LENVIK & MINOR Architects

SANTA BARBARA AIRPORT City of Santa Barbara

Location: Santa Barbara Airport, Goleta, California

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> > June 13, 2002

Santa Barbara Airport City of Santa Barbara

Conditions and Further Use Analysis Study for Airport Hanger Buildings No. 248 & 249.

Location: Santa Barbara Airport, Goleta, California

> Prepared By: Lenvik & Minor Architects 315 West Haley Street Santa Barbara, CA 93101 Job #0127

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INTRODUCTION

Objective

The City of Santa Barbara Airport is currently evaluating the condition and further use of the two hanger buildings No. 248 and 249 located in the northeast corner of the Santa Barbara Municipal Airport.

The goal of this report is to provide the airport with study on several options:

- <u>Option ("A")</u>: Restoration as required to upgrade the structures to comply with the August 23, 2001 report by Mr. Robert Swalley consulting structural Engineer in the same location and function which is housing small aircraft.
- <u>Option ("B"):</u> Adaptive reuse of the buildings as an aviation museum, visitors center, conference rooms and children's educational center by relocating the Hangars to Hartly place across from the airport fire station and adding new structures.
- <u>Option ("C"):</u> Drawings, 4x5 photo and Historical documentation per City requirements of the existing hangers before demolishing them and paving the area for open field aircraft storage.

Analysis Approach

- Both of the existing buildings were reviewed for historical significance (Section I), architectural existing conditions are included in (Section I)
- 2001 structural update of the 1984 analysis of the existing buildings. This 2001 analysis (Section II) adds the concrete substructure and updates the review relative to the current uniform building code in use (1997).
- City input on the three options.
- Cost estimates of the three options.
- Synthesis of the options analysis.

Site visits were made to view the condition of the existing buildings. Review of the City Zoning Ordinance, Airport Design guidelines, Airport specific plans and meetings with City Staff was done to determine in general terms, the compliance of the various options with those documents.

The various site and building options were also reviewed for general conformance with the California Building Code 1998 edition and the CALDAG Accessibility guidelines. Graphic depictions were done as necessary to aid in conceptual construction cost estimating and clarity.

SYNTHESIS OF OPTION EVALUATION

<u>Overview</u>

The N.W. corner of the Airport Property where the existing Hanger 248 & 249 are located is zoned AF [chapter 29.15](Aircraft & Airport-related uses adjacent to the flight line) and SD3 [chapter 28.45.009] (Coastal Overlay Zone) which involves a possible Coastal Development permit to insure that the development is consistent with the City's Certified Local Coastal Program and the Coastal Act ~. The area located off Hartley Place across from the fire station is zoned A-I-2 [chapter 29.21] (Airport Industrial Zone) and SD3 (Coastal Overlay Zone).

Both buildings have been established to be <u>eligible</u> to be on the National Register. They must actually be on the register in order to get relief from the Uniform Building Code or flood control requirements per the Chief Building Official (George Estrella) and County Flood Control (Jeff Paley). According to the City Historian (Christine Palmer) eligibility only does not preclude the buildings from being demolished. But, they are on the Local Historic Landmarks Commissions potential list which makes them eligible to go by the State Historical Building Code should they be saved. (reference the State Historic Building Code page 8-2 explanatory note: paragraph 4).

Christine pointed out that buildings constructed during World War two and considered Historically more significant in her opinion than the Hanger buildings have been approved for demolition. Buildings 239,241,246,247,251 & 260 completed their archive documentation for a cost of roughly \$46,000 four years ago and are awaiting demolition.

Christine reviewed and approved those buildings for demolition at staff level some of which were eligible for the National Register. She believes Airport Hangers 248 & 249 would be reviewed by her and could be demolished if the applicant could prove that reasonable efforts were made to relocate, reconstruct or do an adaptable reuse of the buildings. If these solutions proved to be economically unreasonable then demolition would become likely. If demolished the buildings would have to meet the same archive documentation as the World War two buildings had to comply with.

The airplane hangers are considered storage areas and can still be at grade level per Jeff Paley's Flood Control Letter of September 11, 2001. Lenvik & Minor recommends a concrete flood wall however, given the level of potential damage due to future flooding.

If the buildings are to be restored or reconstructed (not on the National Register) and wanted to add office/bathroom spaces [not proposed @ this time] and the cost of construction is greater than 50% of the value of the existing buildings the office/bathroom improvements must be 2' up from the Base Flood Elevation of 15' for building 248 & 14' for building 249. They would also require handicap access.

See Appendix "A" Page 3 thru 11 of the Historic and Architectural Evaluation Report for a description of the existing Architectural and Site Conditions.

<u>Note:</u> The following options utilize the 1998 California Uniform Building Code. Should the buildings be eligible to follow the State Historic Building Code per the City Historian certain alternatives to the prevailing code could be implemented at the discretion of the local building officials. Some of those alternatives are as follows:

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- Handicap: Chapter 8-13 (SHBC); Alternatives List Table 8-13-2 (SHBC)
 - Ramp slopes could increase to 1:9 for a horizontal distance of 12 horizontal feet -or- 1:6 for no greater than 2 horizontal feet.
 - 30" width clear door openings.
 - unisex bathrooms for private and general public use (if added to Option "A").
 - no toilet room for anyone (if added to Option "A").
 - lifts in lieu of ramps (if bath and office added to Option "A")

Structural: Chapter 8-5 (SHBC)

- (8-504 SHBC) Structural restorations or alterations may be made with the same material of which the existing structure was constructed provided such alterations do not impair the structural integrity of the existing structure.

- (8-505.1 SHBC) Broad judgment may be exercised regarding the strength and performance of materials not recognized by prevailing code requirements. See Chapter 8-9 (SHBC) Archaic Materials and Methods of Construction.

- (8-505.2 SHBC) Vertical Loads - Evaluations shall be made looking primarily for conditions where failure of support may be imminent. Where no distress is evident the structure may be assumed to have withstood the test of time.

- (8-505.3 SHBC) Lateral Loads - There does not appear to be any relief to horizontal loads.

Mechanical Plumbing & Electrical: Chapter 8-6 (SHBC)

- (8-604 SHBC) exempt from compliance with energy conservation standards.

- (8-605.d SHBC) Heat - Producing and Cooling Equipment shall comply with prevailing code requirements, governing equipment safety, except that the enforcing agency may accept alternatives which do not increase the safety hazard.

Plumbing: Chapter 8-6 (SHBC)

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- (8-606.d SHBC) General Regulations. Requirements of the prevailing code concerning general regulations be complied with except that the enforcing agency shall accept alternatives which do not increase the safety hazard.

- (8-606.j SHBC) Building Sewer Systems shall comply with applicable requirements of the prevailing code.

Electrical: Chapter 8-607 (SHBC)

- (8-607.3 SHBC) The enforcing agency shall approve any alternative to these regulations which achieves equivalent safety.

- (8-607.6 SHBC) Lighting load calculations for services and feeders may be based on actual loads as installed in lieu of the "watts per square foot" method.

- (8-607.8 SHBC) Archaic wiring methods that do not appear in present codes may remain and may be extended if they do not cause greater safety hazard.

• <u>Exiting:</u> Chapter 8-7 (SHBC)

- (8-704 SHBC) General - Except as provided in this section, exits shall conform or be made to conform to the provisions of prevailing code.

- (8-704.3 SHBC) In lieu of total conformance with existing exiting requirements, the enforcing agency may accept any other condition which will allow or provide for the ability to quickly and safely evacuate any portion of a building without undue exposure and which will meet the intended exiting and life safety stipulated by these regulations.

Fire Protection: Chapter 8-8 (SHBC)

- (8-804.a SHBC) Every historical building which does not conform to the construction requirements specified in prevailing code for the occupancy or use and which constitutes a distinct fire hazard shall be provided with an approved automatic fire extinguishing system, as deemed appropriate by the enforcing agency.

- (8-804.b SHBC) All occupancies other than residential shall be provided with fire alarm systems as required by prevailing code.

- (8-806.b SHBC) One hour fire resistive construction throughout shall not be required regardless of construction or occupancy.

- (8-807 SHBC) Interior Wall and Ceiling Finish - Interior wall and ceiling finish shall conform to the provisions of prevailing code. Existing nonconforming materials used in such finishes may be surfaced with an approved fire retardant paint to lower the rating of the natural finish to within reasonable proximity of the required rating.

Options Explored

Option "A"

 Description: Building restoration with some replication for use in situ with the addition of a concrete flood wall (recommended only), structural and electrical upgrades, new finishes and exterior asphalt paving added for open yard airplane storage and vehicle parking added. This option allows for 1) the bottom 4.5'+/- of the building to be removed to add a concrete flood wall above the height Owen Thomas (Airport Supervising Engineer) mentioned of periodic 8-yr flooding. Although not required on storage buildings County Flood Control (Jeff Paley) recommends a flood wall at or higher than the BFE for these hangar buildings, this option exceeds that. 2) No flood wall with all work at grade.

Construction Cost Estimate: - See Section III (Includes A&E)

- Graphic Depiction: Figure "1", "5", "6" and Photos Of Existing Buildings (See appendix)
- Regulation Review:

Zoning: AF(Aircraft & Airport-related uses adjacent to the flight line) and SD3 (Coastal Overlay Zone)

Parking required:~28.90.100 & the July 1997 Airport specific planOpen Plane Storage Yard - 100'x200'est. 20,000s.f. @ 1/5,000 s.f. =4 - CarsHangar Plane Storage & Repair - 9,600 s.f. @ 1/5,000 s.f. =2 - CarsTotal Cars =6 - Cars

<u>Building Code:</u> ~ 1998 California Uniform Building Code based on the 1997 Uniform Building Code.

• Group "S" Division "5" Airport Hangers (Table 3-A) [no repair] ~or~ Group "S" Division "3" repair garages with no open flame or welding (Table 3-A) [repair]

- Floors in both Division 3 & 5 are required to be non-absorbent (311.2.3.1)

- Type "5" Non Rated (Table 5-B)
- Occupancy and Exiting (Table 10A):
 - A) Aircraft Hanger-Storage (no repair). 4,800 s.f./500=9.6 occ.
 - [1- exit reqd.] (Table 10A.1)
 - B) Aircraft Hanger-Storage (repair). 4,800 s.f./100=48 occ.
- [min 2- exits reqd.] (Table 10A- All Others)
- Sprinklers:

- Not required based on openings on one side and the opposite wall is 75' or less in distance (904.2.2)

- Not required based on city Fire Ordinance (1003.2.1.2). The existing buildings are less than 5,000 s.f. each and the occupancy is to remain the same.

Option "B"

- Description: Adaptive reuse of hangers 248 & 249 for an adaptive reuse as an aviation museum by relocating the hangars to Hartley place across from the fire station and adding a visitor center, children's educational center and conference room. The existing visitors center on Hartley will be demolished. The existing hangars will include restoration and replication as part of the move. The buildings will be upgraded structurally, electrically and mechanically. The visitor center will be added between the two hangar buildings to replicate as much as possible the original General Western headquarters which later became the first commercial Air Lines terminal. The educational area and conference room will be added off the rear & sides of the visitors center. A paved area in front of both hangars will be for outdoor airplane displays. Children's bus drop off will be available in front of the visitors center and parking will be provided as part of the street termination to the south.
- Construction Cost Estimate: See Section III (Includes A&E)
- Graphic Depiction: Figure "1","2","7", "8", "9" and Photos Of Hartley Place (See appendix)
- Regulation Review:
 - Zoning: A-I-2 (Airport Industrial Zone) and SD3 (Coastal Overlay Zone) Note: A-I-2 uses permitted (29.21.030) [B.1] any use allowed in the A-I-1 which then leads you to (29.21.030) [A.14] any use allowed in the A-F zone which allows for Aviation type Museum use (29.15.030.0).

<u>Parking required:</u> ~28.90.100 & the July 1997 Airport specific plan (Appendix - Table E-1) Museum, Visitor, Education & Conference Space- In a discussion with Laurie Owen-City Planner the default for all spaces will probably be 1car per 250 square feet of floor space. The Museum (Hangars) given the size of the displays inside would probably qualify for some parking relief through a modification process.

Museum (Hangars) - 9,600 s.f. @ 1/250 s.f. =	9.6 - Cars
Visitor & Educational Center -1,450 s.f. @ 1/250 s.f. =	5.8 - Cars
Bathrooms - 500 s.f. @ 1/250 s.f. =	2.0 - Cars

Conference Room - 1,750 s.f. @ 1/250 s.f. = 7.0 - Cars 25.0 - Cars Total Cars =

Building Code: ~ 1998 California Uniform Building Code based on the 1997 Uniform Building Code.

Occupancy: Group "A" Division-3. Any building or portion of a building having an assembly room with an occupancy load of less than 300 without a legitimate stage. including such buildings used for educational purposes and not classified as a Group "E" or Group "B" occupancies. (Table 3-A)

- Type "5" Non Rated (Table 5-B)
- Occupancy and Exiting (Table 10-A): [Calculations are per building] - 1,450 s.f. visitor & education center/ 15 = 96.7 occ. - 1,500 s.f. conference room / 15 = 116.7 occ. - 6,400 s.f. floor area taken up by airplane is (Bldg 248 & 249)
 - related plane exhibit / 300 = 21.33 occ (2/3 of the floor area)
- 3,200 s.f. circulation around plane exhibit storage /15 = 213.33 occ (Bldg 248 & 249) (1/3 of the floor area) To

- number of exits required 2 (Table 10A) + 1 (Section 1004.2.3.4) = 3 exits minimum.
- exit access shall be per (Section 1004)
- Plumbing Fixtures: Section 2905 General (Appendix Chapter 29); Table A-29-A Group "A" (Minimums) The following calculations are based on a Male/Female split of 50/50.
 - Water Closets: Male 5:201-300 occ ; Female 5:201-300 occ ;

Note: Table A-29-A Footnote #5 allows for a men's room reduction in water closets when urinals are included.

- Lavatories: One per water closet up to four than one for each two additional water closets.

- Drinking Fountains: (U.P.C. Table 4-1) Assembly for the public. 1:150 plus 1: each approximately 300 = (2) required.

Sprinklers:

Required - per City Fire Ordinance Section (1003.2.1.2). Buildings in excess of 5,000 s.f. including existing buildings exceeding 5,000 s.f. with a change in occupancy -or- existing building exceeding 5,000 s.f. with additions.

Option "C"

- Description: Drawing and photo documentation per City requirements before demolishing 1) the buildings and paving the area for open field aircraft storage.
- 2) Construction Cost Estimate: See Appendix "C"
- Graphic Depiction: Figure "8" and Photos of existing buildings (see appendix). 3)

HABITABILITY OF BUILDINGS 248 & 249 IN THEIR PRESENT CONDITION

I discussed with the Structural Consultant Robert Swalley the subject of the current buildings structural safety. As stated in his report Robert indicated that wind loads not seismic are the primary threat to these buildings in their existing condition.. He is not comfortable saying up to what wind loads the buildings could withstand in their current condition given that neither the existing roof or wall finish material is recognized as having any shear value by the Uniform Building Code. Robert does feel however, that the buildings need not be evacuated at this time based on the history of their withstanding considerable wind loads from various directions over the last 70 years. Robert has indicated in his report various upgrades to the building that would bring them up to the comfort level of current codes.



Hangar Buildings Nos. 248 & 249 Historic and Architectural Evaluation

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Santa Barbara Airport Goleta, California



Historic and Architectural Evaluation for Santa Barbara Airport Hangars

Introduction

Architectural Resources Group (ARG) has prepared an architectural evaluation of two hangars, Buildings Nos. 248 and 249, at the Santa Barbara Airport, Santa Barbara, California, at the request of the Lenvik & Minor Architects. This evaluation sets forth the significance of the resources and is based on a site visit on June 19, 2001.

The California Register of Historical Resources Criteria of Evaluation

As a framework for evaluation, we have applied the criteria of the California Register of Historical Resources and based our evaluation on the requirements of the California Environmental Quality Act (CEQA). Under CEQA, a resource is considered historically significant "if the resource meets the criteria for listing on the California Register. . ." {Title 14 California Code of Regulations 15064.5 (3)}. No project that may cause a substantial adverse change in the significance of an historical resource is exempt from CEQA (CEQA Statutes 21084e).

