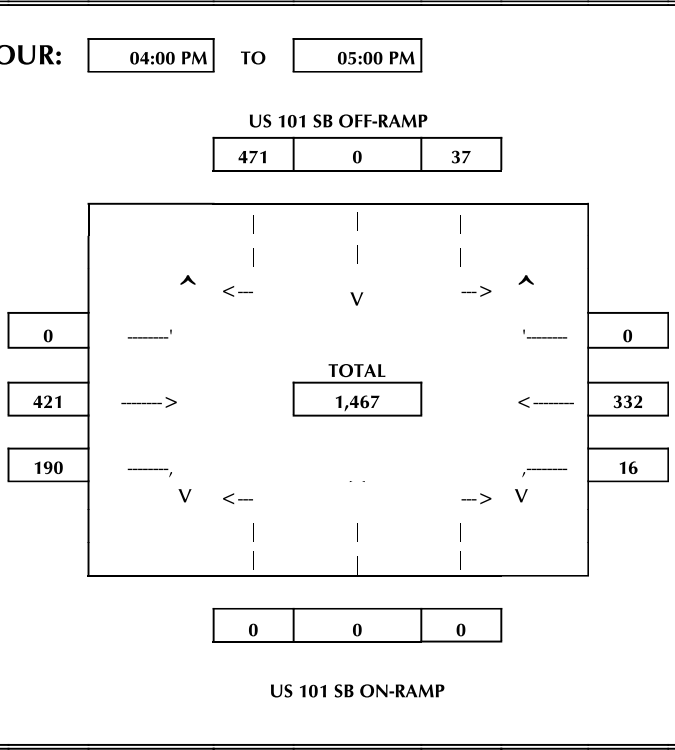
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COUNT DATA															
02:00 PM	---	02:15 PM	0	0	0	9	0	90	0	76	36	2	41	0	254
02:15 PM	---	02:30 PM	0	0	0	12	0	163	0	143	63	5	81	0	467
02:30 PM	---	02:45 PM	0	0	0	20	0	266	0	210	98	14	154	0	762
02:45 PM	---	03:00 PM	0	0	0	25	0	370	0	290	141	20	207	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
03:45 PM	---	04:00 PM	0	0	0	55	0	811	0	695	311	32	539	0	2443
TOTAL BY PERIOD															
02:00 PM	---	02:15 PM	0	0	0	9	0	90	0	76	36	2	41	0	254
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

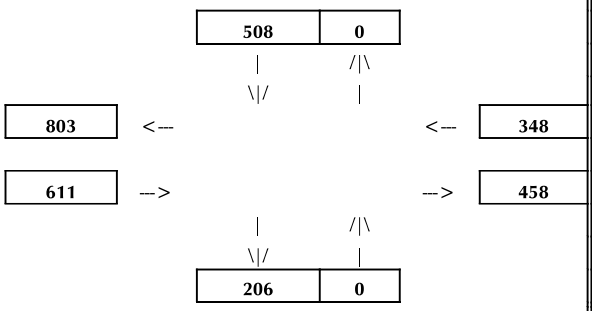
PROJECT: FAMCON PIPE AND SUPPLY **PROJECT #:** 22079.01 **COUNT DATE:** 5-31-23 **FILE NAME:** PM
N-S Approach: US 101 SB RAMPS **COUNT TIME:** 04:00 PM TO 6:00
E-W Approach: SANTA MARIA WAY **CITY:** SANTA MARIA **WEATHER:** SUNNY

PEAK HOUR: 04:00 PM TO 05:00 PM



CONTROL TYPE: NONE

ARRIVAL / DEPARTURE VOLUMES



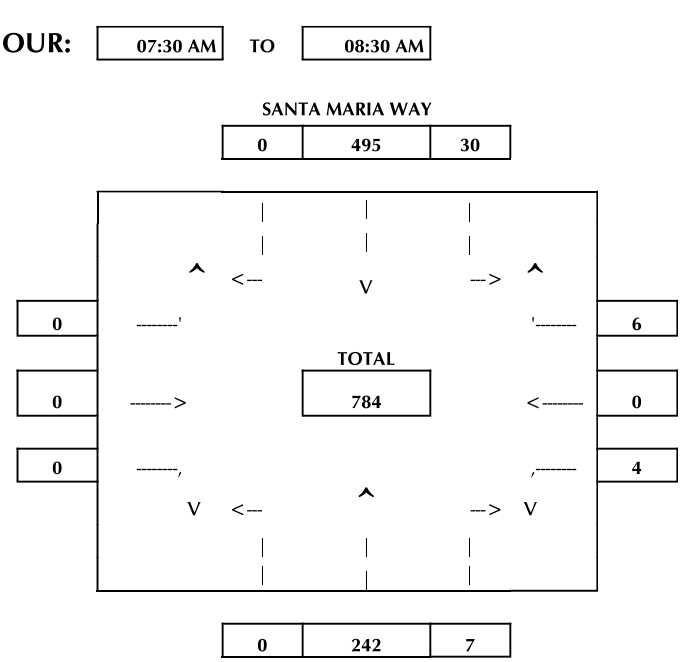
TIME PERIOD From	---	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL VOLUMES
COUNT DATA															
04:00 PM	---	04:15 PM	0	0	0	11	0	119	0	132	43	9	85	0	399
04:15 PM	---	04:30 PM	0	0	0	22	0	213	0	232	97	11	175	0	750
04:30 PM	---	04:45 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
05:45 PM	---	06:00 PM	0	0	0	65	0	960	0	737	369	28	572	0	2731
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	0	0	0	11	0	119	0	132	43	9	85	0	399
04:15 PM	---	04:30 PM	0	0	0	11	0	94	0	100	54	2	90	0	351
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
HOURLY TOTALS															
04:00 PM	---	05:00 PM	0	0	0	37	0	471	0	421	190	16	332	0	1467
04:15 PM	---	05:15 PM	0	0	0	32	0	496	0	409	190	9	314	0	1450
04:30 PM	---	05:30 PM	0	0	0	35	0	528	0	375	194	9	270	0	1411
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

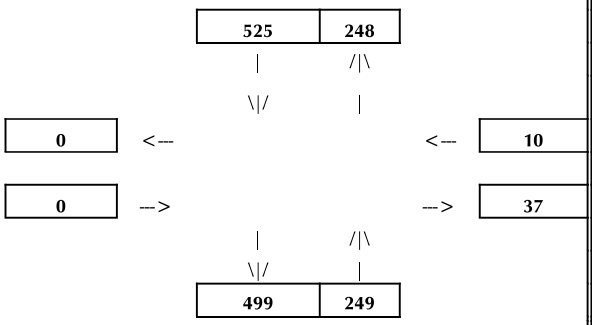
PROJECT:	FAMCON PIPE AND SUPPLY	**PROJECT #:**	22079	**COUNT DATE:**	10-21-22	**FILE NAME:**	AM
N-S Approach:	SANTA MARIA WAY			**COUNT TIME:**	07:00 AM TO 9:00		
E-W Approach:	MORNINGSIDE DRIVE			**CITY:**	SANTA MARIA	**WEATHER:**	SUNNY