The following criteria are defined in the California Code of Regulations Title 14, Chapter 11.5, Section 4850 and are provide the basis for determining if an historic resource is significant at the local, state, or national level under one or more of the following criterion:

1) It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or

2) It is associated with the lives of persons important to local, California, or national history; or

3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or

4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

All resources listed in or formally determined eligible for the National Register are eligible for the California Register. In addition, properties designated under municipal or county ordinances are also eligible for listing in the California Register.

The City of Santa Barbara *Master Environmental Assessment Standards & Landmark Criteria* are incorporated herein by reference.

Historical Overview

In 1931 General Western Aero Corporation began improving the airfield at Goleta. In the earliest days the airfield was known as the General Western Airport when the only buildings consisted of the hangars with the Administration Building between them. The airfield's status was boosted by the inauguration of service by United Airlines from the airport in September 1936, significant as the first major national airline to serve the area. Completed first, Building 248, also known as the East Hangar, was used as the headquarters of the Flying Service. Building 249 was used as a machine shop, assembly plant and factory for the *Meteor* aircraft. The hangars were the first structures to occupy the site that later became the Santa Barbara Municipal Airport. A brief summary of the hangars' history is stated in the DPR forms, an appendix to the study titled *Determinations of Eligibility for Historic Resources at the Santa Barbara Municipal Airport*. The historical summary follows here:

The General Western Aero Corporation constructed two hangars in 1931 near the corner of Hollister and Fairview Avenues. Shortly thereafter, a small, twostory office tower and tower were constructed between the hangars. General Western, a company founded a few years earlier in Burbank, operated a factory for the construction of light monoplanes and a flying school out of these hangars until 1933 when they succumbed to the Great Depression and alleged mismanagement. Probably less than six of their Meteor aircraft were built. In 1936 the hangars were leased by Burton and Jesse Bundy, who operated the Santa Barbara Flying Service in this location for several decades thereafter. Later that same year, these hangars, in addition to the small tower, became the home of United Airlines when the company established their commercial air passenger service to Santa Barbara in 1936. In 1940 the City of Santa Barbara officially selected the Goleta Slough site for the establishment of a municipal airport, and the voters approved a bond financing measure the following year. Construction proceeded throughout 1941, with the US Army Corp of Engineers providing assistance with the filling and leveling of the slough. United Airlines vacated the hangars in 1942 when a new terminal was completed. The general Western hangars were taken over by the United States Marine Corp from 1942 to 1945. The precise role they played in the bases' mission is uncertain.

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¹ San Buenaventura Research Associates. *Determinations of Eligibility for Historic Resources at the Santa Barbara Municipal Airport*. October 4, 1995.

Description of the Resources

Site and location of the hangars

The hangars are located at the northeast corner of the Santa Barbara Municipal Airport and are spaced approximately 100 feet apart from each other on a downward sloping site that is located within a floodway. *(See Figure 1.)* The original airport Administration Building was previously sited between the two hangars. The site naturally slopes toward the south, toward the front of the hangars, but the height and angle of the grade have changed, becoming more built up over time. The resulting change in ground level appears to be attributable to the accumulation of dirt, pine needles, and other organic growth, and the detrimental residual effects of the floodway site.

As the site is somewhat untended, it has become overgrown and is now bordered by tall pine trees at the rear, grouped especially close together at the rear of Building 249. A large clump of wild bamboo obscures part of the east side of Building 249. An impenetrable wall of solid plant growth along the east side of the site makes an impenetrable wall behind the chain link fence. The space immediately in front of the hangars is paved with unpaved expanses beyond. The paved areas are cracked with organic growth and weeds sprouting up; the unpaved expanses are overgrown. Power poles and power lines cross the site. The site is surrounded by a chain link fence topped with barbed wire that separates the buildings and grounds from the east-west running road. Access to the fenced-off site is highly restricted.

The site no longer conveys its historic use or importance. Decades ago the airport locus shifted to the site of the existing terminal and the original Administration Building here was demolished in the 1970s. Although both hangars remain in active use, the prevailing feeling at the site is one of secluded dilapidation, especially as compared to the busy and well-maintained airport grounds of the Santa Barbara Municipal Airport. This isolated area of the airport is referred to by airport staff as "the boneyard".

Construction and materials

The principal construction of the hangar buildings is timber frame with a king-post redwood truss system allowing a wide interior span without supporting columns. (See Figure 2.) The hangars rest on a poured-in-place concrete slab. The exteriors are clad in standing-seam sheet metal panels, painted white, that generally measure 36 inches wide (including seam) and 96 inches long and wrap the corners. The roof's barrel vault shape is sheathed in corrugated sheet metal. Interior walls are made up of a light framing system of exposed timber. Iron truss clips and square-headed bolts secure the trusses. (See Figure 3.) The materials and construction

techniques are consistent with lightweight construction principles, resulting in two light and strong utilitarian structures.

Plan

Both hangars measure approximately 60 by 80 feet, forming regular rectangular plans. Over time both hangars expanded and were modified to include additions which were later removed, returning the buildings to their approximate original rectangular footprints. The exception is the one-story shed-roofed expansion at the rear of Building 249 which remains in place. (See Figure 4.)

Description of Building 248

South (main) elevation

The principal elevation of Building 248 is defined by a low shallow arch and is comprised of two pair of sliding aircraft doors, two on an inside track and two on an outside track. (See Figure 5.) The sliding hangar doors are clad in flush-seam galvanized sheet metal and measure 15 feet high. Above the doors, an arched expanse of wall is clad with standing-seam panels. As aircraft doors, they were originally designed so that when closed they formed a solid wall and when pushed open they allowed maximum clearance. Presently the aircraft doors of Building 248 have been welded to remain open and inverted "V" metal brackets have been welded to the tracks to block movement. The doors span nearly the entire width of the facade with narrow wall space at either end of the door opening. The wall space is comprised of short boards, horizontally laid and painted white. All boards remain intact and are in fair condition; paint is peeling.

Each of the four aircraft doors is punctured by a window opening that holds two side-by-side 4over-3 fixed-pane, steel-framed windows. (See Figure 6.) All panes are wired safety glass and appear to be original with the exception of twelve panes of clear replacement glass in the outside door on the west side. The outside door on the west side has also been altered to accommodate a divided sheet metal door for pedestrians at the far west side of the main elevation; the door does not extend to ground level so that one has to step over the lower part of the wall and into the interior. Iron plates are bolted to the doors' bottom corners to house the rollers and to protect the lower door corners from damage.

The wall space on the west side of the facade supports an electric meter and electrical piping. One utilitarian light fixture is mounted at the arch's centerpoint. A replacement panel patches a small square area on the west side of the elevation. No gutter exists at the main elevation. Conduit piping runs above the door opening from the meter and utility box to the light fixture. Below the curve of the arch, faded original lettering remains that reads "General Western Aero Corp Ltd." (*See Figure 7.*) Other signage remains on the front elevation, both affixed and painted, including the building number, "248", a vestige of the hangar's military occupation.

North (rear) elevation

The rear elevation is comprised of rows of standing-seam panels, relieved by four window openings. There are no door openings. Across the rear elevation there are four window openings each of which holds two side-by-side 4-over-3, steel-framed windows. The sheet metal panels of the rear elevation are uniformly painted white with few areas of exposed metal. The windows are covered with plywood boards also painted white.

Most notable at the rear elevation is the rise in ground level which nearly comes to the bottom of the windows, a great deal higher than the height of the original grade.

West elevation

The west elevation is comprised of unbroken rows of standing-seam panels and is unrelieved of window or door openings. The sheet metal panels of the west elevation are marred by nail holes, a few punctures and splits, peeling layers of paint, white and blue (toward the front), and four plywood panels nailed to the upper southern corner. The metal has withstood the elements fairly well even where exposed metal shows under the painted surfaces. Most panels lie flat though the lower right-hand corner of one of the panels has pulled away exposing the timber framing below.

The timber gutter has broken off and, for the most part, is missing, with the exception of a small section toward the rear of the elevation that remains in place and is attached to a corroded metal downspout. (See Figure 8.) A water pipe connection is in place at the northwest corner.

At the center of the west elevation, the asphalt surface has been taken up, presumably for testing purposes. Thick growth of weeds protrudes from below the concrete slab.

East elevation

Because of overgrowth, fencing and the drop to the adjacent San Pedro channel, the east elevation is only visible from a distance across the channel. (See Figure 9.) Like the other elevations, the siding made up of sheet metal panels. Though the panels on the east side are in

poorer condition, rusted and covered in graffiti. The chain link fence stops at both corners of the east elevation, so that this side of the building is open to the channel.

The east elevation's most distinguishing feature is the ghosted, gabled roofline of the addition below the centerpoint of the roofline. When the addition was removed, the opening below the gable was infilled with corrugated metal sheeting. The two timber-framed sash windows within the opening of the former addition remain but are boarded over on the exterior. A third timber-framed sash window to the south is also boarded over. At the north side a rusted downspout is affixed to the building but is not attached to a gutter. From a distance it appears that the gutter has been removed.

Roof

The roofing material is corrugated sheet metal. Above the roofline on the west side three ventilation flues puncture the roof sheathing. In the center of the east side, one flue with a cap extends through the roofline. In general the sheathing has some areas of rust with few open seams or gaps. On the interior the roof has remained fairly well sealed against water infiltration. The roof shows little evidence of organic growth but accumulated pine needles have accumulated in the roof channels. Remnants of tar paper are visible.

Interior

The poured-in-place concrete floor is in good condition with minimal evidence of cracking. Faded paint lines mark the floor. The most prominent and distinguishing features of the interior are the pair of segmental arch redwood trusses that span the width of the interior. *(See Figure 10.)* The trusses are held with iron truss clips and square-headed bolts. The redwood trusses appear to be sound with no sign of distortion or significant water infiltration. The interior walls are of exposed timber framing. Throughout the interior there are a number of replacement boards that have accrued over time though it is not clear if they serve any purpose. Behind the framing, walls are formed from the sheet metal cladding. To some extent seams have opened along all the walls. The contents of the hangar's interior reveal its function as a storage facility for owners of light aircraft. The building contains built-in cabinets, tools, equipment, work benches, boxes and plastic milk crates, and stepladders.

From the interior the roof appears to be sound with light admitted through a few nail holes. There is no evidence of rust on the interior. From the exterior four pipes and flues are visible; all

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puncture the roof. Three on the west side of the structure have been sealed and patched but the flue on the east side hangs down into the interior and admits air.

The interior is lit by utilitarian lighting fixtures serviced by conduit piping that runs along the bottom chord of the truss to four outlets on each conduit; two hanging utilitarian light fixtures are mounted to each chord. Remnants of an obsolete porcelain knob and tube wiring system remain on the south wall. As stated above, the interior is well-sealed against water infiltration. Tarps are hung across the interior, not to guard the aircraft against leaks, but to protect against termite droppings.

The south wall of the interior is comprised of four aircraft doors set into the wide opening with an arched of wall above. The door framing is exposed at the back side. The aircraft doors are in a permanently fixed position and are welded to remain open. The upper tracks have been uncoupled to prevent the doors from closing and the doors remain inoperable. Iron plates are bolted to the doors' bottom corners for protection.

The east wall has three 3-over-4 double hung sliding sash windows boarded from the outside. Many of the panes are broken. As at the exterior, the interior provides evidence as to the configuration of the addition which is no longer extant. The gabled roofline of the addition remains; the space below the gable is infilled with corrugated metal sheeting and two timberframed sash windows. A third timber-framed sash window to the south remains in place. The majority of glass panes on all three windows are broken. As part of the works for the addition, original framing was cut and removed. Posts sistered with new members remain.

The north wall contains several built-in furniture, closets, work bench and the like. Four sets of steel-framed 4-over-3 windows span the rear wall; the panes in the center are awning type, though no longer appear to be operable. All panes are wired safety glass. In the east end of the rear wall are accumulated fuse boxes and electrical boxes.

The west wall is largely obscured by miscellaneous equipment and unused materials, boards and boxes of equipment and tools. There is a built in closet at the northwest corner.

Description of Building 249

South (main) elevation

Building 249's principal elevation is defined by a low shallow arch and is comprised of two pair of sliding aircraft doors, two on an inside track and two on an outside track. (See Figure 11.) The

sliding hangar doors are clad in flush-seam galvanized sheet metal and have iron plates bolted to the doors' bottom corners to house the rollers and for protection. Above the doors, an arched expanse of wall is clad with standing-seam panels. As aircraft doors, they were originally designed to form a solid wall when closed and when pushed open they allow clearance for aircraft to enter and they retain their original function. The door opening spans nearly the entire width of the facade with narrow wall space at either end. The wall space is comprised of short boards, horizontally laid and painted white. All boards remain intact and are in fair condition; paint is peeling. The front elevation metal panels are fairly sound with the exception of a couple of crinkled panels around the easternmost window, one panel pulled away from the frame over the westernmost window, and a panel that has come away from the roller housing of the inner sliding door on the west side.

Each of the four aircraft doors is punctured by a window opening that holds two side-by-side 4over-3 fixed-pane, steel-framed windows. All panes are wired safety glass and appear to be original. Two of the large sliding doors have been modified having had smaller metal doors cut into them for pedestrian access. When the sliding doors are in the closed position, the smaller entrance doors are located to the left of center and at the far right of the main facade. (See Figure 12.)

Two utilitarian light fixtures are mounted at the center of the arch. No gutter exists at the main elevation. Below the curve of the arch, faded original lettering remains that reads "General Western Aero Corp Ltd." Other signage remains on the front elevation, both affixed and painted, including the building number, "249", a vestige of the hangar's military occupation.

North (rear) elevation

The rear elevation is comprised of rows of standing-seam panels, originally relieved by a straight, flat band of eight steel-framed window openings, each accommodating two side-by-side 4-over-3, steel-framed windows. The sheet metal panels of the rear elevation are uniformly painted white with few areas of exposed metal. At present, the windows are covered with plywood boards also painted white.

The original band of windows remain but in an altered configuration. The rear elevation retains the only extant building addition made to both hangars. A one-story addition was created by pushing out a lower portion of the rear wall and adding a shed roof and horizontal wood siding to form the east and west walls. (*See Figure 13.*) Salvaged sheet metal panels clad the north wall of

the addition. Three sets of original rear wall windows were reused at the addition. The addition rests on a concrete slab and is not centered on the rear wall, but rather shifted toward the east due to the window configuration. The addition's east and west walls each have a door. The east-facing paneled door is original and is in fair to poor condition; a lower panel is missing and paint is peeling. The west-facing door is boarded up. Exposed rafter ends are visible below the roofline on the north.

Also of note at the rear elevation is a water connection at the northwest corner, accumulated pine needles at ground level and on the slightly-inclined flat roof of the addition. The shed roof is also host to other significant organic growth.

West elevation

The metal panels forming the center section of the west elevation were removed for an addition. The addition was later demolished and the center section has been replaced with wood panels, which are buckling out at the center. (*See Figure 14.*) The rest of the siding is comprised of standing-seam metal panels; all are bare metal, with the exception of those at the lower rear corner which are painted white. There is one door opening and two window openings, both of which were cut into the metal panels. The wood panels are marred by protruding nails. The wood is not deteriorating but is in need of paint. As opposed to all other elevations of both hangars, the concrete slab on this side extends 24 inches from the building. Wires, which seem to be obsolete, hang from the top of this side. In general, this elevation is heavily modified and sloppily constructed.

East elevation

Like the other elevations, the siding is made up of two rows of standing-seam sheet metal panels that are fair condition. Wood panels have been nailed to the exterior. Several at the lower level replace metal panels. Metal panels wrap the northeast corner. Two sets of steel-framed windows and a door have been boarded over on the exterior. A series of metal hooks have been added to the bottom of the top row of panels. The hooks now serve no clear purpose but may have been related to the access stair in the same approximate location.

Toward the front of the west elevation, a thick clump of bamboo has taken root very near the hangar. The plant may be causing damage to the hangar. The timber gutter has broken off, with only a small length toward the front remaining in place. A long length of wood gutter has fallen and is protruding from the bamboo plant. (See Figure 15.) The small section of gutter that

remains in place is attached to a metal downspout. A second downspout is affixed to the hangar's northeast corner but is not connected to a gutter.

The ground level on the east side slopes down toward the front.

Roof

The roofing material is corrugated sheet metal. No flues or ventilation exist above the roofline. On the interior the roof has remained fairly well sealed against water infiltration. The arched roof shows little evidence of organic growth, though the shed roof of the addition has accumulated pine needles and is host to a number of plants. Although Building 249 was once crowned by an observation tower, no evidence remains.

Interior

The poured-in-place concrete floor is in good condition with some cracking and limited pitted areas toward the front. Faded paint lines mark the floor. The most prominent and distinguishing features of the interior are the pair of segmental arch redwood trusses that span the width of the interior. The trusses are held with iron truss clips and square headed bolts. The redwood trusses appear to be sound with no sign of distortion or significant water infiltration. The interior walls are of exposed timber framing. With fewer replacement boards than in the interior of Building 248, the framing is somewhat neater than that of the other building. Behind the framing, walls are formed from the sheet metal cladding. Seams and gaps have opened along all the west wall; the other three walls exhibit fewer breaks.

From the interior the roof appears to be sound with a few nail holes visible. There is no evidence of rust on the interior. No flues or pipes puncture the roof. The interior is lit by utilitarian lighting fixtures serviced by conduit piping that runs along the bottom chord of the truss to four outlets on each conduit; three hanging utilitarian light fixtures are mounted to each chord. One fixture is mounted to the center of the rear wall. As stated above the interior is well-sealed against water infiltration. Tarps are hung across the interior, not to guard the aircraft against leaks, but to protect against termite droppings.

The south wall of the interior is comprised of four aircraft doors set into the wide opening with an arched of wall above. The door framing is exposed at the back side. The doors are operated manually. The door roll along two sets of upper and lower iron tracks. Iron plates are bolted to the doors' bottom corners to house the rollers and to protection the lower door corners.

The east wall has two steel framed windows and a door, all boarded from the outside. As is evident from the exterior, a couple of metal panels at the front have been replaced with plywood that is not properly secured. An additional truss is centered on the east wall.

Eight sets of steel-framed 4-over-3 windows span the rear wall; three in the addition and five in the original wall. The window panes in the center are awning type, though no longer appear to be operable. All panes are wired safety glass. As explained above the north (or rear) wall was altered to create a one-story shed-roofed addition by pushing out a lower portion of the rear wall and adding a shed roof. The original band of windows remain and sheet metal panels were salvaged to clad the exterior. Three sets of original steel-framed windows were reused at the addition. From the interior it is clear that the addition is not centered on the rear wall, but rather shifted toward the east. The floor of the addition is raised 32 inches above the floor level of the hangar and is accessible by three wood steps. From the level of the raised floor there are two doors to the exterior in each of the side walls.

A built-in workbench spans the western half of the rear wall, to the left of the addition.

The west wall has been heavily altered with plywood infill in the central opening, formerly the opening to the extension. Numerous gaps and openings in the wall from where the boards have been poorly erected. The wall connection at the southwest corner is not sound and is open to the exterior.

Chronology of Use and Alterations

Building 248

1931	Construction complete.
1936-42	Gabled addition to the east side added sometime during this period.
1942	US Marine Corps Air Station leases some airport land, including the
	hangers and Administration Building. East hangar acquires the name
	Building 248.
1942	Realignment and channelization of San Pedro Creek probably causing
	the removal of building addition to the east.
1946	Post-war civilian operations expand at airport. Hangar no longer in
	military use.
Date unknown	Aircraft doors welded open.

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Figure 15. The timber gutter on the east elevation of Hangar 249 has broken off, with only a small length toward the front remaining in place. A long length of wood gutter has fallen and is protruding from the bamboo plant.

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Figure 14. The replacement wood panels that form the center section of the west elevation are buckling out at the center.

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Figure 2. The principal construction of the hangar buildings is timber frame with a king-post redwood truss system allowing a wide interior span without supporting columns.

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Figure 3. Interior walls are made up of a light framing system of exposed timber and iron truss clips and square-headed bolts secure the trusses.

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Figure 4. Hangar 249 was modified to add a one-story shed-roofed expansion at the rear.

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Figure 5. The principal elevation of Building 248 is comprised of two pair of sliding aircraft doors, two on an inside track and two on an outside track.

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Figure 6. Each of the four aircraft doors is punctured by a window opening that holds two side-by-side 4-over-3 fixed-pane, steel-framed windows.

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Figure 7. Below the curve of the arch, faded original lettering remains that reads "General Western Aero Corp Ltd."

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Figure 8. The timber gutter has broken off and, for the most part, is missing, with the exception of a small section toward the rear of the elevation that remains in place and is attached to a corroded metal downspout.

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Figure 9. The east elevation of Hangar 248 is only visible from a distance, across the San Pedro channel.

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Figure 10. Typical features on the interior include poured-in-place concrete floor with faded painted lines and paired segmental arch redwood trusses that span the width of the space.

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Figure 11. Building 249's principal elevation is defined by a low shallow arch and is comprised of two pair of sliding aircraft doors.
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Figure 12. Smaller doors cut have been cut into two of the large sliding doors of Hangar 249 for pedestrian access. These access doors are located to the left of center and at the far right of the main facade.

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Figure 13. At the rear of Hangar 249, the original band of windows and salvaged sheet metal panels were reused to form the north wall of the addition.

Building 249	
1931	Construction complete.
1936	Outlook station constructed on a square, flat fenced-in platform on top of
	the hangar. Exterior staircase of the east side of the hangar for access
	to the lookout.
Late 1930s	One-story addition to the west side of the hangar measuring 15 x 60 feet.
1942	US Marine Corps Air Station leases some airport land, including the
	hangers and Administration Building. The west hangar acquires the
	name Building 249.
1944	Marines make modifications including the following additions, all of
	clapboard siding:
	 one-story addition of wood-frame construction made to the west side,
	measuring 40 feet x 50 feet,
	• addition to the north side of the hangar measuring 20 feet x 36 feet,
	 single-story wing connecting Building 249 to the Administration
	Building.
1946	Post-war civilian operations expand at airport. Hangar no longer in
	military use.
Date unknown	Removal of outlook station and access stair.
Related Actions	
1971	Demolition of the Administration Building

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Assessment of the Architectural Style

While more utilitarian than stylized, Buildings 248 and 249 are expressions of the Streamline Moderne, a variation of the Art Moderne, the prevailing style at the time of their construction. Distinctive for strong horizontals and curved facades, the Streamline Moderne was popular during the 1920's and into the 1940's. The Streamlined industrial style was influenced by ships, trains and automobile designs and was a popular choice for the design of movie theaters, restaurants, factories and industrial buildings.

Features of the hangars that are attributable to the Streamlined Moderne are: an unornamented wall finish; metal framed windows; the horizontal band of windows as at the rear of Building 249; and, the simple, arched facade corresponding to the roofline and the interior truss system. The simple elegant geometry of the industrial buildings distinguish them as being of their era. The Streamline Moderne was a style well-suited to utilitarian buildings and often sought to achieve a mass-produced effect of the Machine era as is evident in Buildings 248 and 249.

Character-Defining Features of Building 248

site

- original location marking the inception of all airport activity and genesis of the airport
- creekside location in the floodway
- paved area in front of hangars

exterior

arched facade

• 2 pair of large sliding aircraft doors clad in flush-seam galvanized sheet metal, with steelframed windows, originally guided on sets of upper and lower iron tracks, but now inoperable

- pedestrian door set into sliding aircraft door
- standing-seam galvanized sheet metal siding
- side by side 4-over-3 steel-framed windows, some awning type
- an arch of ghosted signage of serif-type letters that reads General Western Aero Corp Ltd.
- corrugated sheet metal roofing
- timber gutters (now in poor repair)
- ghosted gabled roofline on the east elevation

interior

- clear span interior and large spatial volume
- king-post redwood trusses and exposed framing
- iron truss clips and square-headed bolts
- exposed underside of corrugated sheet metal roofing
- steel framed windows
- poured-in-place concrete floor
- shallow vaulted ceiling measuring approximately 30 feet at the highest point

Character-Defining Features of Building 249

site

- · original location marking the inception of all airport activity and genesis of the airport
- creekside location in the floodway
- paved area in front of hangars

exterior

arched facade

• 2 pair of large sliding aircraft doors clad in flush-seam galvanized sheet metal, guided on sets of upper and lower iron tracks, with steel-framed windows

- pedestrian doors set into sliding aircraft doors
- standing-seam galvanized sheet metal siding
- side by side 4-over-3 steel-framed windows, some awning type
- band of steel-framed windows at the rear elevation
- an arch of ghosted signage of serif-type letters that reads General Western Aero Corp Ltd.
- corrugated sheet metal roofing
- timber gutters (now in poor repair)
- rear addition reusing the original windows and siding

interior

- clear span interior and large spatial volume
- king-post redwood trusses and exposed framing
- iron truss clips and square-headed bolts
- exposed underside of corrugated sheet metal roofing
- steel-framed windows, some awning type
- poured-in-place concrete floor
- shallow vaulted ceiling measuring approximately 30 feet at the highest point
- one-story rear addition, partially below ground level with raised floor

Evaluation of Integrity

In order for a resource to be eligible for the National Register, the resource must meet at least one of the criteria (the National Register criteria parallel the California Register criteria listed at the beginning of this report) and they must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance." According to the California Office of Historic Preservation, integrity is "the authenticity of an historic resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." Integrity relates closely to the resource's significance and should be primarily intact for eligibility. Integrity is evaluated with regard to seven variables: location, design, setting, materials, workmanship, feeling and association.

"Location" refers to the place where the historic property was constructed. The hangars remain in their original location.

"Design" is the combination of elements that create form, plan, structure, and style of a property. Virtually all of the original design, expression, and architectural elements of the hangars are present with the exception of the central part of the west wall of Building 249.

"Setting" is the physical environment of a historic property. Since the end of the period of significance, the setting of the hangars has been impaired over time by the encroachment of the San Pedro channel, increased and haphazard vegetation, and the shift of airport activities away from the hangars. The loss of the administration building in the 1970s was detrimental to the setting of the hangars. The three buildings together visually explained the historic significance of the establishment of the Santa Barbara Airport.

"Materials" are the physical elements that were combined or deposited during a particular period of time and in a particular pattern to form a historic property. The hangars exhibit materials typical of utilitarian structures of the era, such as redwood timber and galvanized sheet metal. The materials remain largely intact. Their condition is somewhat dilapidated and consistent with amount of weathering enduring by buildings of the era that have not been rigorously maintained. By a visual inspection, the buildings do not appear to be significantly structurally compromised. A limited amount of material was removed to accommodate additions which are no longer extant. In some cases original materials have been covered over. For example, the steel-framed windows are covered by plywood boards, but the original materials remain extant. "Workmanship" is the physical evidence of the crafts of a particular culture or people during any given period. The hangars retain examples of craftsmanship of a high quality and of construction techniques typical of the era.

"Feeling" is a property's expression of the aesthetic or historic sense of a particular period of time. The hangars are typical of industrial buildings that could accommodate the small-sized aircraft common to the early days of the fledgling aviation industry. The original feeling of the hangars remains high.

"Association" is the direct link between an important historic event or person and a historic property. The hangars can be linked with significant individuals and events surrounding the establishment of the commercial passenger service at the Santa Barbara airport. The association of the hangars as remnants of the development of aviation industry in Santa Barbara remains high.

It is ARG's opinion that these resources retain a fairly high degree of integrity on both the exterior and on the interior.

Statement of Significance

Typical in character and proportion of airport structures built for airstrips in small Southern California towns in the pre-WWII era, the hangars are significant in the history and development of Santa Barbara Airport and in the development of early aviation commerce at the local level. Initially Building 249 was used as an aircraft factory and produced a small number of the *Meteor* aircraft. Building 248 was used as the center for the Flying Service. The buildings were instrumental in the development of the municipal airport and hosted the inauguration of United Airlines service by United Airlines, the first major national airline to serve the area, in September 1936, validating the status of the airfield. Since being built both buildings have remained in constant use and are rare survivors of the era. The hangars are associated with events or patterns of events that have made a significant contribution to the broad patterns of local aviation history in Santa Barbara, California.

Period of Significance

The periods of significance of the structures are 1918-42 and 1942-45. The first period is related to the years of early aviation activity at Santa Barbara Airport during which the buildings were integral to the establishment of the Goleta Slough vicinity as the site for future airport developments. The second period is related to military significance of the hangars during their adaptive reuse as part of the U.S. Marine Corps Air Station at Santa Barbara beginning in 1942. The hangars serve as reminders of the World War II military presence in Santa Barbara and are emblematic of the military desire to achieve rapid defensive readiness in anticipation of an enemy invasion of California.

Determination of Eligibility

In order for a resource to be eligible for the National Register, the resource must meet at least one of the criteria and they must retain integrity. The report *Determinations of Eligibility for Historic Resources at the Santa Barbara Municipal Airport* conducted by San Buenaventura Research Associates in 1995 included individual assessments and DPR forms for Buildings 248 and 249 that determined the hangars were National Register eligible under Criterion A, for historic significance. Based on the information collected and observations made during the site visit, ARG concurs with that opinion. It is ARG's opinion that the hangars are eligible at the local level for the National Register under Criterion A and the California Register under Criterion 1: resources associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. As stated above, all resources listed in or formally determined eligible for the National Register are eligible for the California Register.

The aspects of the hangars related to military history and to the history and establishment of the Santa Barbara Airport qualify them as historic resources. A historic resource is defined as (and including, but not limited to) "any object, building, structure, site, area, place, record or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (Cal. Pub. Res. Code ß 5020.1j).

Potential Impacts on Historic Resources

Three optional treatments have been discussed in relation to the future of the hangars. Each is set forth below, together with an assessment of the potential impact from a preservation perspective and the consequent impact on eligibility.

Reuse In Situ

The most preferable solution from a preservation perspective is that the hangars be retained *in situ* and to retain their historic function housing small aircraft. Retaining the buildings in their present sites would require the implementation of restoration, possibly reconstruction, and flood protection measures. If continued use as aircraft hangars is no longer economically practicable, adaptive reuse might be a viable option. Buildings 248 and 249 benefit from large open interior spaces that could accommodate any number of alternative uses. An aviation museum should be considered amongst other viability studies. The spacious setting and open-plan interiors are conducive to indoor/outdoor displays, including the exhibition of small aircraft. The hangars could serve to house interpretive exhibits and historical material depending on how controlled an environment would be required. The location of the hangars is within a remote corner of the airport grounds. With good transportation access to the hangars, ARG believes the hangars would benefit in an effort to attract visitors to the airport environs without infringing on the active terminal area. By retaining the buildings in their present and historic sites, there would be no impact to their location or setting and the historic feeling, association and orientation of the hangars would remain unchanged.

Relocation

If it is found to be impractical to retain the hangars *in situ* and if it is determined that the hangars should be moved out of the floodway, retaining the structures within the airport boundaries and as near to their original location would be a preferable alternative and would not materially alter the historic resource. While moving historic buildings has an inherently negative significant impact and relocation would impair the original setting and diminish the integrity of the structures, keeping them within the airport boundaries is an acceptable solution. Flood protection measures may have to be considered depending on the distance from the present floodway location to an alternative site. Alternate airport locations outside of the boundaries of the flood plain may not exist.

Demolition

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If the Airport decides retention of the hangars is not viable for economical considerations and demolition is determined to be the most reasonable option, there are measures that could mitigate the loss of resources to a less-than-significant level. Typically, mitigation measures for the loss of a historic resources include photographic documentation, or the retention of original architectural plans and salvaged materials.

As Buildings 248 and 249 appear to meet the definition of an historical resource under CEQA, they can not be exempt from CEQA review. Under CEQA, a project that results in a substantial adverse change in the significance of an historical resource is a project that may have a significant adverse effect on the environment (CEQA Statutes 21084.1). CEQA defines substantial adverse change in the significance of a resource as the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource is materially altered (CEQA Guidelines 15064.5). Demolition would cause a significant adverse effect on the environment as defined under CEQA.

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Figure 1. Hangars 248 (foreground) and 249 are located approximately 100 feet apart from each other at the northeast corner of the Santa Barbara Airport.