PEAK HOUR: 07:30 AM TO 08:30 AM



CONTROL TYPE: NONE

ARRIVAL / DEPARTURE VOLUMES



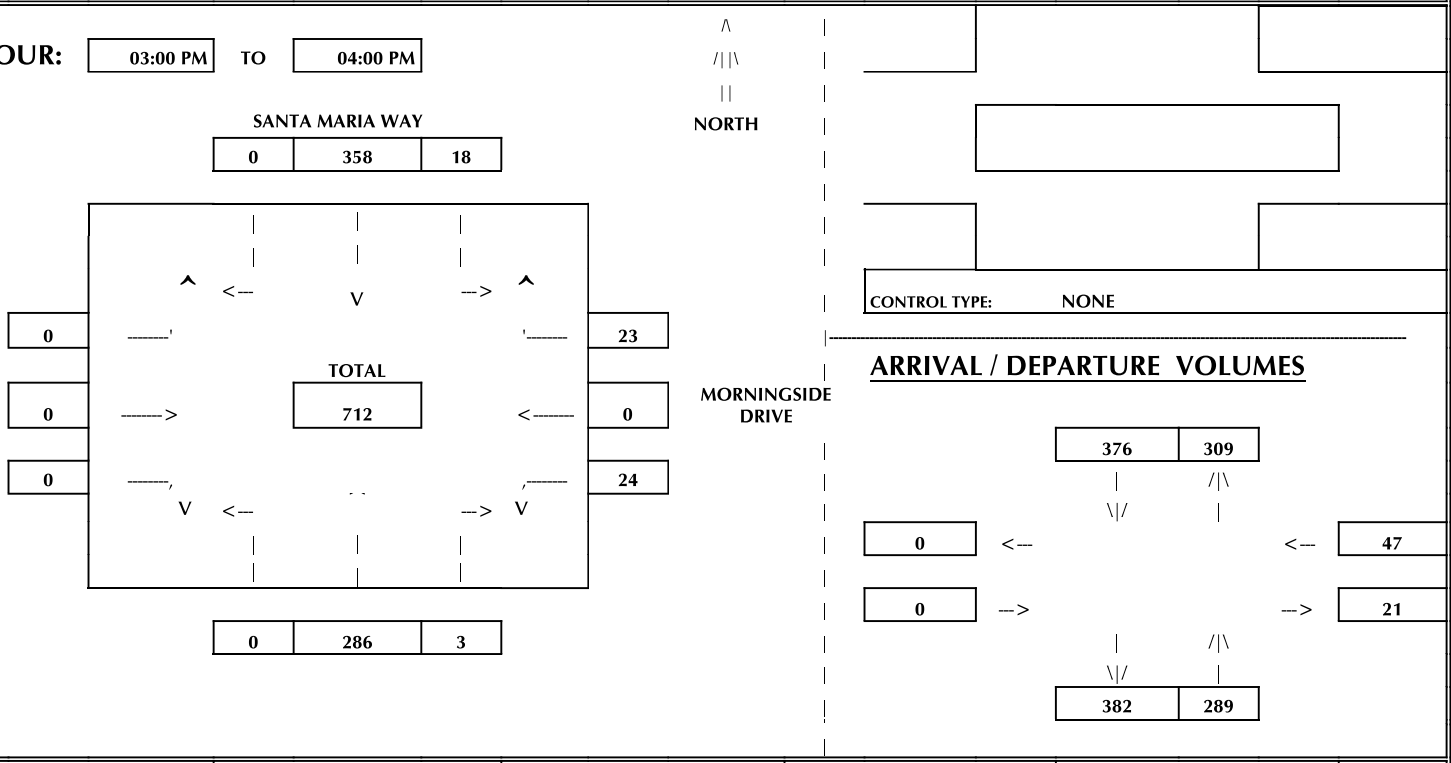
TIME PERIOD			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	---	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
COUNT DATA															
07:00 AM	---	07:15 AM	0	20	1	25	61	0	0	0	0	1	0	0	108
07:15 AM	---	07:30 AM	0	55	4	35	134	0	0	0	0	3	0	3	234
07:30 AM	---	07:45 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



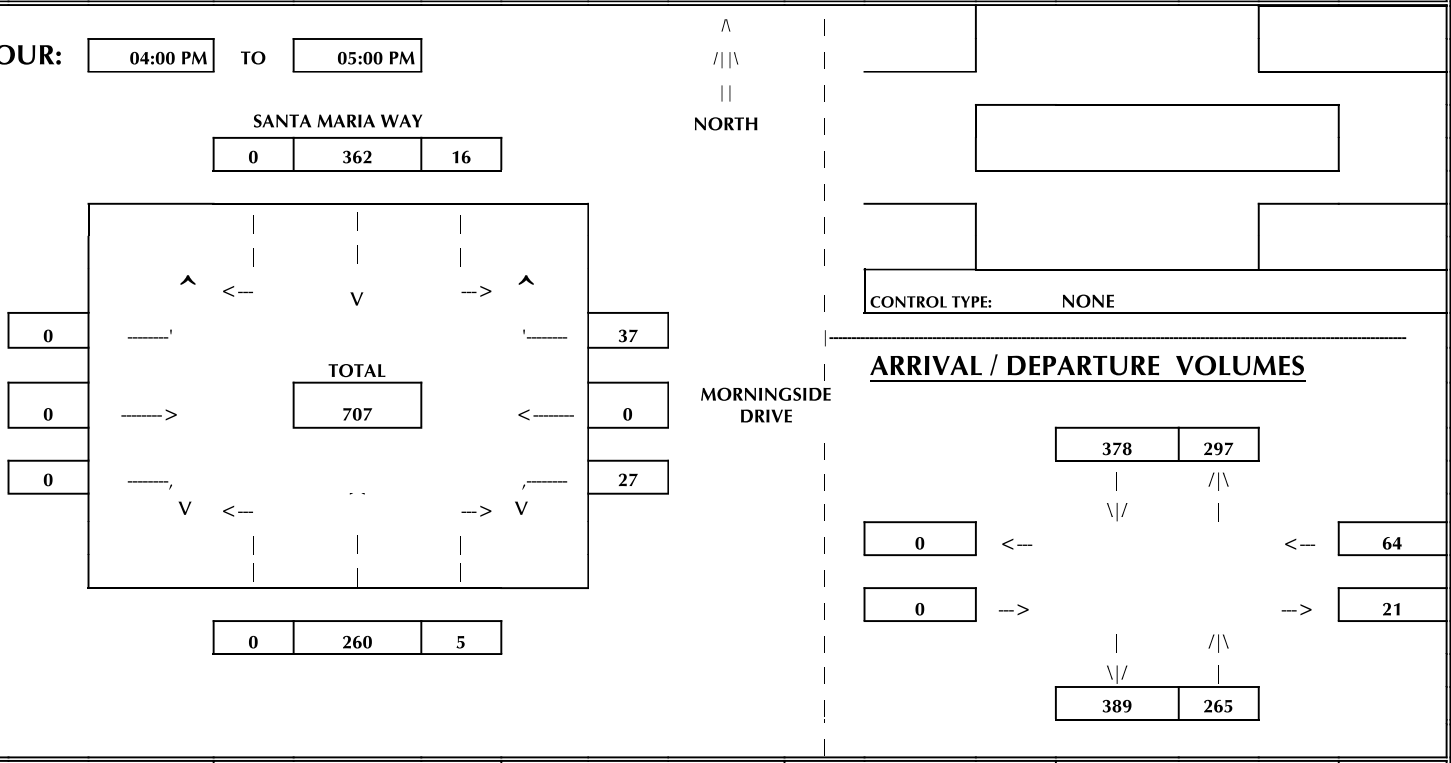
TIME PERIOD			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	---	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
COUNT DATA															
02:00 PM	---	02:15 PM	0	47	0	7	75	0	0	0	0	10	0	5	144
02:15 PM	---	02:30 PM	0	93	2	11	156	0	0	0	0	16	0	12	290
02:30 PM	---	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.

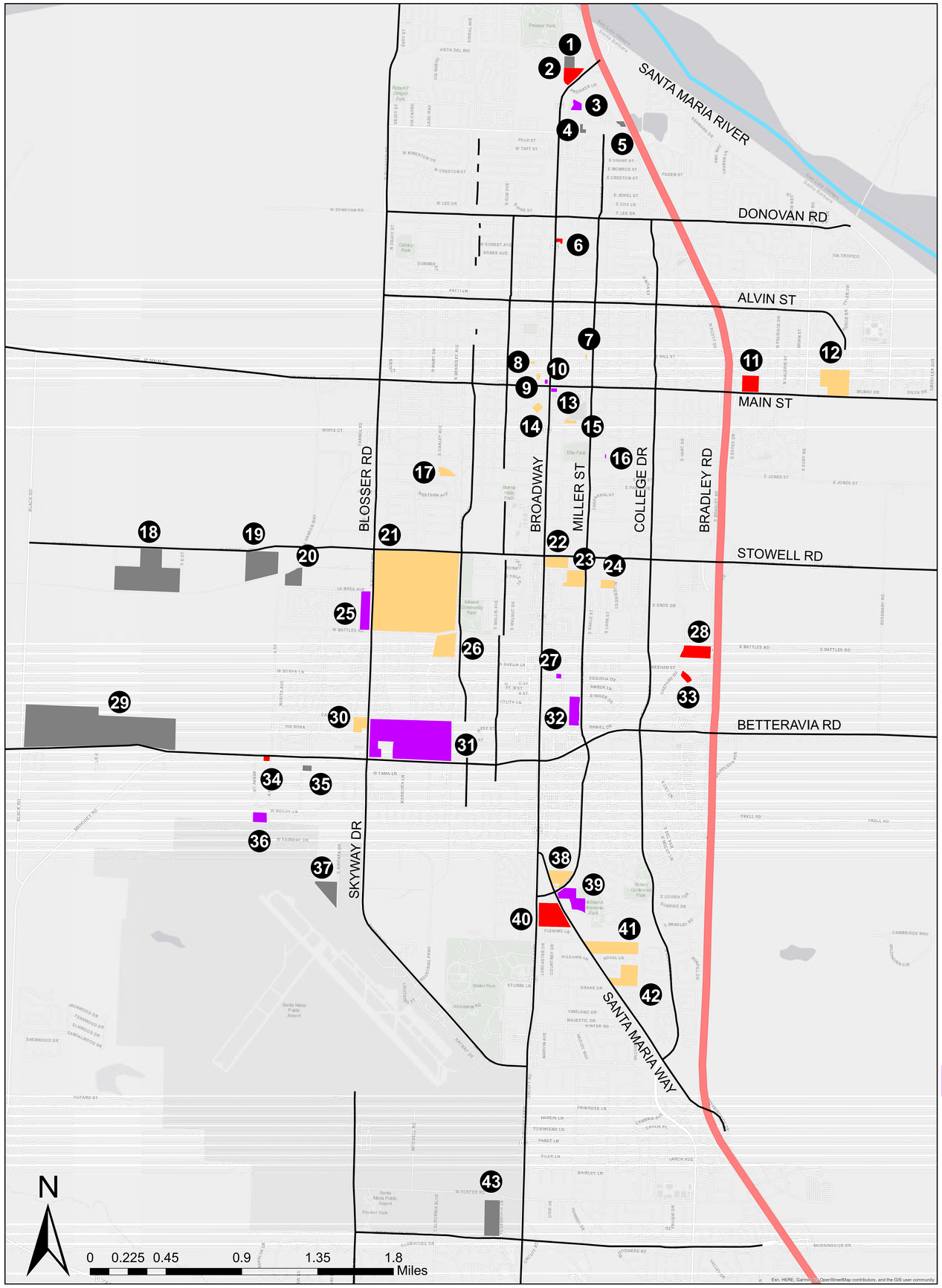
(e) Assumes 1 inbound + 1 outbound trip per customer truck. Peak hour trips assume 33% of ADT. No trips during AM peak hours.

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

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/

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)

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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	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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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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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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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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(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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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***

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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/

SPEED SURVEY DATA

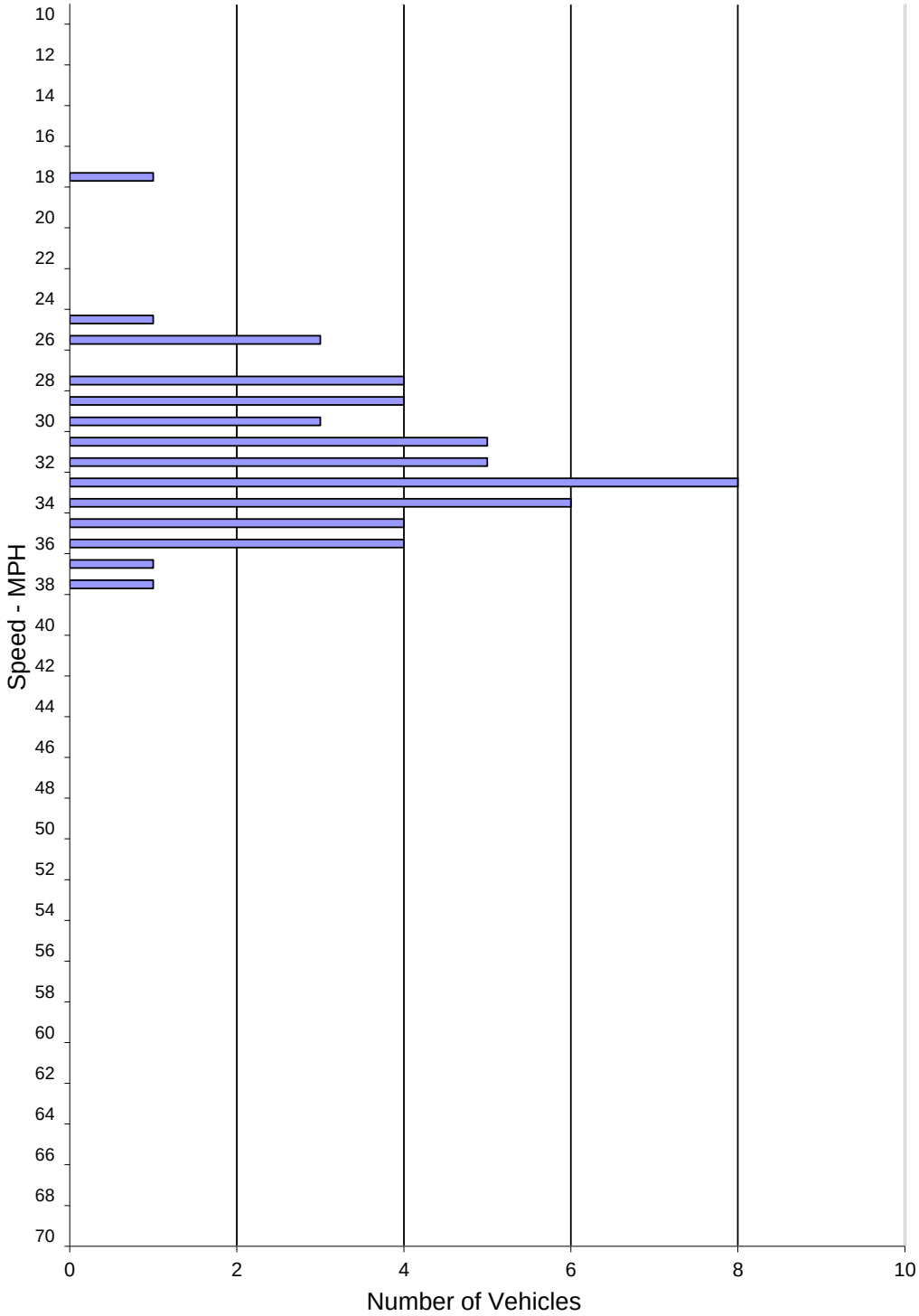
Spot Speed Study

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	
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44	
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64	
65	
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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