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Lenvik & Minor Architects

August 23, 2001

315 West Haley Street Santa Barbara, CA 93101 Attention: Jeff Gorrell

Subject: Analysis and Review of Hangar Buildings No. 248 and 249, Santa Barbara Airport, Santa Barbara, CA; W.O. 10320.

Gentlemen:

This report serves as an update of the report I made on the subject buildings in 1984. The subject hangar buildings are located near the northwest corner of the airport property as shown in Figure 1. In this report results of concrete substructure exploration and testing will be given, as well as gravity and lateral load analyses based on the 1997 Uniform Building Code. Areas of deficiencies will be presented also.

Description of Structure

Buildings 248 and 249 are both aircraft hangar type structures with wood stud walls and a curved roof supported by wood trusses at the front and intermediate locations in the buildings, as shown in Figure 2. The trusses support 2x8 wood purlins which in turn support sheet metal roofing. Sheathing at the walls of the buildings is flat metal siding, 20 gage.

Wood materials utilized in the buildings are California Redwood, graded clear structural. The condition of this wood is excellent except in a small number of cases where wood studs have deteriorated near the bottom.

Floors of the two buildings are concrete slab on grade; footings are also concrete and are continuous around the buildings, with enlarged footings at truss post support points.

Concrete Substructure Review

Excavations were made to determine depth and size of footings and corings were taken at two places in each building to determine slab thickness and strength of the concrete. Addendum #1 provides information on concrete core tests.

The general condition of the concrete was found to be excellent with average strengths found to be 5,853 psi in Hangar 249 and 7,610 psi in Hangar 248. Average slab thickness was 5 3/8" in Hangar 249 and 4" in Hangar 248. No reinforcement in the slabs was noted. The slab in Hangar 249 was cracked extensively with some spalling, crack widths variable with maximum

about ½ inch. The slab in Hangar 248 was relatively uncracked. No substantial differential settlement was noted.

Footings at the Building walls were found to be about 12 inches wide and 16 inches deep. The footing under the columns was found to be about 24 inches square, about 20 inches deep at Hangar 249, and slightly larger at Hangar 248. In all cases the concrete in the footings was found to be in good condition.

Result of Gravity Load Analysis

Calculations indicate that roof purlins are adequate for gravity loads as well as the roof trusses except as noted below. Wood posts and studs were also adequate. Continuous concrete footings were also adequate but spread footings at truss post locations had soil bearing pressure of 4000 psf, greater than the minimum code allowable of 1000 psf. Review by a Geotechnical Engineer may indicate that the higher soil bearing pressure are acceptable.

Significant overstresses in truss elements were found to be:

- 1. Truss diagonals in central region, members overstressed in compression.
- 2. Connections between truss diagonals and bottom chords (1-3/4" bolt) are overloaded.

Results of Lateral Load Analysis

Lateral load analyses were made for wind and seismic loads, wind loads were found to govern. Unfortunately, both roof and wall sheathing do not meet code requirements for transfer of shear loads. Also, connections between walls and roof do not provide for lateral load transfer. There were no anchor bolts noted for transfer of shear loads to the footings.

Therefore, it can be stated that considerable upgrading would be required for lateral load resistance per the 1997 Uniform Building Code.

Revisions Required for Current Code Compliance

The following areas where upgrades are required may be considered for preliminary estimating purposes:

- 1. Replace deteriorated studs (lower levels).
- 2. Reinforce truss diagonals where loaded in compression, central part of truss.
- 3. Add connectors for truss diagonal connections.
- 4. Increase footing sizes at columns (unless soils engineer finds them adequate).

- 5. Epoxy injection for slab cracking in Hangar 249.
- 6. Add diaphragm for shear transfer at roof (plywood or sheet metal).
- 7. Add connectors for roof to wall shear transfer.
- 8. Add shear panels at walls (plywood or metal).
- 9. Add anchor bolts or other shear transfer devices at wall bottom plates.
- 10. Add connectors at bottom of columns to footings.
- 11. Improve connections for 3 X 6 X-braces at roof near front of buildings.

Please call if there are questions. Thank you for this opportunity to be of help.

Yours sincerely,

Roberth Devalling

Robert F. Swalley

RFS/BCM

Encl.



FIGURE 2





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June 20, 2001

JOB NO: 01-10163-SO1 LAB NO: 010298

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PROJECT: Santa Barbara Airport

REPORT OF CONCRETE CORE TESTS

(ASTM C42)

Location in Structure: Hangars 248 and 249 slabs.											
Date Placed:	1930s (appro	1930s (approximately)									
Date Cored: Cored By:	Unidentified Others										
Identification Mark:		1	2	3	4						
Date Tested:		6-19-01	6-19-01	6-19-01	6-19-01						
Age of Testing:		-	-	-	-						
Depth of Core:		4.9	5.6	3.6	4.4						
Diameter of Core:	· · · · · · · · · · · · · · · · · · ·	3.75	3.7 5	3.75	3.75						
Length (Capped):		5.22	5.86	3.94	4.60						
Area:		11.04	11.04	11.04	11.04						
Crushing Load:		71,950	63,190	87,260	97,770						
PSI:		6517	5724	7904	8856						
Length/Diameter Ra	tio:	1.39	1.56	1.05	1.23						
L/D Factor: []UBC,]	[X]ASTM	0.949	0.964	0.887	0.927						
Corrected PSI:		6185	5520	7010	8210						
Type of Fracture:		Cone	Cone	Cone	Cone						
			1 /		1						

Remarks: Tested "as received" moisture.

Reviewed by: M.B. (Ben) Lo, P.E.

Coples: 1-Addressee 1-File

Respectfully submitted, BTC LABORATORIES, INC.

Charles N. Dunn, Lab Supervisor

CND:hra





Comparative Costs Estimates for Santa Barbara Airport Hanger Buildings 248 & 249 Santa Barbara, California

June 6, 2002

315 West Haley Street, Suite 101 • Santa Barbara, CA 93101 • TEL 805-564-4454 FAX 805-564-4453



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June 6, 2002

Mr. Jeff Gorrell Lenvik & Minor Architects 315 W. Haley Street Santa Barbara, CA 93101

Re: Comparative Cost Estimates Santa Barbara Airport – Historic Airplane Hangers

Dear Mr. Gorrell:

Tryon has prepared comparative cost estimates for three different scenarios related to the historic hangers, Buildings 248 and 249, at the Santa Barbara Airport. Our estimates are based upon the conceptual information you provided us, which included your schematic plans, Figures 1 through 9, the preliminary analysis by your structural engineer, comments by the flood control district and a repair analysis and cost estimate by Hydrex Pest Control.

Scope of Work

The scenarios we have priced are as follows:

Document & Demo

- Photo-Document & As-Built-Plan-Document Buildings
- Obtain Demolition Permits
- Demolish Structures
- Demolish Related Paving, Retain Walls & Foundations
- Remove & Cap Utilities
- Clear & Rough-Grade Site

Repair / Restore

- Fumigate Per Hydrex Pest Control
- Remove & Replace All Perimeter Termite-Infested and Dry-Rotted Framing, Siding, Window Sills, Etc.
- Revise Wood Sill Connection:
 - o Shore & Brace Building and Cut Out Sill Plates and Related Damaged Framing
 - Install Continuous Perimeter Concrete Stem Wall (To Eliminate Wood Contacting Grade)
 - Reframe Plates and Walls As Required
 - Install Sill Plate Anchor Bolts
 - Install French Drain System At All Retaining Wall Conditions
- Structural Upgrade, Including:
 - Remove Roof, Repair Termite-Infested and Dry-Rotted Members, Install Rough Hardware, Install Plywood Roof Sheathing, Install New Galvanized Corrugated Metal Roof With Asphalt Emulsion Coating

Mr. Jeff Gorrell Lenvik & Minor Architects Page 2 of 3

- Reinforce Trusses & Install Connection Reinforcement Hardware per Structural Engineer
- o Install Plywood Shear-Sheathing At 100% of Interior Wall Framing
- Shore, Demo Existing & Install Larger Column Footings
- Reinforce 3 x 6 X-Braces per Structural Engineer
- Clean Concrete Floors, Epoxy Inject Cracks and Seal Concrete
- Repair Widows & Glazing
- Repair / Replace Exterior Sheet-Metal Siding As Required
- Install Continuous Gutters & Downspouts
- Repair Doors, Hanger Doors and Related Hardware
- Install New Electric Service/Breaker Panel, Distribution, Power Outlet Devices & Lighting Systems
- Weed Treat, Patch and Overlay Paved Area (Approx. 32,600 SF) With 2" Asphalt
- Repair / Replace Chain Link Fencing As Required
- Install Code-Required Signage

Museum Relocation

- Fumigate Per Hydrex Pest Control
- Photo-Document & As-Built-Plan-Document Buildings
- Dismantle & Relocate Building Components:
 - o Obtain Demolition Permits
 - o Demolish Roofing, Mechanical & Electrical Systems
 - o Demolish Related Paving, Retain Walls & Foundations
 - Remove & Cap Utilities
 - o Clear & Rough-Grade Site
 - Relocate Usable Building Components To New Site
- Demo Existing Structures, Roads, Paving, Etc., As Required
- Rough-Grade New Site Including Raising Finish-Grade Above Flood Plane
- Construct New Roads and Parking, Including Lighting, Landscaping, Etc.
- Relocate and/or Install Utilities
- Reconstruct Historic Buildings:
 - New Foundations and Perimeter Stem Walls
 - Concrete Floor Sealer
 - Replace All Termite-Infested and Dry-Rotted Materials
 - Perform All Structural Upgrades (outlined in previous scenario)
 - New Roof, Including Sheathing and Rigid Insulation
 - Repair and/or /Replace Existing Windows, Glazing, Metal Siding, Etc.
 - Repair & Reinstall Hanger Doors With New Hardware
 - Repaint Exteriors

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- New Electrical & Lighting Systems
- New Fire Sprinkler System
- New Fire Alarm System
- New Construction Per Lenvik & Minor Architects:
 - Site Paving & Night-Lighted Airplane Display Areas
 - Courtyards & Patios

- o New Museum & Conference Areas, Including Restrooms, All Interior Finishes, Fire Sprinkler, Plumbing, HVAC System, Electrical and Fire Alarm Systems
- Landscaping & Irrigation

Cost Estimates:

Cost

Our estimated costs for the three scenarios are:

Do	cument & Demo		\$	207,000
Re	pair & Restore		\$	675,000
Μι	seum Relocation		\$	2,300,000
Vari	ations			
Do	cument & Demo:			
1.	Exclude Site Paving Demolition Net Without Paving Demolition	Deduct	<u>\$</u> \$	<u> </u>
Re	pair & Restore:			
1.	Exclude Paving repair & Cap Net Without Paving Repair	Deduct	<u>\$</u> \$	<u>40,500</u> 634,500
Re	locate Only Building 248 & Refurbish Building	249 To Remain		
1. 2.	Relocate Building 248 & Create Museum Refurbish Building 249 On Current Site		\$	1,767,800 <u>384,100</u>
	Total		\$	2,151,900

Please contact us if you have any questions or if you would like to meet and discuss our cost estimates in more detail.

Sincerely,

Trent W. Lyon

Enclosures



Comparative Design Development Estimate

Santa Barbara Airport - Historical Hangers

			SCE	NARIO TOT	ALS		TOTALS PER SF				
	DEVELOPMENT BUDGET	Document	Repair /	Mu	eseum Relocat	ion	Document	Repair /	Museum		
		& Demo	Restore	Site	Buildings	Total	& Demo	Restore	Relocation		
1.0	LAND RELATED COSTS	\$0	\$0	\$0	\$0	\$0	\$0.00	\$0.00	\$0.00		
2.0	ARCHITECTURE, ENGINEERING & CONSULTANT	18,805	71,187	60,560	179,522	240,082	1.90	7.19	17.69		
3.0	FEES & PERMITS	3,024	57,166	7,898	16,292	84,380	0.31	5.77	6.22		
4.0	CONSTRUCTION COSTS:			·							
4.1	General Requirements	23,503	53,658	2,250	144,487	\$146,737	\$2.37	\$5.42	\$10.81		
4.2	Demolition, Off-SIte, Site Work & Utilities	122,572	63,716	495,645	19,764	515,409	12.38	6.44	37.97		
4.3	Concrete	0	30,429	0	109,187	109,187	0.00	3.07	8.04		
4.4	Masonry	0	0	0	0	0	0.00	0.00	0.00		
4.5	Metals	0	6,462	0	17,013	17,013	0.00	0.65	1.25		
4.6	Wood & Plastic	0	74,218	0	105,336	105,336	0.00	7.50	7.76		
4.7	Thermal & Moisture Protection	0	97,053	0	118,230	118,230	0.00	9.80	8.71		
4.8	Doors & Windows	0	20,686	0	76,262	76,262	0.00	2.09	5.62		
4.9	Finishes	0	480	1,448	67,973	69,420	0.00	0.05	5.11		
4.10	Specialties	0	400	2,500	30,301	32,801	0.00	0.04	2.42		
4.11	Equipment	0	0	. 0	0	0	0.00	0.00	0.00		
4.12	Furnishings	0	0	0	0	0	0.00	0.00	0.00		
4.13	Special Construction	0	39,602	0	127,790	127,790	0.00	4.00	9.41		
4.14	Conveying Systems	0	0	0	0	0	0.00	0.00	0.00		
4.15	Mechanical Systems	696	3,435	1,332	97,750	99,082	0.07	0.35	7.30		
4.16	Electrical Systems	780	43,337	8,701	107,483	116,184	0.08	4.38	8.56		
	Subtotal Direct Cost	\$147,551	\$433,475	\$511,876	\$1,021,575	\$1,533,451	\$14.90	\$43.79	\$112.97		
	Contractor's Fee @ 8%	11,804	34,678	40,950	81,726	122,676	1.19	3.50	9.04		
	Estimating Contingency @ 10%	15,935	46,815	55,283	110,330	165,613	1.61	4.73	12.20		
	Total Construction Costs	\$175,290	\$514,969	\$608,108	\$1,213,632	\$1,821,740	\$17.71	\$52.02	\$134.21		
	Per Gross Building Square Foot	\$17.71	\$52.02	\$44.80	\$89.41	<u>\$134.21</u>					
_ 5.0	TENANT IMPROVEMENT ALLOWANCES	0	0	0	0	0	0.00	0.00	0.00		
6.0	FURNITURE, FIXTURES & EQUIPMENT	0	0	0	0	0	0.00	0.00	0.00		
7.0	FINANCE COSTS	0	0	0	0	0	0.00	0.00	0.00		
8.0	DEVELOPMENT CONTINGENCY	9,856	32,166	33,828	70,472	146,323	1.00	3.25	10.78		
	TOTAL DEVELOPMENT COST	\$206,976	\$675,488	\$710,394	\$1,479,918	\$2,292,524	\$20.91	\$68.23	\$168.89		
	Per Gross Building Square Foot	\$20.91	\$68.23	\$52.33	\$109.03	\$168.89	9,900	9,900	13,574		



Design Development Estimate Detail

Santa Barbara Airport - Historical Hangers

	Division 1	Unit	Unit	Mod.	Document	Repair /	Museum	Relocation	Document	Repair /	Mi	useum Relocati	on
	LAND & BUILDING COST	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
110	Land Cost Basis	SF	1.00	100	0	0	0	0	\$0	\$0	\$0	\$0	\$0
120	Land Survey & Testing	LS	1.00	100	Ō	0	ō	0	0	0	0	0	0
125	Land Purchase & Entitlement Legal	LS	1.00	100	0	Ō	Ō	0	Ō	0	0	ō	0
130	Land Purchase Environmental	LS	1.00	100	0	0	0	0	0	0	0	0	0
135	Land Finance	LS	1.00	100	. Õ	0	Ó	0	0	Ö	Ō	Ō	0
140	Land Holding Taxes During Construction	LS	1.00	100	0	0	0	0	0	0	0	0	0
	TOTAL LAND COST								\$0	0	\$0	\$0	\$0