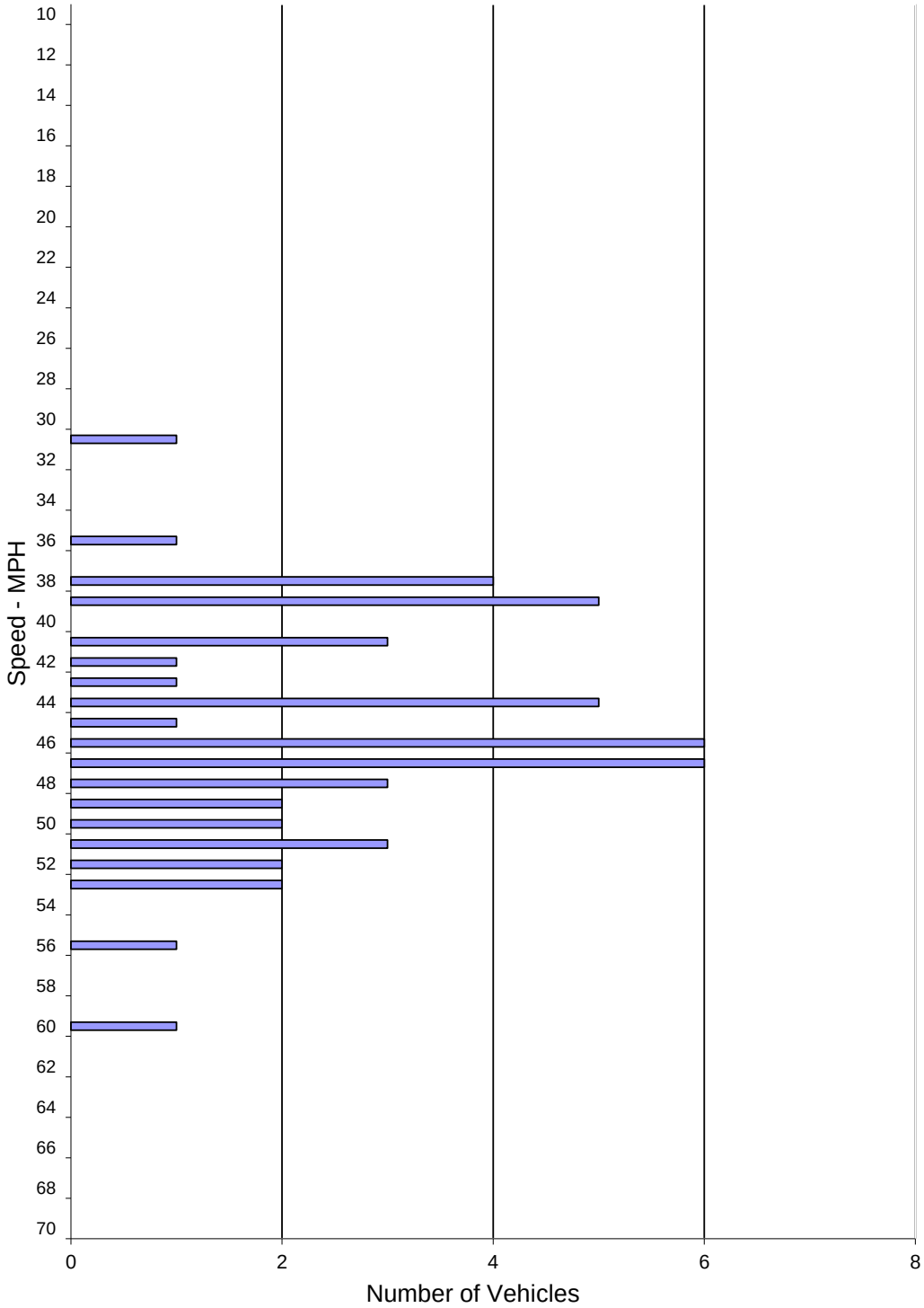
Spot Speed Study

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

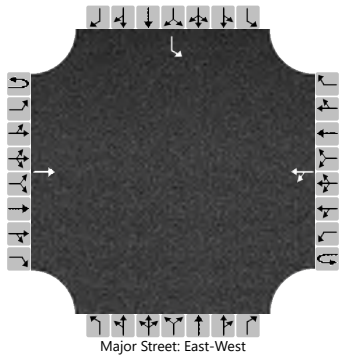
General Information

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

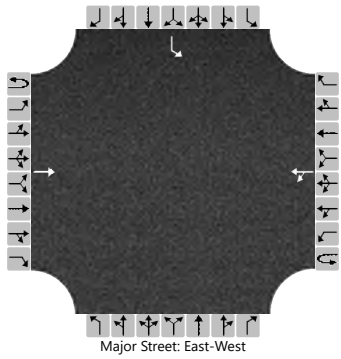
General Information

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

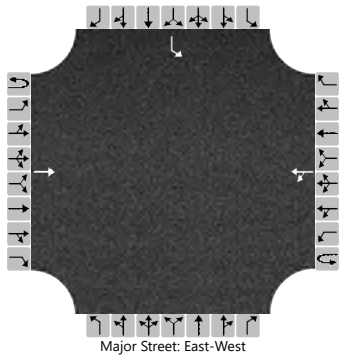
General Information

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

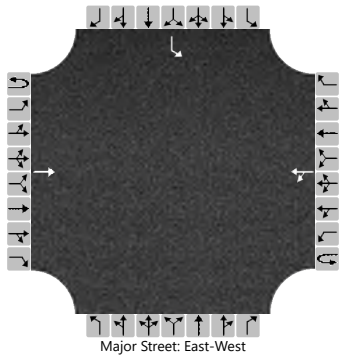
General Information

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

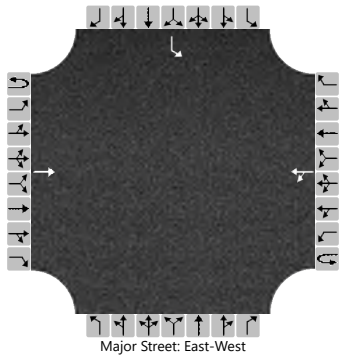
General Information

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

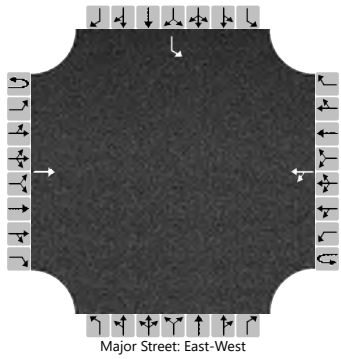
General Information

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

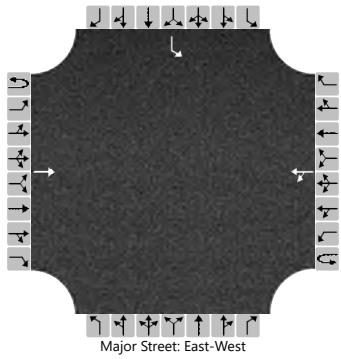
General Information

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

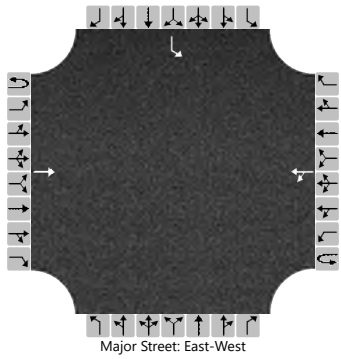
General Information

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

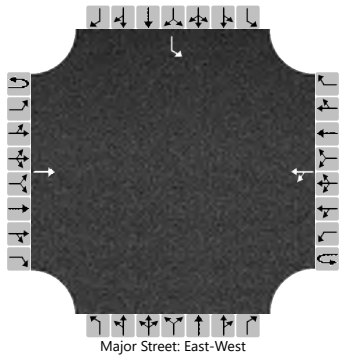
General Information

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

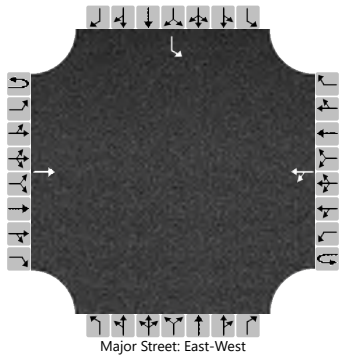
General Information

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

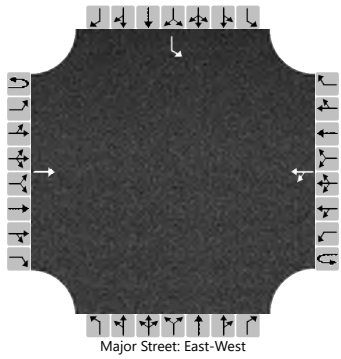
General Information

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

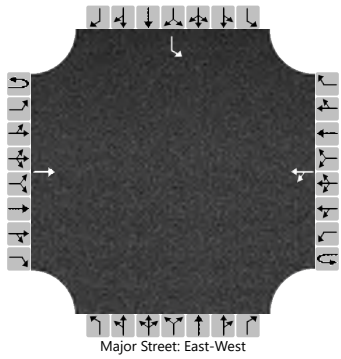
General Information

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

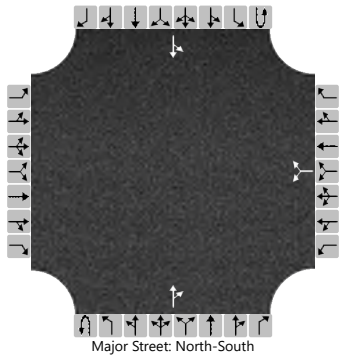
General Information

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

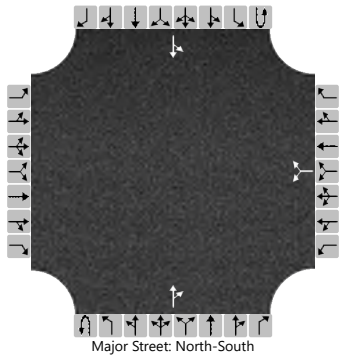
General Information

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

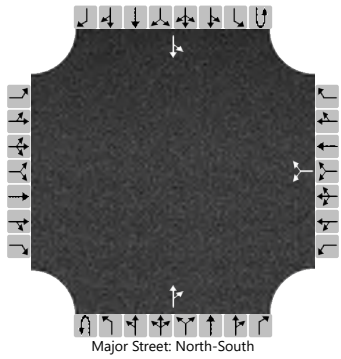
General Information

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

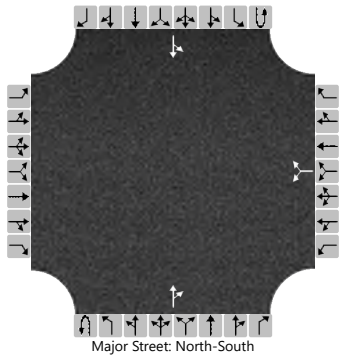
General Information

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

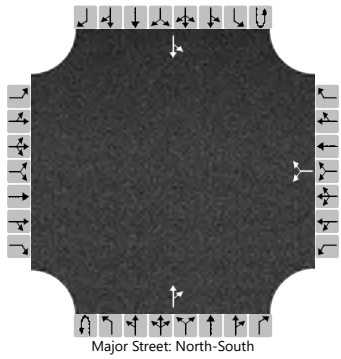
General Information

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

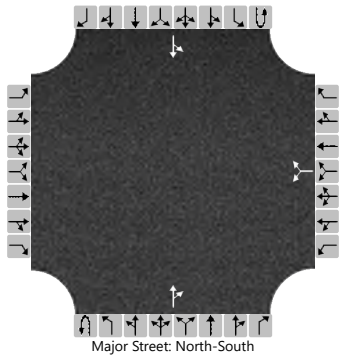
General Information

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

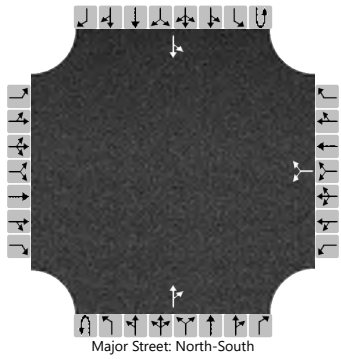
General Information

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

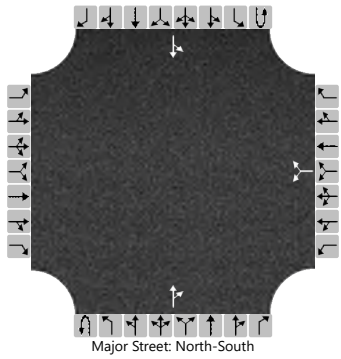
General Information

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

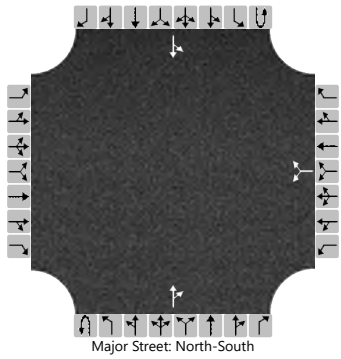
General Information

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

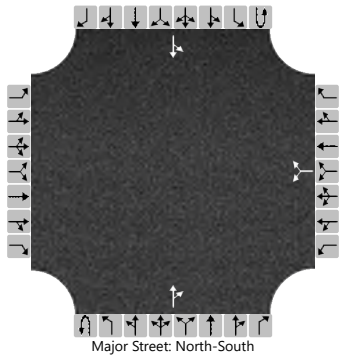
General Information

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

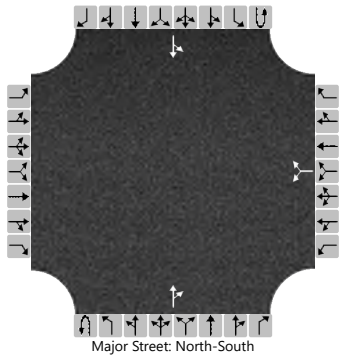
General Information

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

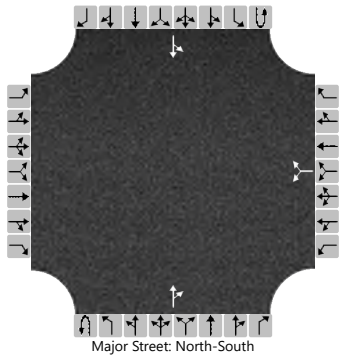
General Information

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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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

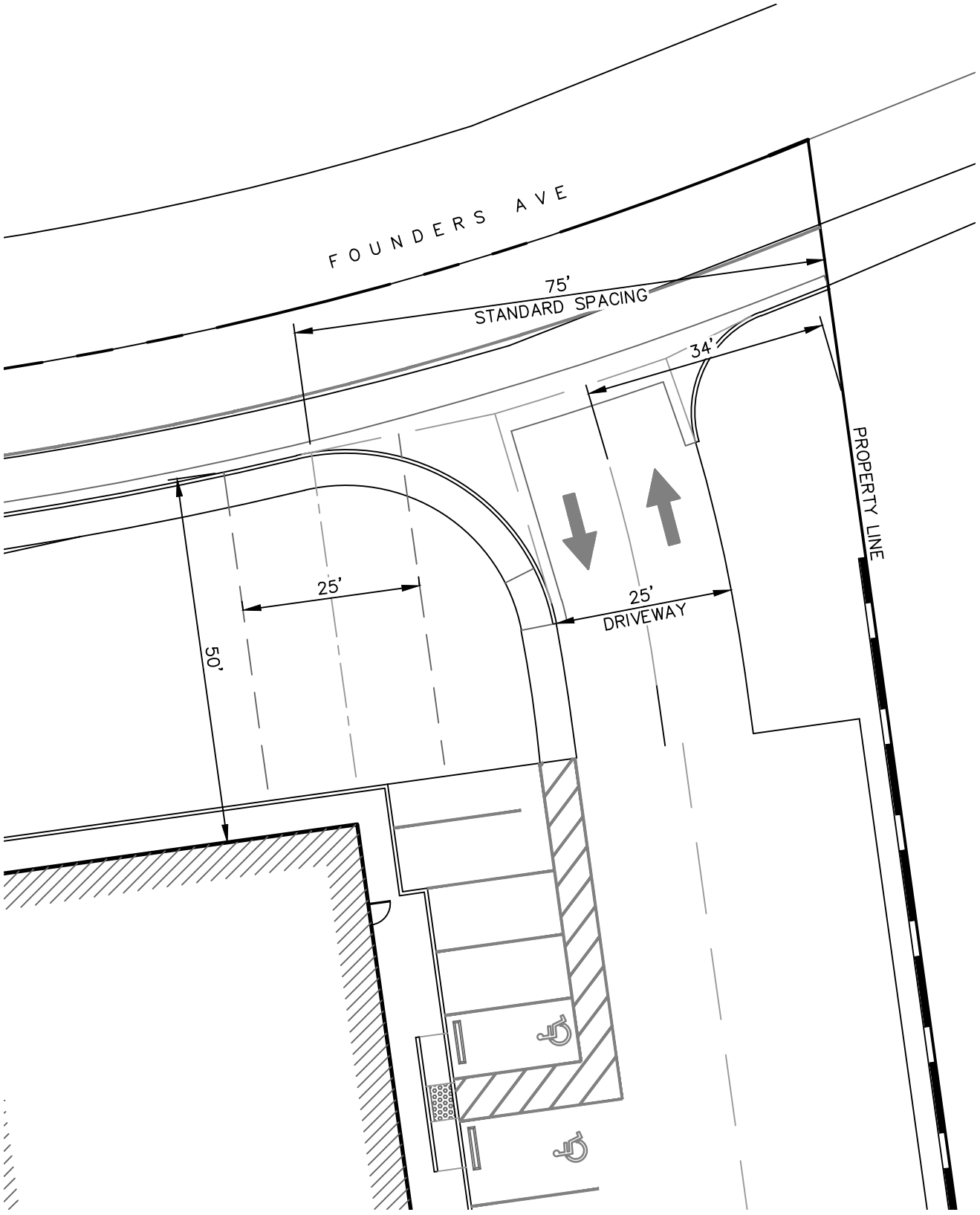
If this design exemption is not approved, we cannot comply with the minimum driveway width requirement of 25' and would therefore be in conflict with the first portion of the design standard requiring commercial driveways to be 25' min.