	Division 2	Unit	Unit	Mod.	Document	Repair /	Museum R	elocation	Document	nt Repair /		Museum Relocation	
	DEVELOPMENT EXPENSE	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
200	Real Estate Commissions	LS	1.00	100	0	0	0	0	\$0	\$0	\$0	\$0	\$0
210	Legal Fees	LS	1.00	100	0	0	0	0	0	0	0	0	0
240	Blueprinting & Reproduction	LS	1.00	100	1,500	750	Ö	2,000	1,500	750	0	2,000	2,000
610	Environmental Engineering	LS	1.00	100	1,200	1,200	0	1,200	1,200	1,200	Ō	1,200	1,200
615	Soils Engineering & Geology	LS	1.00	100	0	3,500	0	5,500	0	3,500	0	5,500	5,500
630	Civil Engineering	LŚ	1.00	100	Ô	0	0	17,500	o	0	0	17,500	17,500
631	Civil Survey	LS	1.00	100	0	0	0	2,500	0	0	0	2,500	2,500
635	Archeology	LS	1.00	100	0	0	0	500	0	0	0	500	500
660	Landscape Architecture	LS	1.00	100	Ö	259	8,912	Ō	0	259	8,912	0	8,912
710	Architecture - Schematic & Planning Approval	LS	1.00	100	2,500	5,000	Ō	25,000	2,500	5,000	0	25,000	25,000
711	Architecture - DD, Construction Docs. & Construction	%	5.00%	100	175,290	514,969	608,108	1,213,632	8,765	25,748	30,405	60,682	91,087
725	Structural Engineering	SF	1.75	100	0	9,900	0	13,574	0	17,325	0	23,755	23,755
730	Energy Consultant	LS	1.00	100	0	0	0	500	0	0	0	500	500
740	Mechanical Engineering	%	7.00%	100	0	240	93	6,842	0	17	7	479	486
750	Electrical Engineering	%	8.00%	100	0	3,467	696	8,599	0	277	56	688	744
760	Kitchen Consultant	LS	1.00	100	0	0	0	0	0	0	0	0	0
770	Acoustic Consultant	LS	1.00	100	0	0	0	500	0	0	0	500	500
850	Development Management Fee	%	2.50%	100	175,290	514,969	608,108	1,213,632	4,382	12,874	15,203	30,341	45,543
900	Inspections & Testing	LS	1.00	100	0	2,500	4,500	4,000	0	2,500	4,500	4,000	8,500
990	Miscellaneous	CALC'D	2.50%	100	18,347	69,451	59,083	175,144	459	1,736	1,477	4,379	5,856
	TOTAL DEVELOPMENT EXPENSE								\$18,805	\$71,187	\$60,560	\$179,522	\$240,082

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	Division 3	Unit	Unit	Mod.	Document	Repair /	Museum F	elocation	Document	Repair /	Mu	seum Relocatio	n
	GOVERNMENT FEES & PERMITS	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
10010	Annexation Fees	LS	1.00	100	0	0	01	0	\$01	\$0	\$0 ;	\$0	\$0
10020	Zoning & Entitlement Fees	LŜ	1.00	100	Ô	Ō	Õ	Õ	0	0	0	0	0
10030	Environmental Fees	LS	1.00	100	1,000	500	0	1,500	1,000	500	Õ	1,500	1,500
10040	Design Review Fees	LS	1.00	100	0	500	0	1,000	0	500	0	1,000	1,000
10045	Plan Check Fees	LŜ	1.00	100	741	2,176	2,569	5,128	741	2,176	2,569	5,128	7,697
10055	Building Permit Fees	LS	1.00	100	1,139	3,347	3,953	7,889	1,139	3,347	3,953	7,889	11,841
10060	Public Works Fees	ALLOW	1.00	100	0	Õ	1,000	0	Ő	0	1,000	0	1,000
10070	Other Fees	LS	1.00	100	0	42,392	0	Õ	Ŏ	42,392	0	Ō	Ō
10080	Miscellaneous Fees	LS	1.00	100	0	5,529	ō	0	0	5,529	Ō	Ō	0
10099	Fee Contingency	% VALUE	5.00%	100	2,880	54,443	7,522	15,516	144	2,722	376	776	1,152
<u>p</u>	TOTAL FEES & PERMITS								\$3,024	\$57,166	\$7,898	\$16,292	\$24,190

	Division 4.1	Unit	Unit	Mod.	Document	Repair /	Museum I	Relocation	Document	Repair /	Mu	seum Relocatio	n
	GENERAL REQUIREMENTS	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
1110	COC Insurance	COST	0.002	100	0	0	0	0	\$0	\$0	\$0	\$0	\$0
1120	PL & PD Insurance	COST	0.003	100	0	0	0	0	0	0	Ō	0	0
1150	Superintendent	MONTH	6,283.33	100	1	4	0	10	6,283	25,133	0	62,833	62,833
1160	General Superintendent	MONTH	0.00	100	0	0	0	0	0	0	Ō	0	0
1170	Scheduling	MONTH	400.00	100	1	• 4	0	10	400	1,600	0	4,000	4,000
1180	Field Labor	MONTH	4,429,59	50	1	4	0	10	2,215	8,859	0	22,148	22,148
1210	Travel & Mileage	MONTH	500.00	100	1	4	0	10	500	2,000	0	5,000	5,000
1220	Photography	MONTH	25.00	100	1	4	0	10	25	100	0	250	250
1250	Layout & Field Engineering	LS	1.00	100	0	500	1,500	1,200	0	500	1,500	1,200	2,700
1260	Testing & Inspections	ALLOW	1.00	100	By Owner	By Owner	By Owner	By Owner	0	0	0	0	0
1410	Fleid Office	MONTH	220.00	100	1	4	0	10	220	880	0	2,200	2,200
1411	Temporary Storage Boxes	MONTH	80.00	100	1	4	0	10	80	320	0	800	800
1412	Contractor Equipment Rental	MONTH	250.00	100	1		0	10	250	1,000	0	2,500	2,500
1413	Outside Equipment Rental	MONTH	200.00	100	1	4		10	200	800	0	2,000	2,000
1510	Temporary Signs	LS	1.00	100	250	500	0	750	250	500	0	750	750
1511	Temporary Gates	MONTH	75.00	100	0	0	0	10	0	0	0	750	750
1512	Temporary Fencing	LF	1.00	100	0	0	0	1,820	0	0	0	1,820	1,820
1513	Temporary Barricades & Overheads	LS	1.00	100	1,000	500	. 0	1,500	1,000	500	0	1,500	1,500
1514	Temporary Power Service	LS	1.00	100	0	0	750	0	0	0	750	0	750
1515	Temporary Power Utility	MONTH	85.00	100	1	4	0	10	85	340	0	850	850
1516	Temporary Power Distribution	MONTH	.75.00	100	1	4	0	10	75	300	0	750	750
1517	Temporary Lighting	MONTH	150.00	100	0	0	0	0	0	0	0	0	0
1518	Temporary Office Telephone Utility	MONTH	125.00	100	1	4	0	10	125	500	0	1,250	1,250
1519	Temporary Pay Telephone Utility	MONTH	0.00	100	0	0	0	0	0	0	0	0	0
1520	Temporary Water Utility	MONTH	65.00	100	0	0	0	10	0	0	0	650	650
1521	Temporary Sanitation	MONTH	265.00	100	1	4	0	10	265	1,060	0	2,650	2,650
1522	Temporary Fire Protection	MONTH	25.00	100	1	4	0	10	25	100	0	250	250
1523	Temporary Construction	MONTH	150.00	100	1	4	0	10	150	600	0	1,500	1,500
1640	Trash Removal	MONTH	750.00	100	1	4	0	10	750	3,000	0	7,500	7,500
1650	Street Cleaning - Water Truck	MONTH	350.00	100	1	1	0	3	350	350	0	1,050	1,050
1660	Hoisting	LS	1.00	100	7,500	2,500	0	15,000	7,500	2,500	0	15,000	15,000
1670	Dust Control	MONTH	350.00	100	3	1	0	3	1,050	350	0	1,050	1,050
1680	Security	MONTH	0.00	100	0	0	0	0	0	0	0	0	0
1690	Field Office Supplies	MONTH	15.00	100	1	4	0	10	15	60	0	150	150
1700	Drinking Water	MONTH	30.00	100	1	4	0	10	30	120	0	300	300
1710	Contractor Blueprinting & Copying	MONTH	25.00	100	1	4	0	10	25	100	0	250	250
1720	Safety Program	MONTH	150.00	100	1	4	0	10	150	600	Ő	1,500	1,500
1730	Final Clean-Up	SF	0.15	100	9,900	9,900	0	13,574	1,485	1,485	Ō	2,036	2,036
	TOTAL GENERAL REQUIREMENTS								\$23,503	\$53,658	\$2,250	\$144,487	\$146,737

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	Division 4.2	Division 4.2 Unit Unit Unit Mod. Document Repair / Museum Re		Relocation	Document	Repair /	Mu	seum Relocation	n				
	SITEWORK	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Bulldings	Total
2050	Demolition - Structures	ALLOW	7.25	100	9,900	0	3,545	0	\$71,775	\$0	\$25,701	\$0	\$25,701
2051	Demolition - Off-Site Sawcutting	LF	2.00	100	0	0	0	0	0	0	0	0	0
2052	Demolition - Sawcutting	LF	2.00	100	220	148	368	0	440	296	736	٥.	736
2052	Demolition - Off-Site Curb/Gutter Break & Removal	LF	17.00	100	0	0	68	0	0	0	1,156	0	1,156
2053	Demolition - Off-Site Pavement Break & Removal	SF	1.68	100	0	0	18,304	0	0	0	30,751	0	30,751
2054	Demolition - Pavement Break & Removal	SF	1.40	100	31,800	0	12,050	0	44,520	0	16,870	0	16,870
2055	Demolition - Concrete Wall Break & Removal	SF	2.50	100	0	0		0	0	0	0	0	0
2056	Demolition - Miscellaneous	%	5.00%	100	116,735	296	75,214	0	5,837	15	3,761	0	3,761
2220	Earthwork - Move On		2,500.00	100	0	0	1	0	0	0	2,500	0	2,500
2221	Earthwork - General Site Clearing	SF	0.05	100	0	31,800	75,027	0	0	1,590	3,751	0	3,/51
2222	Earthwork - Mass Export		5.20	100	0	204	602			1,063	3,130	0	3,130
2223	Earthwork - Mass Import		12.50	100			3,009	1 1 1 1		0	37,010	10 111	37,010
2224	Earthwork - Foundation Excavation & Recompaction		5.50	100	0	0	0	1,844	0	0	0	10,141	10,141
2225	Earthwork - Machine Backfill & Recompaction	CY	3.10	100	0	0		217		0	0	1 070	85/
2226	Earthwork - Hand/Machine Backfill & Recompaction	CY	18.20	100	0	0	0	92		1 700	0	1,678	1,678
2227	Earthwork - Trenchexcavation & Recompaction		10.75	100	0	162	298	0		1,739	3,201	0	3,201
2228	Earthwork - Gravel Base		11.25	100	0	108		246		1,213	U	2,766	2,766
2229	Earthwork - Site Dress +/- 10th	SF UP	0.07	100	C	0	0	61,752	0	<u> </u>	0	4,323	4,323
2240	Earthwork - Soldier Piles		26.80	100	0	0	<u>.</u>	0	0	0	0	0	0
2241	Earthwork - Lagging	SF	5.35	100	0	Û	0	0	0	0	Ŭ	U Å	
2241	Earthwork - Hebacks	EA	180.00	100	0	0	0	0		00.570	0	0	
2505	Asphalt Pave - 2 Cap	or	1.15	100		31,800	7.005	0		36,570	0		20,000
2506	Asphalt Grade & Pave - 378	or or	2,85	100	Ů	0	7,365	U Ö	0	0 000	20,990	0	20,890
2507	Asphalt Pavement Patch - 3		2,75	100	0	000	1,000	0		2,200	4,120		4,123
2508	Asphalt Grade & Pave - 0 /10		3.05	100	v N	0	24 559	0	i š	<u> </u>	2 694		2 684
2509	Asphalt Grade & Pave - Pavernent Seal		0.15	100	0	22,600	24,000			1 620	1 202		1 303
2510	Asphalt Grade & Pave - Weed Treatment	STALL	11.00	100	0	32,000	20,000		0	1,030	1,303		264
2515	Pavement Markings - Stalls	CA	58.00	100	0	0	24	0		0	204		116
2310	Pavement Markings - handicap Stalls	EA	75.00	100	0	0		0	0		75		75
2517	Pavement Madrings - Loading Zone		15.00	100	0	0		0	0	0	20	0	30
2010	Off Site Concepto City Sidewolk	<u>EA</u> <u>8E</u>	3.00	100	0	0	2 260	0		· · · · · · · · · · · · · · · · · · ·	12 977		12 877
2520			10.10	100	0		3,200				12,011		12,077
2530	Sile Concrete - 6 x 10 Curb & Cuttor	10	14 90	100	0	0	1,004			0	7 627		7 637
2531	Sile Concrete - 6 x 16 Curb & Guiter	<u> </u>	32.00	100		0	510			0	7,037	0	7,007
2532	Sile Concrete - 4" Standard Broom-Finish Paving	SE	4 13	100	0		336			0	1 388	0	1 388
2535	Site Concrete - 4" Colored Scored/ Tooled Paving	SE	4.10	100	0		720				3 420		3 420
2535	Site Concrete - 4" Decorative Paving	SF	5.80	100		0	200	0	0	0	1 160		1 160
2536	Site Concrete - 6" Reinfored Paving	SF	5 25	100	0		6 168	0		0	32 382	0	32 382
2537	Site Concrete - 6" Driveway Aprons	SF	3.95	100	0		0,100			0	02,002		02,002
2538	Site Concrete - 6" Bumper Curb	SF	4 25	100			0		- ō	<u> </u>	0	ō	ō
2539	Site Concrete - Wall Fontings	CY	285.00	100	0	0	0	0	ō	0	0	0	0
2540	Site Concrete - Rin Ran	ALLOW	1 00	100		0	0	0	0	0	0	0	0
2550	Precast Concrete - Wheel Stons	FA	24.00	100		ö	2	Ō	0	õ	48	ō	48
2720	Site Drainage - 6" Foundation Underdrain	I F	12.25	100		ō	0	0	0	0	0	0	0
2721	Site Drainage - Drain Box & Grate	ĒA	320.00	100	Ő	2	3	Ó	Ő	640	960	õ	960
2722	Site Drainage - 6" Distribution	1.F	15.60	100	Ō	230	80	i n	0	3 588	1 248		1,248
2723	Site Drainage - Precast Splashblocks	ĒĀ	12.00	100				1	<u> </u>	0,500	0		
2724	Site Drainage - Storm Water Clarifier	ĒA	1.255.00	100	ů č	1	1	i ñ	n ő	1 255	1,255		1,255
2725	Site Drainage - Sump Pump & Discharge Piping	EA	2,750.00	100	n i i i i i i i i i i i i i i i i i i i	ŏ	ó			1,200	1,200		.,
2735	Fencing - Chain Link w/Top Bar	SF	3.30	100	Ň	800	ö	o o		2 640	-0		
2736	Fencing - Tube-Steel Picket	SF	5.80	100	0	0	968	0	0	2,540	5.614	. 0	5.614
2740	Gates - Chain Link	ŠF	10.25	100	ŏ	30	0	i õ	ň	308	0	ő	0
2741	Gates - Tube-Steel Picket	SF	14.50	100	0	0	344	ō	Ō	0	4.988	ō	4,988
2741	Gates - Trash & Service - Wood On Steel Frame	SF	28.00	100	0	40	50	0	Ō	1,120	1,400	0	1,400