We appreciate your assistance in this matter. If you have any questions or require additional information, please contact me.

Bethel Engineering

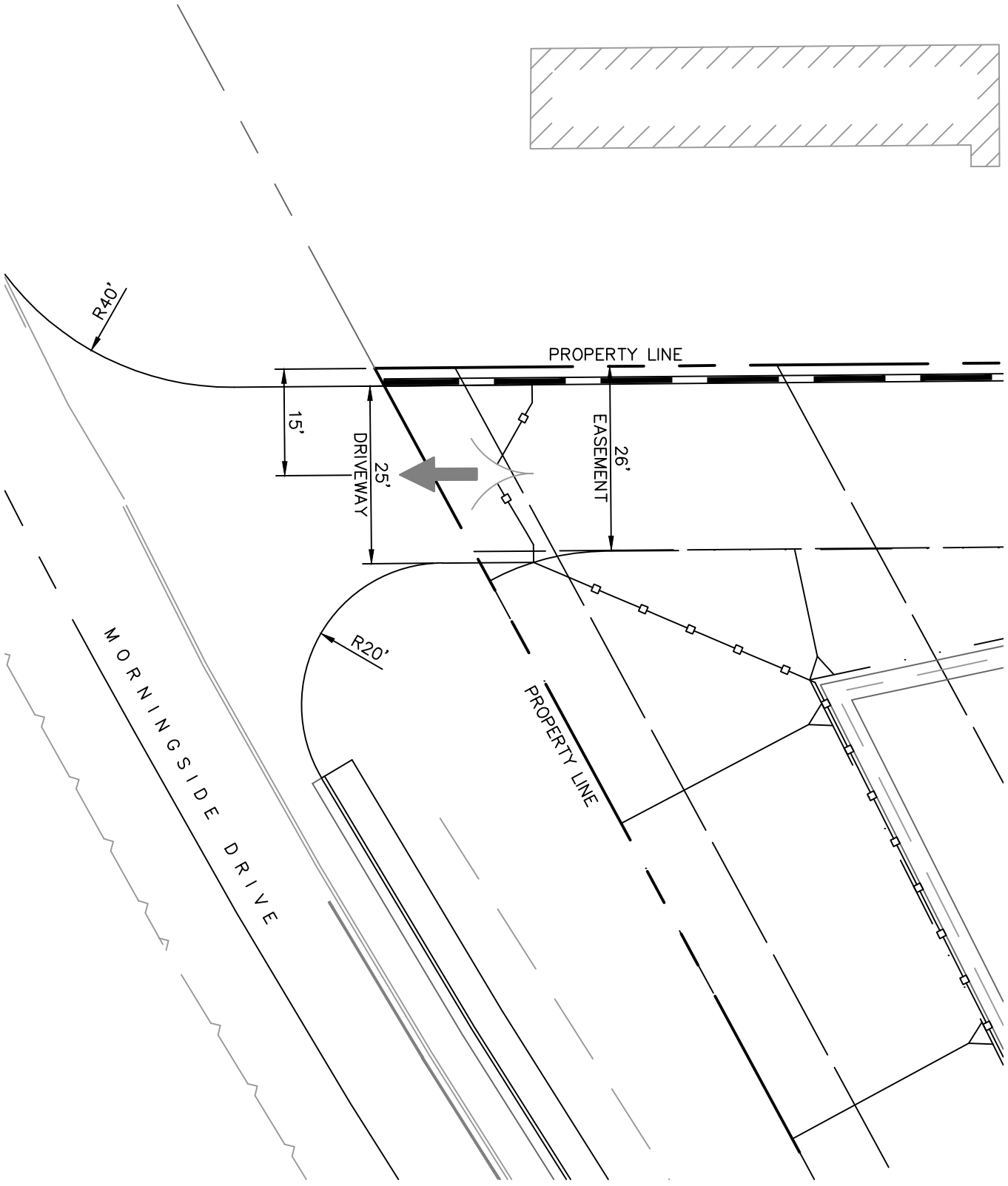


Russell J. Garrison, PE.



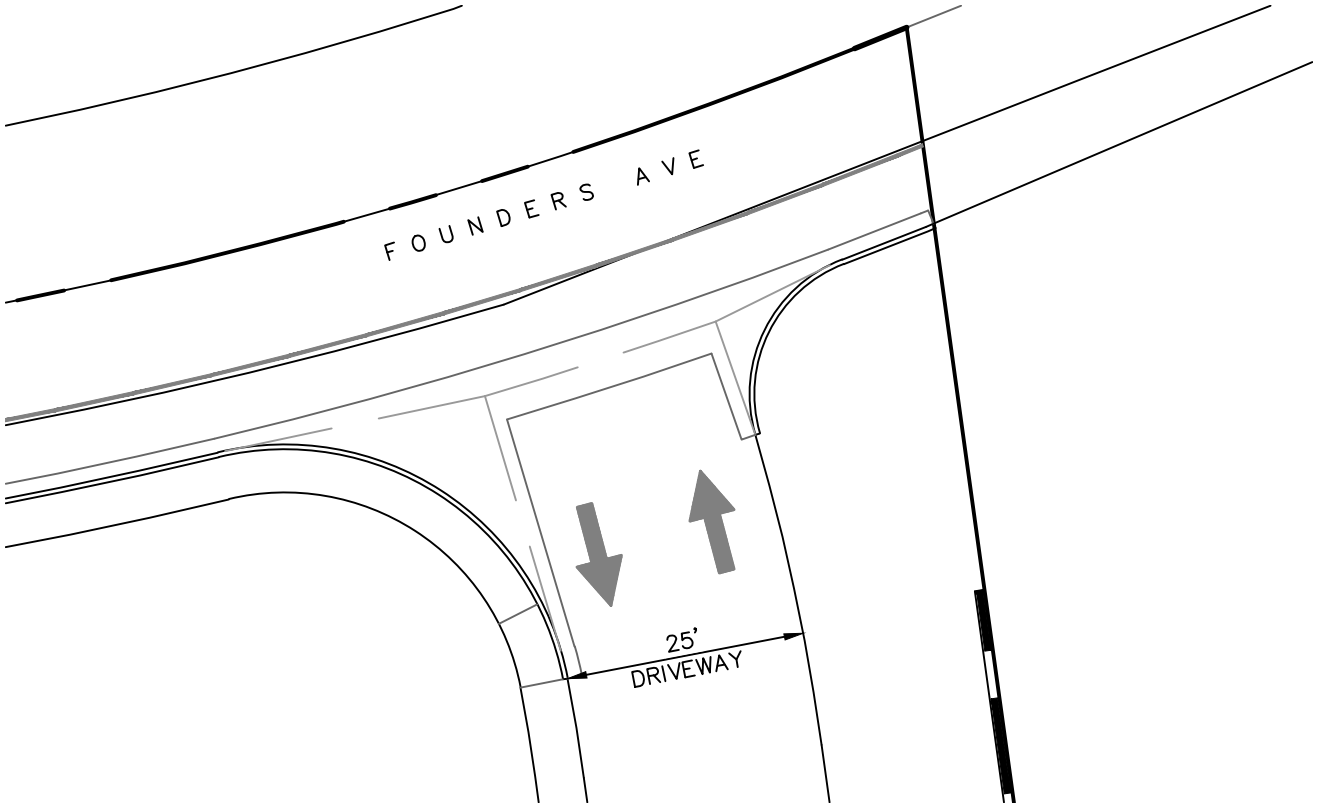
DRIVEWAY #1

ATTACHMENT "A"

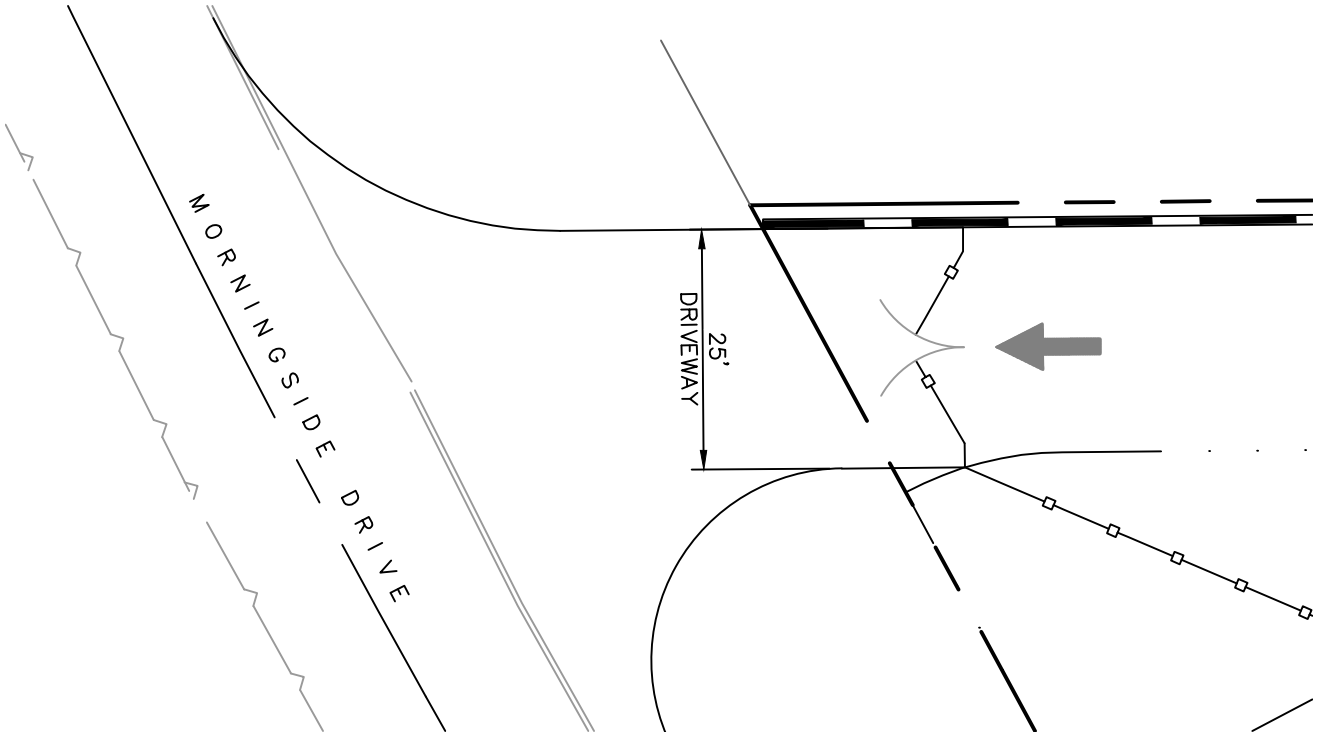


DRIVEWAY #2

ATTACHMENT "B"