	Division 4 2	Unit	Unit	Mod.	Document	Repair /	Museum F	Relocation	Document	Repair /	Mu	seum Relocatio	'n
	SITEWORK (Cont'd)	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
2825	Site Accessories - Bicycle Lockers	EA	630.00	100	0	0	0	0	01	0	0,	0 !	0
2826	Site Accessories - Bicycle Posts	ĒA	258.00	100	Ó	2	2	0	0	516	516	0	516
2827	Site Accessories - Directional/Handicap Signs	LŜ	1.00	100	0	500	750	Ö	Ó	500	750	0	750
2828	Site Accessories - Monument Signs	ALLÖW	1.00	100	0	0	2,500	0	0	Ò	2,500	0	2,500
2829	Site Accessories - City Tree Grates	ËA	265.00	100	0	0	6	0	0	Ó	1,590	0	1,590
2830	Site Accessories - Tree Grate - 7' Cast Iron	SF	1,725.00	100	Ó	0	0	0	0	0	Ó,	Ó	Ō
2830	Site Accessories - Site Furniture	ALLOW	1.00	[·] 100	0	0	2,500	0	0	0	2,500	oj	2,500
2940	Soll Preparation - Fine Grading	SF	0.11	100	Õ	0	41,128	Ô	0	Ő	4,318	ō	4,318
2941	Soil Preparation - Soil Amedments	ŚF	0.05	100	0	0	41,128	0	0	0	1,974	0	1,974
2942	Soil Preparation - Machine Tilling	- SF	0.07	100	0	0	41,128	0	0	0	3,043	\$0	\$3,043
2943	Soil Preparation - Planter Top-Soil Backfill	CY	18.00	100	0	0	152	Ō	0	ō	2,742	0	2,742
2944	Soil Preparation - Mulching	SF	0.11	100	0	0	41,128	0	0	0	4,647	0	4,647
2945	Soil Preparation - Fertilizer	SF	0.01	100	0	Ō	41,128	0	Ō	0	370	0	370
2950	Irrigation - Shrubs, Beds & Lawns	SF	0.83	100	ō	0	41,128	0	Ő	0	34,136	Ō	34,136
2960	Landscape - Tree Protection	ALLOW	1.00	100	0	500	1,000	0	0	500	1,000	0	1,000
2961	Landscape - 36" Box Trees	EA	480.00	100	Ō	2	2	0	0	960	960	Ō	960
2962	Landscape - 24" Box Trees	ËA	215.00	100	0	0	51	Ô	Ó	Õ	11,053	Ō	11,053
2963	Landscape - 24" Box Street Tree & Root Barrier	EA	280.00	100	0	6	6	Ō	0	1,680	1,680	0	1,680
2964	Landscape - 15 Gallon Trees/Shrubs	EA	55.00	100	0	Ö	46	0	Ō	0	2,513	Ō	2,513
2965	Landscape - 5 Gallon Shrubs	EA	22.00	100	0	0	165	0	0	0	3,619	0	3,619
2966	Landscape - 1 Gallon Shrubs	ĒĀ	8.00	100	0	0	137	Ö	Ó	Ō	1,097	0	1,097
2967	Landscape - Ground Cover	SF	1.04	100	0	Ö	38,043	Õ	0	ō	39,470	0	39,470
2968	Landscape - Sod Turf	SF	0,45	100	0	0	3,085	0	0	0	1,388	0	1,388
2969	Landscape - Tree Guys / Staking	EA	39.00	100	Ō	8	105	0	Ö	312	4,099	Õ	4,099
2970	Landscape - Vine Guying	EA	65.00	100	0	0	0	0	Ō	Ō	0	Ō	0
2970	Landscape - Terra Cotta Pots	ALLOW	1.00	100	0	0	0	0	0	0	0	0	0
2971	Landscape - Redwood Header	LF	3.60	100	0	0	200	0	0	0	720	0	720
2972	Landscape - Concrete Header	LF	7.50	100	0	0	0	0	0	0	0	0	0
2973	Landscape - Decomposed Granite Walkway	SF	3.80	100	0	0	0	0	0	0	0	0	0
2974	Landscape - Pea Gravel Walkway	SF	1.60	100	0	0	0	0	0	0	0	0	0
2980	Site Utilities - 2" Domestic Water	LF	22.80	100	0	0	185	0	0	0	4,218	0	4,218
2981	Site Utilities - 4" Fire Water	LF	38.00	100	0	Ō	185	0	0	0	7,030	0	7,030
2982	Site Utilities - Fire Hydrants	EA	1,750.00	100	0	0	1	0	0	0	1,750	. 0	1,750
2983	Site Utilities - 4" Fire/Domestic Water Hot-Tap	EA	1,500.00	100	0	0	1	0	0	0	1,500	0	1,500
2984	Site Utilities - 6" Sewer	LF	29.80	100	0	0	225	0	0	0	6,705	0	6,705
2985	Site Utilities - Sewer Tie-Ins	ALLOW	1,500.00	100	0	0	1	0	0	0	1,500	0	1,500
2986	Site Utilities - Natural Gas Distribution	LF	28.80	100	0	0	185	0	0	0	5,328	0	5,328
2987	Site Utilities - Electric Service Distribution	LF	47.40	100	Ö	Ó	225	Ō	0	0	10,665	0	10,665
2988	Site Utilities - Transformer Pad & Pull Box	EA	3,380.00	100	0	1	1	0	0	3,380	3,380	0	3,380
2989	Site Utilities - Street Utility Relocations	ALLOW	1.00	100	ō	1	7,500	ō	Ō	1	7,500	0	7,500
2990	Off-Site Street Lights	EA	1,860.00	100	0	Ô	3	0	0	0	5,580	0	5,580
	TOTAL SITE WORK								\$122,572	\$63,716	\$495,645	\$19,764	\$515,409

	Division 4.3	Unit Unit Mod. Document Repair / Museum Relocation					Relocation	Document	Repair /	Mu	seum Relocatio	n	
•	CONCRETE	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
3310	Concrete - Slab-On-Grade Vapor Barrier	SF	0.10	100	0	0	0	13,275	\$0	\$0	\$0	\$1,328	\$1,328
3311	Concrete - 5" Reinforced Slab-On-Grade	SF	4.78	100	0	0	0	13,275	0	0	0	63,507	63,507
3320	Concrete - Recessed Elevator Pit	LS	2,480.00	100	. 0	0	0	0	0	0	0	0	0
3325	Concrete - Drilled Cassions	VLF	28.00	100	0	Ó	Ö	0	0	0	0	Õ	0
3326	Concrete - Drilled Cassions - Water Premium	VLF	1.57	100	Ö	0	Õ	Ō	Ö	Õ	Ő	Ō	0
3330	Concrete - Slab Dowels	LF	4.80	100	Ó	ö	0	Ő	Ö,	Ó	Ō	Ō	0
3331	Concrete - Drilled/Epoxy-Set Dowels @ 2' OC	LF	10.50	100	0	280	0	0	0	2,940	0	0	0
3340	Concrete - Spread Footings	CY	305.00	100	0	0	ō	73	0	Ō	0	22,118	22,118
3341	Concrete - Column Footings	CY	310.00	100	0	7	0	16	o	2,067	0	5,102	5,102
3342	Concrete - Retaining Wall Footings	CY	300.00	100	0	Ó	0	0	ō	Ō	0	0	0
3342	Concrete - Foundation Stem Walls	SF	18.60	100	0	0	0	274	0	0	0	5,087	5,087
3343	Concrete - Foundation Stem Walls (Retrofit)	SF	29.80	100	0	540	ō		0	16,092	Ō	0	0
3350	Concrete - Grade Beams	ĊY	297.00	100	. 0	0	0	23	0	0	0	6,683	6,683
3460	Concrete - 8" C.I.P. Walls Against Sheet Piling	SF	14.75	100	Ō	Ó	Ô	Ō	0	0	Ō	0	0
3461	Concrete - 8" C.I.P. Walls	SF	18.40	100	0	Ō	0	Ō	Ō	0	0	Ō	0
3680	Concrete - 24" C.I.P. Columns	VLF	58.20	100	0	0	0	0	0	0	0	0	0
3690	Concrete - 12" C.I.P. Deck	SF	10.98	100	0	0	Ō	0	0	Ō	0	0	0
3691	Concrete - Recessed Floor Area Premium	SF	0.15	100	0	0	0	550	0	0	0	83	83
3710	Concrete - 1 3/4" Gypcrete Deck Fill	SF	1.93	100	0	0	0	0	0	0	0	0	0
3810	Concrete - Floor Clean & Seal	SF	0.55	100	0	9,600	0	9,600	0	5,280	0	5,280	5,280
3850	Concrete - Epoxy Crack Injection	LF	2.25	100	0	1,800	0	0	0	4,050	0	Ō	0
3920	Precast Concrete - Column Covers	VLF	85.00	100	0	0	0	0	0	0	0	0	0
	TOTAL CONCRETE								\$0	\$30,429	\$0	\$109,187	\$109,187

	Division 4.4	Unit	Unit	Mod.	Document	Repair /	Museum Relocation		Document Repair /		Museum Relocation		
	MASONRY	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
4210	Masonry - 8* CMU Masonry Building Walls	SF	10.10	100	0	0	0	0	0	0	0	\$0	\$0
4211	Masonry - 8" CMU Masonry Building Wall Patch	SF	9.89	100	Ō	0	0	0	0	0	Q	0	0
4212	CMU Masonry - 8" CMU Masonry Planter/Site Walls	SF	7.36	100	0	0	0	0	0	0	0	0	0
4213	CMU Masonry - CMU Control Joints	SF	0.16	100	0	Ô	0	0	. 0	0	Ō	0	0
4214	CMU Masonry - Reinforcing Steel	SF	0.86	100	0	0	0	0	0	0	0	0	0
4420	Stone Masonry - Sandstone Cap	SF	38.50	100	0	Ō	0	0	0	0	0	0	0
4810	Masonry - Dry Packing/Imbed Placement	%	3.00%	100	0	0	0	0	0	0	0	0	Ō
	TOTAL MASONRY			÷					\$0	\$0	\$0	\$0	\$0

	Division 4.5		Unit	Mod.	Document	Repair /	Museum Relocation		Document Repair /		Museum Relocation		
	METALS	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
5500	Steel - Miscellaneous Iron & Rough Hardware	BLDG. SF	0.58	100	0	9,900	0	13,574	\$0	\$5,742	\$0	\$7,873	\$7,873
5501	Steel - Columns	VLF	41.34	100	Ö	0	Ö	0	0	0	0	0	0
5502	Steel - Column Base Plates	%	7.50%	100	0	0	. 0	0	0	0	0	0	0
5503	Steel - Beams & Girders	TON	2,250.00	100	0	0	0	0	0	0	0	0	0
5503	Steel - Wrought Iron Railings	LF	32.10	100	0	0	0	0	0	0	0	0	0
5504	Steel - Metal Stairs & Pipe Railings	RISER	285.00	100	0	0	Õ	0	Ō	0	0	0	0
5505	Steel - Miscellaneous Wrought Iron Grilles & Trim	ALLOW	1.00	100	0	0	0	750	0	0	0	750	750
5506	Steel - Roof Access Ladder	LF	55.00	100	0	0	ō	14	0	0	Ō	770	770
5507	Steel - Protection Bollards	EA	180.00	100	0	4	0	4	0	720	0	720	720
5508	Steel - Seismic Joints	LF	46.00	100	0	0	0	150	0	0	0	6,900	6,900
Contractor of the local division of the loca	TOTAL METALS								\$0	\$6,462	\$0	\$17,013	\$17,013

	Division 4.6	Unit	Unit	Mod.	Document	Repair /	Museum f	Relocation	Document	Repair /	Mi	seum Relocatio	n
	WOOD & PLASTIC	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
6210	Rough Carpentry - Miscellaneous	GR. SF	0.25	100	0	9,900	0	13,574	\$0	\$2,475	\$0	\$3,394	\$3,394
6211	Rough Carpentry - Vertical Ext. Wall Framing	SF	4.45	100	0	0	0	5,046	0	0	0	22,455	22,455
6212	Rough Carpentry - Vertical Ext. Wall Framing Repair	SF	4.45	150	0	1,210	0	2,938	0	8,077	0	19,611	19,611
6212	Rough Carpentry - Vertical Int, Framing	SF	3.54	100	0	640	0	0	0	2,266	0	0	0
6213	Rough Carpentry - Fireblocking	LF Wall	2.65	100	0	32	0	360	0	85	0	955	955
6214	Rough Carpentry - Truss Diagonal Reinforcement		10.35	150	0	288	0	0	0	4,471	0	0	0
6215	Rough Carpentry - Window Header Replacement	<u>LF</u>	18.20	100	0	24	0	141	0	437	0	2,563	2,563
6216	Rough Carpentry - Exterior Wall Sheathing	SF	1.27	100	0	4,840	0	5,046	0	6,147	0	6,408	6,408
6217	Rough Carpentry - Exterior Wall Siding Replacement	ŞF	6.35	100	0	490	0	0	0	3,112	· 0	0	0
6218	Rough Carpentry - Wall Cleat, Brace & Cut Studs	LF	33.05	100	0	440	0	0	0	14,542	0	0	0
6219	Rough Carpentry - Roof Truss Joists	SF	4.10	100	0	0	0	3,175	0	0	0	13,018	13,018
6220	Rough Carpentry - Floor Connectors & Hangers	SF	2.31	100	0	0	0	0	0	0	0	0	0
6221	Rough Carpentry - 3/4" Subfloor Decking	SF	1.31	100	0	Ō	0	0	0	ō	0	0	0
6222	Rough Carpentry - Roof Beams	ŚF	0.88	100	0	9,900	0	Ó	0	8,663	0	Ó	. 0
6223	Rough Carpentry - Roof Rafters	SF	2.44	25	Ō	9,900	- 0	9,600	Õ	6,033	Ō	5,850	5,850
6224	Rough Carpentry - Roof Connectors & Hangers	SF	0.38	100	0	9,900	0	9,600	0	3,762	0	3,648	3,648
6225	Rough Carpentry - Roof Sheating	SF	1.10	100	0	10,395	0	14,253	0	11,435	Ō	15,678	15,678
6226	Rough Carpentry - Roof Platforms	SF	7.31	100	0	0	0	96	0	0	0	702	702
6227	Rough Carpentry - Stairs	RISER	238.00	100	0	7	0	0	0	1,666	0	0	0
6228	Rough Carpentry - Trash Area Trellis	SF	17.80	100	0	0	. 0	Ō	0	0	0	0	0
6430	Finish Carpentry - Install Door/Hardware w/Closer	DOOR	175.00	100	0	6	0	21	0	1,050	0	3,675	3,675
6431	Finish Carpentry - Install Door/Hardware	DOOR	150.00	100	Ö	0	0	0	0	0	0	0	0
6432	Finish Carpentry - Install Door & Panic Hardware	DOOR	225.00	100	0	0	0	0	0	0	0	0	0
6433	Finish Carpentry - Install Toilet Accessories	TOILET	100.00	100	0	0	0	0	0	0	0	0	0
6434	Finish Carpentry - Install Lavatory Accessories	SINK	55.00	100	0	0	0	0	0	0	0	0	0
6435	Finish Carpentry - Miscellaneous	BLDG. SF	0.55	100	0	0	0	0	0	0	0	0	Ō
6440	Milwork - Lower Cabinets	LF	275.00	100	0	0	0	8	0	0	0	2,200	2,200
6441	Millwork - Upper Cabinets	LF	225.00	100	0	0	0	0	0	0	0	0	0
6442	Millwork - Laminate Countertops	LF	55.00	100	0	0	0	Ö	Ö	Ö	0	ö	0
6443	Millwork - Full-Height Adjustable Shelves	LF	185.00	100	Ō	Ő	0	28	Ō	Ō	0	5,180	5,180
6443	Millwork - Shelf & Pole	LF	42.00	100	0	0	0	0	0	0	0	0	0
	TOTAL WOOD & PLASTIC								\$0	\$74,218	\$0	\$105,336	\$105,336

	Division 4.7	Unit	Unit	Mod.	Document	Repair /	Museum Relocation Docu		Document	Repair /	Museum Relocation		n
	THERMAL & MOISTURE PROTECTION	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
7105	Waterproofing - Miscellaneous	BLDG. SF	0.03	100	0	0	0	0	\$0	\$0	\$0	\$0	\$0
7106	Waterproofing - Window & Door Pans	LF	2.75	100	0	198	0	315	0	545	0	867	867
7107	Waterproofing - Exterior Wood Framed Walls	SF	2.60	100	0	0	0	0	0	0	0	0	0
7108	Waterproofing - Exterior Wood Stairway & Landing	SF	3.85	100	0	Ō	0	0	0	0	0	0	0
7200	Insulation - R-19 Roof	SF	0.42	100	0	. 0	0	0	0	0	0	0	0
7201	Insulation - R-11 Wall/Ceiling Batts	SF	0.31	100	0	0	0	0	0	0	0	0	0
7202	Insulation - R-30 Roof Ridgid	SF	1.42	100	0	0	0	10,080	0	0	Ō	14,314	14,314
7520	Roofing - Tear Off Metal & Asphalt	SF	1.29	100	0	10,395	0	10,080	Ō	13,389	0	12,983	12,983
7521	Roofing - 16 Ga Corrugated Galvanized Metal	SQ.	308.00	100	0	104	0	101	0	32,017	0	31,046	31,046
7522	Roofing - Asphalt Emulsion	SQ.	40.25	100	0	104	0	101	0	4,184	0	4,057	4,057
7522	Roofing - Built Up Composition	SQ.	285.00	100	Õ	3	Õ	19	0	855	0	5,429	5,429
7523	Roofing - Mission Tile	SQ	495.00	100	0	0	Õ	18	0	0	0	9,093	9,093
7600	Flashing & Sheet Metal - Miscellaneous	ROOF SF	0.14	100	0	10,695	0	13,822	0	1,497	0	1,935	1,935
7601	Flashing & Sheet Metal - Cap Flashing	LF	4.75	100	0	0	0	48	0	0	0	228	228
7602	Flashing & Sheet Metal - Equipment Platforms	SF	2.85	100	0	0	0	96	0	0	0	274	274
7603	Flashing & Sheet Metal - Wood Trim Flashing	%	13.00%	100	Ő	3,112	0	0	Ō	404	Ō	0	0
7604	Flashing & Sheet Metal - Gutters	LF	15.80	100	Ō	240	0	314	0	3,792	0	4,961	4,961
7605	Flashing & Sheet Metal - Leaderheads	EA	225.00	100	0	8	0	4	0	1,800	0	900	900
7606	Flashing & Sheet Metal - Downpouts	LF	12.60	100	0	160	0	152	0	2,016	0	1,915	1,915
7607	Flashing & Sheet Metal - Thru-Wall Scuppers	EA	35.00	100	0	2	0	0	0	70	0	0	0
7608	Flashing & Sheet Metal - Sheet Metal Siding	SF	7.80	40	0	11,440	0	9,520	0	35,693	Ō	29,702	29,702
7780	Roof Hatch	ËĂ	525.00	100	0	0	0	1	Õ	0	0	525	525
7850	Caulking & Sealants - Exterior	BLDG. SF	0.08	100	Ö	9,900	Õ	0	ō	792	0	0	0
	TOTAL THERMAL & MOISTURE								\$0	\$97,053	\$0	\$118,230	\$118,230

	Division 4.8	Unit	Unit	Mod	Document	Repair /	Museum Relocation		Document	Repair /	Mu	seum Relocation	1
•	DOORS & WINDOWS	Measure	Price	Factor	& Demo	Restore	Site	Bulldings	& Demo	Restore	Site	Buildings	Total
8110	Door Frame - 3' x 7' Welded Steel	EA	148.00	100	0	0	0	0	\$0	\$0	\$0	\$0 <u>'</u>	\$0
8111	Door Frame - 3' x 7' Welded Steel w/Sidelight	EA	238.00	100	0	0	0	0	0	0	0	0	0
8112	Door Frame - 6' x 7' Pair Wood	EA	310.00	100	0	0	0	2	0	0	0	620	620
8113	Door Frame - 3' x 7' Wood	EA	235.00	100	0	6	0	11	0	1,410	0	2,585	2,585
8114	Door Frame - 20 Min. Premlum	EA	55.00	100	0	0	0	0	0	Ó	0	0	0
8120	Doors - 3' x 7' Hollow Metal	EA	165.00	100	Ó	Ō	0	Ō	Ő	0	Ó	ō	0
8121	Doors - 3' x 7' Hollow Metal w/View Lite	ËA	240.00	100	0	0	0	0	0	0	0	0	0
8122	Doors - 3' x 7' Hollow Meal w/Louver Panel	EA	565.00	100	Ő	Ō	0	Ó	0	0	0	0	Õ
8123	Doors - 3' x 7' Solid Core - Paint Grade	EA	145.00	100	Õ	Ō	0	Ō	0	õ	0	0	Õ
8124	Doors - 3' x 7' Solid Core Hardwood	EA	185.00	100	Ő	0	0	0	0	ō	ō	0	0
8125	Doors - 3' x 7' Raised-Panel Wood	EA	395.00	100	0	6	0	15	0	2,370	0	5,925	5,925
8126	Doors - 7' Sliding Raised-Panel Wood	LF	130.00	100	Ō	0	0	24	0	0	0	3,120	3,120
8126	Doors - 20 Min. Premium	EA	35.00	100	0	0	0	0	0	0	Ō	0	0
8540	Overhead Door - 8 x 10 Fire-Rated w/Motor Operator	EA	3,460.00	100	0	0	0	2	0	0	0	6,920	6,920
8550	Hanger Sliding Door - Repair	ALLOW	5,000.00	100	0	2	- O	. 2	Õ	10,000	Ö	10,000	10,000
8551	Hanger Sliding Door - Tracks	LF	25.00	100	0	Ō	0	160	0	0	Ō	4,000	4,000
8710	Door Hardware - Lockset w/Closer	EA	297.00	100	0	6	Ō	2	0	1,782	0	594	594
8711	Door Hardware - Lockset w/o Closer	EA	212.00	100	Õ	Ö	Ő	0	0	0	Ő	0	0
8712	Door Hardware - Passage Set w Closer	EA	272.00	100	0	Ō	Ō	13	0	Ö	Ō	3,536	3,536
8713	Door Hardware - Passage Set w/o Closer	ĒĂ	197.00	100	0	0	0	Ö	0	0	Ó	ō	0
8714	Door Hardware - Privacy Set w/o Closer	EA	207.00	100	0	Ō	Õ	0	0	Ó	0	0	ō
8715	Door Hardware - Panic Assembly	EA	475.00	100	Ó	0	0	6	0	0	ō,	2,850	2,850
8830	Glass & Glazing - 3' x 7' Steel Storefront Door	EA	940.00	100	0	0	0	2	0	0	ō	1,880	1,880
8830	Glass & Glazing - 6' x 7" Steel Storefront Door Pair	EA	1,740.00	100	0	0	0	2	0	ō	0	3,480	3,480
8830	Glass & Glazing - Steel Sash & Frame	SF	42.70	100	Ö	120	0	704	Ö	5,124	Ö	30,061	30,061
8830	Glass & Glazing - Wood Casement Sash & Frame	SF	24.60	100	0	0	0	0	0	0	0	0	0
8840	Mirrors - Toilet Rooms	SF	9.60	100	0	0	0	72	0	0	0	691	691
	TOTAL DOORS & WINDOWS								\$0	\$20,686	\$0	\$76,262	\$76,262

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	Division 4.9	Unit	Unit	Mod.	Document	Repair /	Museum Relocation		Document	Repair /	Museum Relocation			
•	FINISHES	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total	
9260	Metal Studs - 2 x 4 Walls @ 3'6	SF	1.58	100	0	0	01	0	\$0 '	\$0	\$0!	\$0	\$0	
9261	Metal Studs - 2 x 4 Walls	SF	1.42	100	Ö	0	Ö	2,820	0	0	0	3,993	3,993	
9262	Metal Studs - 2 x 4 Furring	SF	1.38	100	0	0	Ō	0	0	0	0	Ó	Ó	
9263	Metal Studs - 2 x 4 Ceilings	SF	1.78	100	Ō	0	Ō	0	0	Ó	0	Ó	Ō	
9264	Metal Studs - 2 x 4 Soffit / Beam Surfaces	SF	4.25	100	0	Õ	0	ō	Õ	0	0	0	0	
9265	Metal Studs - 2 x 6 Walls	SF	1.66	100	0	0	0	410	Ō	Ō	0	679	679	
9266	Metal Studs - Draft Stops	SF	1.18	100	0	0	0	ō	Ö	õ	Ö	ō	0	
9270	Drywall - 5/8" Walls	ŚF	0.93	100	0	0	0	5,640	0	0	0	5,245	5,245	
9271	Drywall - 5/8" Floor Structure Fireproofing	SF	0.87	100	Õ	0	ō	0	0	Ō	0	0	0	
9272	Drywall - 1/2" Sound Layer	SF	0.82	100	Õ	0	l ol	520	0	Õ	Ō	426	426	
9273	Drywall - 5/8" Ceilings	SF	1.05	100	0	Ó	Ō	932	õ	Õ	ō	979	979	
9274	Drywall - Shell & Core Perimeter & Interior Walls	SF	0.65	100	Ō	Ō	ō	ō	ō	ō	Ō	0	ō	
9310	Lath & Plaster - Steel Trowel Finish	SY	52.00	100	0	0	0	152	0	ō	0	7.894	7,894	
9310	Lath & Plaster - Site Walls	SY	44.20	100	0	ō	Ō	0	ö	Ő	Ō	0	ō	
9310	Lath & Plaster - Light Pole Bases	EA	72.20	100	0	Ō	4	ö	o	ō	289	o	289	
9311	Lath & Plaster - Foam / Architectural Details	ALLOW	1.00	100	0	0	0	750	0	Ō	0	750	750	
9560	Acoustic Ceiling - 2 x 2	SF	1.58	100	0	Ó	0	0	0	ö	ō	ō	0	
9561	Acoustic Ceiling - 2 x 4	SF	1.50	100	Ō	0	ō	2.742	0	ō	0	4,113	4,113	
9650	Flooring - Allowance	SF	3.35	100	Ō	0	ō	3,124	ō	Ō	0	10,465	10,465	
9651	Flooring - Wall Base Allowance	LF	1.25	100	0	0	0	564		Ō	0	705	705	
9652	Flooring - 34 oz. Glue-Down Carpeting	ŠF	2.10	100	ò	Ö	Ö	0	0	õ	i õl	ŏ	0	
9653	Flooring - 34 oz. Pad & Carpeting	ŠF	2.65	100	Ö	Ō	Ö	ö	ö	ō	0	ō	0	
9654	Flooring - Carpet Base	ĹĒ	2.45	100	Ő	o o	ò	Ö	0	ŏ	ō	0	Ō	
9710	Ceramic Tile - 2 x 2 Floors	SF	14.00	100	0	0	0	550	0	0	0	7,700	7,700	
9711	Ceramic Tile - 2 x 2 Walls	SF	15,50	100	0	0	0	264	0	0	ŏ	4,092	4.092	
9712	Ceramic Tile - Terra-Cotta Tile Pavers	SF	11.50	100	0	ō	Ō	300	0	0	0	3,450	3,450	
9713	Ceramic Tile - Terra-Cotta Tile Base	LF	23.00	100	0	0	Ö	65	0	0	0	1,495	1,495	
9714	Ceramic Tile - Decorative Stair Risers	SF	17.50	100	0	0	0	Ō	0	0	0	0	0	
9715	Ceramic Tile - Decorative Window Panels	ŜĒ	15.00	100	0	0	0	o	0	ö	Õ	0	Ō	
9716	Ceramic Tile - Misc. Terra Cota Details / Trim	ALLOW	1.00	100	0	0	0	250	0	0	0	250	250	
9940	Painting - Interior Flat Finish Walls	SF	0.48	100	0	Ö	0	5,640	0	Ö	Ó	2,707	2,707	
9941	Painting - Interior Flat Finish Ceilings	SF	0.55	100	0	0	Ō	932	Ö	õ	0	513	513	
9942	Painting - Interior Enamel Finish Wall Premium	SF	0.15	100	0	0	0	1,410	0	0	0	212	212	
9943	Painting - Interior Enamel Ceiling Premium	SF	0.15	100	0	0	0	233	0	0	0	35	35	
9944	Painting - Paint-Grade Doors & Frames	EA	80,00	100	0	6	0	23	0	480	0	1.840	1,840	
9945	Painting - Stain-Grade Doors & Frames	EA	105.00	100	0	0	0	0	0	0	0	0	0	
9946	Painting - Overhead Door	EA	320.00	100	0	0	0	2	0	0	0	640	640	
9947	Painting - Exterior Plaster, Wood & Masonry	SF	0.58	100	0	0	1,366	1,100	ō	0	792	638	1,430	
9948	Painting - Exterior Metal	SF	0.73	100	0	0	505	9,520	0	0	366	6,902	7,268	
9949	Painting - Exterior Metal Railings, Trim, Etc.	ALLOW	1.00	100	0	0	0	1,000	0	0	0	1,000	1,000	
9950	Painting - Exterior Mechanical Equipment	ALLOW	1.00	100	0	0	Ō	250	0	Ō	Ō	250	250	
9951	Painting - Exterior Wood Eves & Trellis Structures	SF	0.85	100	0	0	0	0	0	0	0	0	0	
9960	Miscellaneous Finishes	ALLOW	1.00	100	0	0	0	1,000	0	0	0	1,000	1,000	
	TOTAL FINISHES					· · · · · · · · · · · · · · · · · · ·			\$0	\$480	\$1,448	\$67,973	\$69,420	
•	Division 4.10	Unit	Unit	Mod.	Document	Repair /	Museum I	Relocation	Document	Repair /	Mu	seum Relocatio	n	
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	SPECILTIES	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total	
10150	Toilet Partitions & Doors	LF	92.00	100	0	0	0	42	\$0	\$0	\$0	\$3,864	\$3,864	
10151	Toilet Accessories	TOILET	185.00	100	Ó	0	0	7	0	Ô	0	1,295	1,295	
10152	Lavatory Accessories	SINK	58.00	100	Õ	Ō	Ő	6	0	Ó	ō	348	348	
10153	Shower Accessories	SHOWER	75.00	100	Ö	Ō	Ö	Õ	0	Ő	ō	0	0	
10550	Fire Extinguishers - Semi-Recessed	EA	205.00	100	0	0	Ö	- - - - -	0	0	0	820	820	
10551	Fire Extinguishers - Wall-Mounted	EA	58.00	100	Ö	Ò	0	8	0	0	Ó	464	464	
10560	Awnings & Canopies - Canvas & Frames	SF	16.95	100	0	0	0	0	0	0	0	0	0	
10600	Flag & Flagpole	EA	2,500.00	100	0	0	1	Ō	0	0	2,500	0	2,500	
10680	Display Boards	ALLOW	1.00	100	0	0	0	2,500	0	0	0	2,500	2,500	
10680	Partition Walls - STC Rated	ALLOW/LF	260.00	100	0	0	0	76	0	0	0	. 19,760	19,760	
10720	Signs - Street Address	ALLOW	1.00	100	Ō	250	0	250	0	250	Ō	250	250	
10721	Signs - Building Mounted Signs	ALLOW	1.00	100	0	0	0	750	0	0	0	750	750	
10722	Signs - Handicap Access	ALLOW	1.00	100	0	150	0	250	0	150	0	250	250	
10723	Signs - Monument Mounted	ALLOW	1.00	100	0	0	0	0	0	0	0	ō	. Ò	
2	TOTAL SPECILATIES							•	\$0	\$400	\$2,500	\$30,301	\$32,801	

1. STUDIES	Division 4.11	Unit	Unit	Mod.	Document	Repair /	Museum	Relocation	Document	Repair /	M	useum Relocati	on
	EQUIPMENT	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
11500 Parking Co	ontrol - Traffic Detectors	PAIR	832.00	100	0	0	0	0	\$0	\$0	\$0	\$0	\$0
11501 Parking Co	ontrol - Double Gate Operastor	EA	3,694.95	100	Ō	ō	0	0	0	0	0	Ó	Ő
11502 Parking Co	ontrol - Card Control Station	EA	885.00	100	0	0	0	0	0	0	0	0	0
11503 Parking Co	ontrol - Tire Control & Signage	EA	1,020.00	100	0	0	0	0	0	Õ	0	0	0
11600 Kitchen Ed	quipment	ALLOW	1.00	100	0	0	0	0	0	0	0	0	0
11630 Coffee Sta	ation Equipment	ALLOW	1.00	100	0	0	0	ō	0	0	0	0	0
TOTAL E	QUIPMENT								\$0	\$0	\$0	\$0	\$0