DRIVEWAY #1

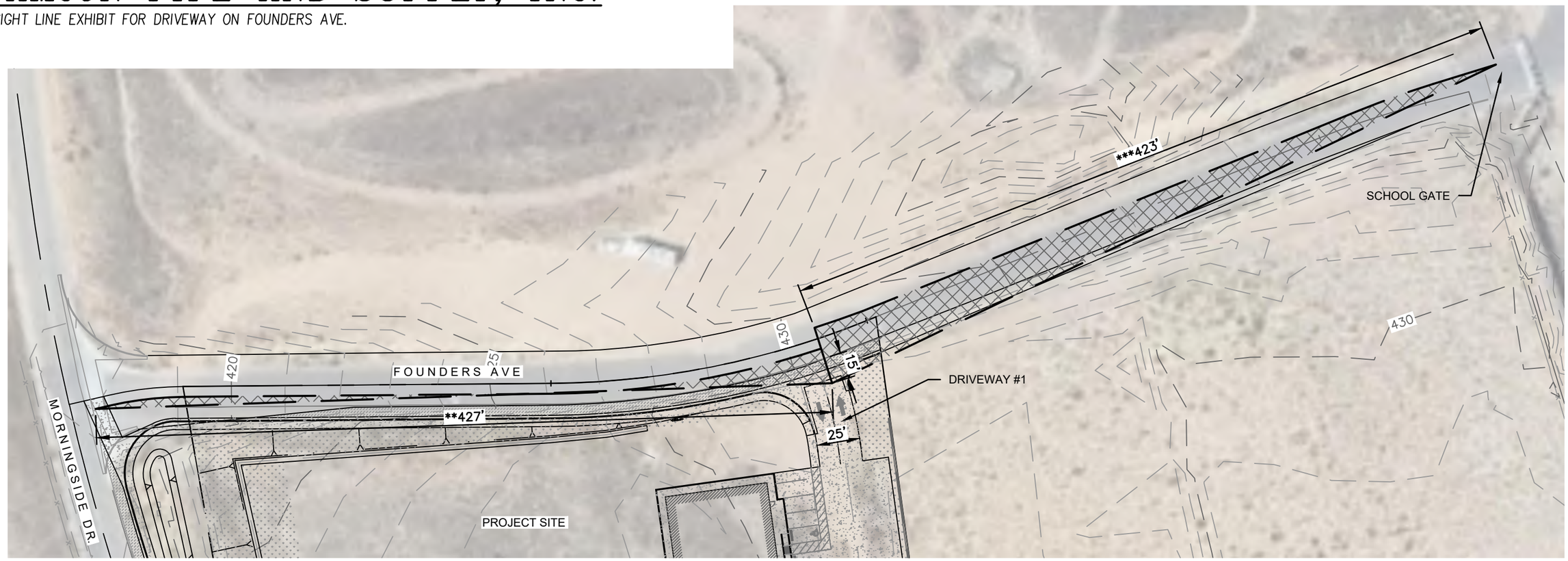


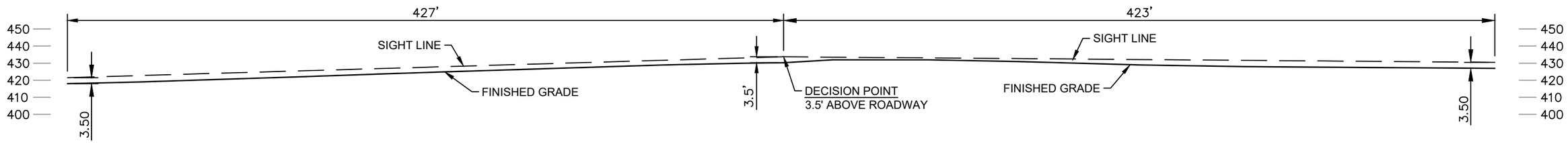
DRIVEWAY #2

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

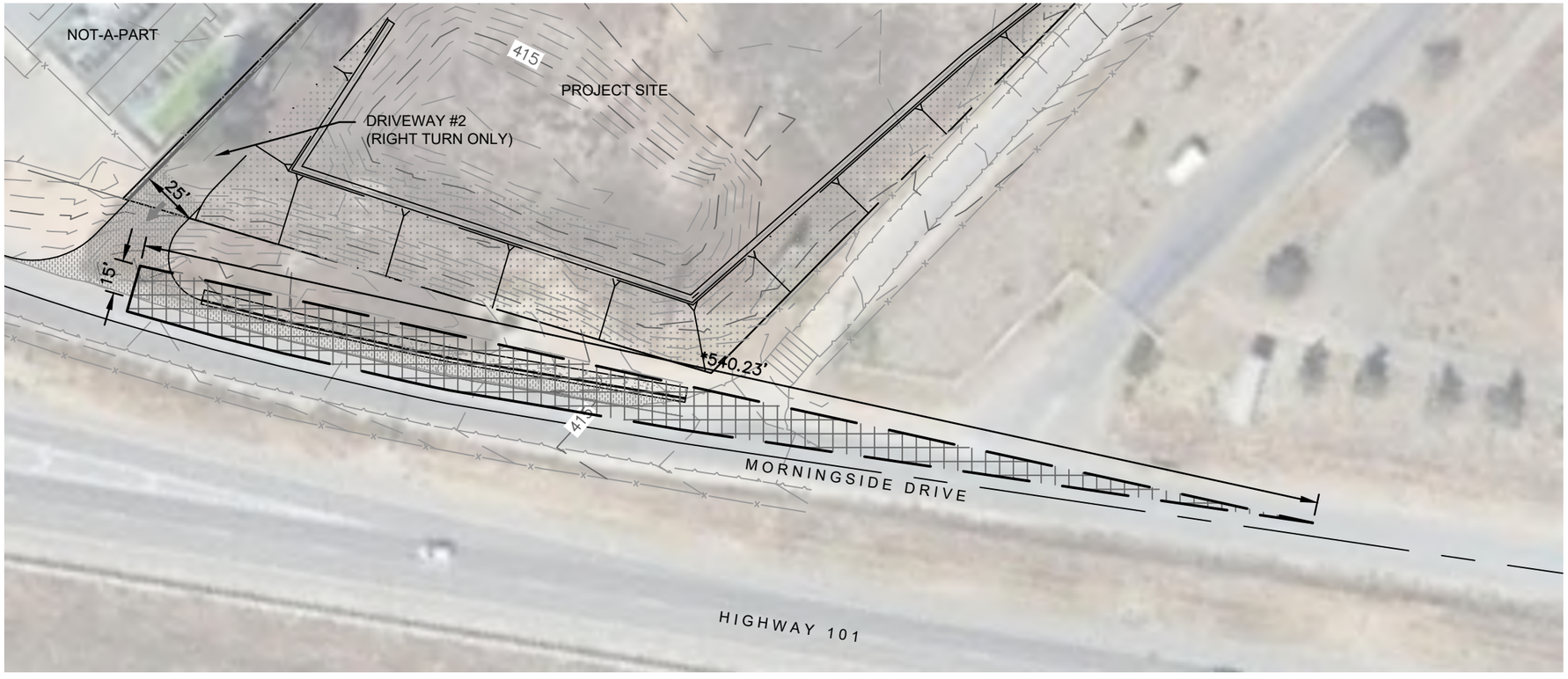
SHEET 1 OF 2

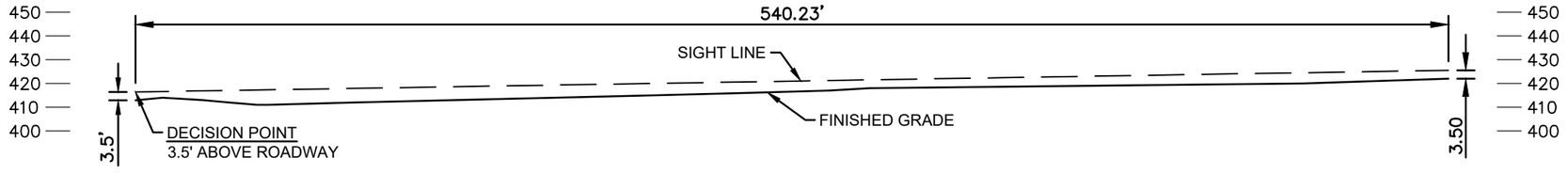
BETHEL engineering

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

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

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

Santa Maria
FOURSQUARE CHURCH

April 5, 2023

Mr. David Swenk
Principal Planner
Urban Planning Concepts

David,

Thank you for reaching out regarding our property located at 1350 Founders Ave, Santa Maria, CA 93455. My understanding is that a property adjacent to ours is requesting rezoning. I do not object to our property also being considered for rezoning to either C-2 or C-3.

As you are aware, our property is listed for sale. Rezoning would be beneficial as it would open up greater possibilities for a potential buyer.

Please keep me informed regarding updates on this rezoning process.

Grateful,



Tim Mossholder
Lead Pastor
Santa Maria Foursquare Church

Conner, Steve

From: David Swenk <david@urbanplanningconcepts.com>
Sent: Friday, April 7, 2023 8:24 AM
To: Villalobos, David; Singer, Ben
Subject: Fwd: Property Report

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

David another adjacent landowner who would be part of any rezone on the site submits this correspondence for the Famcon project

Sent from David Swenk's Cell (805) 714-1422

Begin forwarded message:

> **From:** Brooke Bradley <brooke@shirtdoctors.com>
> **Date:** April 7, 2023 at 8:19:51 AM PDT
> **To:** David Swenk <david@urbanplanningconcepts.com>
> **Subject: RE: Property Report**
>
> Santa Barbara County Planning Commission and to Commissioner Jon Parke, Chair.
>
> I am writing on behalf of my mother Roxanne Ventriglia (whom I have legal Durable Power of Attorney over), who is the owner of parcel 107-150-007, 016, 015. I am aware there is a request to allow an initiation of a GPA/RZN application and she does not object to her parcels being evaluated as part of the Famcon GPA/RZN and Development Plan Application for a potential rezone to C-3.
>
> We are aware that the changes will result in a benefit for the property in the future as it will allow more uses than are currently allowed.
>
> Brooke Bradley, on behalf of Roxanne Ventriglia.

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

CALTRANS DISTRICT 5
50 HIGUERA STREET | SAN LUIS OBISPO, CA 93401-5415
(805) 549-3101 | FAX (805) 549-3329 TTY 711
www.dot.ca.gov

April 16, 2025

SCH #2025040209
SB/101/84.51

Steve Conner, Planner
County of Santa Barbara Planning and Development
123 E. Anapamu Street
Santa Barbara, CA 93101

RE: FAMCON PIPE AND SUPPLY DEVELOPMENT PLAN PROJECT – MITIGATED NEGATIVE DECLARATION (MND)

Dear Mr. Conner:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Famcon Pipe and Supply Development Plan Project proposed in the County of Santa Barbara. The Caltrans Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the March 2025 Mitigated Negative Declaration (MND).

Project Understanding
The applicant is requesting a Development Plan enabling the construction of a pipe sales and storage site located at 1350 Founders Avenue east of the US 101/Santa Maria Way interchange in the County of Santa Barbara. A General Plan Amendment will be required to change the Land Use Designation from Highway Commercial to General Commercial. Construction would include a 11,040 square foot single-story structure containing a warehouse and associated offices and 40,000 square feet of outdoor storage area for pipe materials. Project access will be from two new driveways located on Founders Avenue and on Morningside Drive.

Caltrans General Comments
Please be aware that if any future work is completed in the State's right-of-way it will require an encroachment permit from Caltrans. Improvements on Caltrans' right-of-way must comply with State engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting any future conditions and requirements. For more

information regarding the encroachment permit process, please visit Caltrans Encroachment Permit website at: https://dot.ca.gov/programs/traffic-operations/ep.

Caltrans Traffic, Circulation, and Vehicle Miles Traveled (VMT) Study Comments
The Associated Transportation Engineers study lacks the signature and seal of a licensed civil engineer as required by Section 6735 (§6735) of the Professional Engineers Act (Business and Professions Code §§ 6700 – 6799).

Caltrans recommends Option 1 – Slope Modifications and Signage in the Potential Improvement Options section with the following modifications. Caltrans recommends installing a W2-2R sign without the flashing beacons, unless an agreement can be secured with the County to maintain them. In conjunction, the slope on the east side of the ramp should be graded to accommodate the correct corner sight distance, which would be higher than 561 feet. For a measured 85th percentile speed of 51 mph, the determined corner sight distance of 561 feet is too low for a public road intersection used by varying vehicle types. The speed limit of 45 mph, as mentioned on Page 34 of the study, is not a "posted speed limit" but rather an advisory sign on the US 101 NB exit ramp.

Caltrans does not recommend Option 2 – Right-Turn Lane Implementation. There is potential for vehicles using this lane to screen the through vehicles from being viewed by those exiting from Morningside Drive with the addition of a right-turn only lane.

Additionally, regarding the significance test for Accident Analysis mentioned on Page 32, such tests are not applied as a basis for the development of traffic studies.

Should you have any questions or need further clarification on the items discussed above, please contact me at (805) 888-1508 or email christopher.bjornstad@dot.ca.gov.

Sincerely,

Christopher Bjornstad

Chris Bjornstad
Associate Transportation Planner
Local Development Review Coordinator

CC:
Veronica Lezama, Branch Chief
Regional Planning & Local Development Review