	Division 4.12	Unit	Unit	Mod.	Document	Repair /	Museum I	Relocation	Document	Repair /	Mu	seum Relocation	n
	FURNISHINGS	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
12530	Window Blinds -1" Metal Horizontal	SF	3.50	100	0	0	0	0	\$0	\$0	\$0	\$0	\$0
12540	Window Blinds - 2" Wood Horizontal	SF	4.85	100	0	. 0	0	0	Ō	0	0	0	0
	TOTAL FURNISHINGS								\$0	\$0	\$0	\$0	\$0

	Division 4.13	Unit	Unit	Mod.	Document	Repair /	Museum I	Relocation	Document	Repair /	Mu	seum Relocatio	n
	SPECIAL CONSTRUCTION	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
13100	Termite Fumigation	LS	1.00	100	0	7,175	0	7,000	\$0	\$7,175	\$0	\$7,000	\$7,000
13110	Termite - Framing Repair	ALLOW	11.10	15	0	17,820	0	0	0	29,670	0	0	. 0
13120	Termite - Siding Repair	ALLOW	7.50	50	0	735	0	0	0	2,756	0	0	0
13500	Building Moving - Disassembly	LS	1.00	100	0	0	0	43,200	0	0	0	43,200	43,200
13510	Building Moving - Transport	LS	1.00	100	0	0	0	22,100	0	0	0	22,100	22,100
13520	Building Moving - Reassembly	LS	1.00	100	0	0	0	55,490	0	0	0	55,490	55,490
<i></i>	TOTAL SPECIAL CONSTRUCTION								\$0	\$39,602	\$0	\$127,790	\$127,790

	Division 4.14	Unit	Unit	Mod.	Document	Repair /	Museum I	Relocation	Document	Repair /	Mu	seum Relocatio	n
	COVEYING SYSTEMS	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
14410	Elevator - Hydraulic 2-Stop, 1,500#, 150 FPM	LS	46,600	100	0	0	0	0	\$0	\$0	\$0	\$0	\$0
14411	Elevator - Additional Stops	STOP	3,870	100	Ő	0	Õ	Ō	0	0	Ō	0	0
	TOTAL CONVEYING SYSTEMS								\$0	\$0	\$0	\$0	\$0

	Division 4.15	Unit	Unit	Mod.	Document	Repair /	Museum	Relocation	Document	Repair /	M	seum Relocatio	n
	MECHANICAL SYSTEMS	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
15100	Roof Drains - Piped w/Overflow	EA	640.00	100	0	0	0	2	\$0 '	\$0	\$0	\$1,280	\$1,280
15100	Roof Drains - Piping	ALLOW	1.00	100	0	0	0	800	0	0	0	800	800
15100	Deck Drains	EA	485.00	100	0	0	0	0	0	0	0	0	Ō
15105	French Drain - 6" Perforatted Pipe	LF	8.80	100	0	364	0	Ō	0	3,203	0	ō	0
15110	Water Service - 1 1/2" Domestic	EA	2,740.00	100	0	0	Ö	1	0	0	0	2,740	2,740
15111	Water Service - 2" Landscape	EA	1,100.00	100	0	0	1	0	0	0	1,100	0	1,100
15150	Demolition - Safe-Off & Disconnect	HOUR	58.00	100	12	4	4	0	696	232	232	0	232
15200	Plumbing Fixture - Toilet	EA	743.00	100	0	0	0	7	0	0	0	5,201	5,201
15201	Plumbing Fixture - Urinal	EA	803.00	100	0	0	0	2	0	0	0	1,606	1,606
15202	Plumbing Fixture - Lavafory	EA	516.00	100	0	0	0	0	0	0	0	0	0
15203	Plumbing Fixture - Wall Hung Sink	EA	605.00	100	0	0	0	· 6	0	0	0	3,630	3,630
15204	Plumbing Fixture - Kitchen Sink	EA	560.00	100	0	0	0	0	0	0	0	0	0
15205	Plumbing Fixture - Janitor Sink	EA	948.00	100	0	Ō	Ō	1	Ō	0	0	948	948
15206	Plumbing Fixture - Shower	EA	1,285.00	100	0	0	0	0	0	0	0	0	0
15207	Plumbing Fixture - Floor Drain w/Trap Primer	EA	415.00	100	0	0	0	4	Ō	Ó	0	1,660	1,660
15208	Drinking Fountain - Refrigerated Double	EA	1,235.00	100	0	0	0	2	0	0	0	2,470	2,470
15250	Distribution & Supply - Fixtures	FIXTURE	355.00	100	Ö	0	Ö	22	Ó	Õ	0	7,810	7,810
15251	Distribution - 3/4" Condensate Drain	ALLOW	1.00	100	0	0	0	750	0	0	0	750	750
15252	Distribution - 2" Gas	LF	14.90	100	0	Ō	0	140	Ō	0	Ō	2,086	2,086
15253	Distribution - 1 1/4" Gas	LF	8.95	100	0	0	0	35	0	0	0	313	313
15260	Circulation Pump - 1/6 HP, 20 GPM	EA	1,145.00	100	0	0	0	1	0	0	0	1,145	1,145
15265	Clarifier - 1,500 Gallon	EA	3,450.00	100	Ō	0	Ō	0	0	0	0	0	0
15270	Ispection Trap	EA	985.00	100	0	0	Ó	0	Ő	Õ	0	0	ō
15275	Access Panels	ALLOW	1.00	100	0	0	ō	250	0	0	0	250	250
15510	Fire Supression - Service & Back-Flow Device	LS	8,860.00	100	0	Ó	0	1	0	Ó	0	8,860	8,860
15511	Fire Supression - Riser	FLOOR	3,413.00	100	0	0	0	1	0	0	0	3,413	3,413
15515	Fire Supression - Fire Hydrants	EA	1,820.00	100	0	0	0	0	0	0	0	0	· 0
15520	Fire Supression - Dry Standpipe Distribution	LF	26.00	100	0	0	Ō	Ō	Ő	0	0	0	0
15121	Fire Supression - Dry Standpipe Hose Connect	EA	850.00	100	0	0	0	0	0	0	0	0	0
15530	Fire Supression - Primary Distribution/Upturn Heads	SF	1.05	100	0	0	0	13,574	0	0	0	14,253	14,253
15531	Fire Supression - Secondary Distb./Downturn Heads	SF	0.45	100	ō	0	0	3,674	0	0	0	1,653	1,653
15710	HVAC - Package Heat/Cool System	TON	1,127.00	100	0	0	0	11	0	0	0	12,397	12,397
15711	HVAC - Gas Space Heating	SF	1.25	100	0	0	0	9,600	0	0	0	12,000	12,000
15712	HVAC - Boiler System	SF	0.65	100	0	0	0	0	0	0	0	0	0
15713	HVAC - Primary Supply Loops	SF	1.45	100	0	0	0	3,674	0	0	0	5,327	5,327
15714	HVAC - Piping Distributions	SF	1.75	100	0	0	0	0	0	0	0	0	0
15715	HVAC - Air Handlers	EA	980.00	100	0	0	0	0	0	0	0	0	0
15740	Registers - Supply w/10" Flex Distb.	EA	185.00	100	0	0	0	12	0	0	0	2,220	2,220
15741	Registers - Return w/10" Flex Coll	EA	135.00	100	0	0	0	9	0	0	0	1,215	1,215
15745	HVAC - Fire Dampers & Trasnfer Grilles	%/VALUE	15.00%	100	0	0	0	7,547	0	0	0	1,132	1,132
15748	Thermostats	Zone	110.00	100	0	0	0	3	0	Ō	0	330	330
15750	Roof Exhauster - 600 CFM	EA	325.00	100	0	0	0	0	0	0	0	0	0
15751	Roof Exhauster - 1,500 CFM	EA	575.00	100	0	0	0	2	· 0	0	0	1,150	1,150
15770	Vibration Isolation	ALLOW	1.00	100	0	0	0	750	0	0	0	750	750
15800	Energy Management Control Systems	SF	0.50	100	0	0	0	0	0	0	0	ō	0
15950	Water Balance	ZONE	55.00	100	0	0	0	0	0	Ō	0	0	0
15951	Air Balance	DROP	30.00	100	0	0	i o	12	Ó	0	0	360	360
	TOTAL MECHANICAL SYSTEMS								\$696	\$3,435	\$1,332	\$97,750	\$99,082

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	Division 4.16	Unit	Unit	Mod.	Document	Repair /	Museum	Relocation	Document	Repair /	Mu	seum Relocatio	n
	ELECTRICAL SYSTEMS	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
16000	Electric Service - Feeder Distribution	LF	68.00	100	0	0	0	40	\$0 !	\$0	\$0	\$2,720	\$2,720
16010	Switchgear - Feeder Section	AMP	2.25	100	0	0	Ċ	400	0	0	0	900	900
16011	Switchgear - Panelboard & Main	AMP	3,47	100	Ö	0	c	400	0	Ó	0	1,388	1,388
16012	Switchgear - Switchboard & Buss	AMP	3.95	100	Õ	Ō	C	400	0	0	0	1,580	1,580
16013	Switchgear - Distribution Section	EA	2,200.00	100	0	0	C	0	0	0	0	0	0
16014	Switchgear - Meter Section	EA	1,140.00	100	0	0	j C	0	0	0	0	0	0
16015	Switchgear - Ground Fault Protection	AMP	1.75	100	0	0	j c	400	0	ò	0	700	700
16020	Switchgear - Fuses	AMP	0.85	100	0	0	0	400	0	0	0	340	340
16030	Transformers - 120/208 V	AMP	4.55	100	0	0) 0	400	0	0	0	1,820	1,820
16040	Subpanelboard - 120/208V, 200 A.	ĒĀ	1,160.00	100	0	0	C	1	0	0	0	1,160	1,160
16042	Subpanelboard - 120/208 V, 100 A.	EA	985.00	100	0	2	Ó	2	0	1,970	0	1,970	1,970
16060	Unistrut Support & Hangers	% COST	5.00%	100	0	0	C	12,578	0	0	0	629	629
16100	Distribution - Subpanel/Secondary Distribution	SF	1.68	100	Ō	9,900	C	13,574	0	16,632	0	22,804	22,804
16150	Demolition - Safe-Off & Disconnect	HOUR	65.00	100	12	4	4	0	780	260	260	0	260
16210	Fixture - Duplex Electrical Outlet	EA	58.00	100	0	16	C	111	0	928	0	6,438	6,438
16211	Fixture - Quad Electrical Outlet	EĀ	65.00	100	0	2	C	5	0	130	0	325	325
16212	Fixture - Weatherproof Duplex Electrical Outlet	ËA	64.00	100	0	4	, c	10	0	256	Ō	640	640
16213	Fixture - GFI Duplex Electrical Outlet	EA	68.00	100	0	0	C	2	0	0	0	136	136
16214	Fixture - Light Switch	ËĂ	48.00	100	0	2	. c	4	0	96	Ő	192	192
16215	Fixture - Duplex Light witch	EA	56.00	100	Ō	4	Č	12	0	224	0	672	672
16216	Fixture - Lighting Controls	ALLOW	1.00	100	0	0	C	2,500	0	0	Ō	2,500	2,500
16217	Fixture - Phone/Data Outlet	EA	42.00	100	0	2	Ċ	12	0	84	0	504	504
16218	Fixture - Thermostat Outlet	EA	28,00	100	0	0	C	3	0	0	0	84	84
16219	Fixture - Junction Boxes	EA	38.00	100	0	24	C	54	0	912	Ō	2,063	2,063
16230	Lighting - 2x2 Lay-In Fluorescent	EA	152.00	100	0	0	C) 4	0	0	0	608	608
16231	Lighting - 2x4 Lay-In Fluorescent	EA	168.00	100	0	0	C	45	0	0	0	7,560	7,560
16232	Lighting - 1x4 Surface-Mount Fluorescent	EA	143.00	100	0	0	C	4	0	0	0	572	572
16233	Lighting - Recessed Can Light	EĂ	154.00	100	0	Ő	Ċ	8	0	Ō	0	1,232	1,232
16233	Lighting - Hangers	SF	1.75	100	0	9,900	C	9,600	0	17,325	0	16,800	16,800
16233	Lighting - Track Lighting	LF	45.00	100	0	0	Ċ	40	0	0	0	1,800	1,800
16234	Lighting - Step Lights	EA	265.00	100	0	0	C	0 0	0	0	0	0	0
16235	Lighting - Exit Lights	EA	215.00	100	0	4	C	8	0	860	0	1,720	1,720
16236	Lighting - Emergency Exit Light Packs	EĀ	325.00	100	Ó	0	C) 12	0	0	0	3,900	3,900
16237	Lighting - Exterior Soffit Fixtures	ĒĀ	185.00	· 100	0	4	C) 3	0	740	0	555	555
16239	Lighting - Exterior Architectural Fixtures	ALLOW	1.00	100	0	0	C	2,500	0	0	0	2,500	2,500
16240	Lighting - Roof Work Light	EA	150.00	100	0	0	0	1	0	0	0	150	150
16250	Service - Elevator w/Disconnect	EA	1,200.00	100	0	0) 0	0	0	0	0	0
16251	Service - Timeclock/Photocell Control	EA	860.00	100	0	2	C) 1	0	1,720	0	860	860
16352	Service - Domestic Water Heater	EA	480.00	100	0	0	0) 1	0	0	0	480	480
16353	Service - Exhaust Fans	EA	380.00	100	0	0	C	2	0	0	0	760	760
16355	Service - HVAC w/Disconnect	SF	0.32	100	0	0		3,674	0	0	0	1,190	1,190
16600	Backboards - Telephone/Data	EA	120.00	100	0	0	() 1	0	0	0	120	120
16810	Site Lighting - Display Area Pole Fixtures	EA	1,910.00	100	0	0	4	0	0	0	7,640	0	7,640
16811	Site Lighting - Site J-Box Distributions	EA	400.00	100	0	0	2	2 0	0	0	800	0	800
16812	Site Lighting - Sign Light Distribution	ALLOW	1.00	100	0	0	1	0	0	0	1	0)	1
16710	Alarm System - Security	ALLOW	1.00	100	0	0	(0 0	0	0	0	0	· 0
16711	Alarm System - Fire Supervisory	SF	1.15	100	0	0	C C	13,574	0	0	0	15,610	15,610
16712	Alarm System - Access Control	ALLOW	0.28	100	0	0) (0 0	0	0	0	0	Ó
16713	Alarm System - Fire Flow	ALLOW	1.00	100	0	1,200	(1,500	0	1,200	0	1,500	1,500
	TOTAL ELECTRICAL SYSTEMS								\$780	\$43,337	\$8,701	\$107,483	\$116,184

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	Division 4.17	Unit	Unit	Mod.	Document	Repair /	Museum Re	location	Document	Repair /	Mu	seum Relocation	1
	TENANT IMPROVEMENT ALLOWANCES	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
17010	N/A	SF	0.00	100	0	0	0	0	\$0	\$0	\$0 {	\$0`	\$0
17011	N/A	SF	0.00	100	0	0	0	0	0	ວ່	oʻ	0	0
17012	N/A	SF	0.00	100	0	0	0	0	0	0	Ô	Ò	0
17013	N/A	SF	0.00	100	0	0	0	0	0	0	0	0	0
Brand Brand Brand	TOTAL FURNISHINGS								\$0	\$0	\$0	\$0	\$0

, Division 4.17	Unit	Unit	Mod.	Document	Repair /	Museum R	elocation	Document	Repair /	Mu	seum Relocation	1
CONTRACTOR FEES & CONTINGENCY	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
17100 Contractor Overhead & Profit Fee	%	8.000%	100	\$147,551	\$433,475	\$511,876	\$1,021,575	\$11,804	\$34,678	\$40,950	\$81,726	\$122,676
17200 Estimating Contingency	%	10.000%	100	159,355	468,154	552,826	1,103,301	15,935	46,815	55,283	110,330	165,613
TOTAL CONTRACTOR FEES & CONTG.								\$27,740	\$81,493	\$96,233	\$192,056	\$288,289

Division 7	Unit	Unit	Mod.	Document	Repair /	Museum	Relocation	Document	Repair /	Mu	seum Relocation	
FINANCE COSTS	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
50100 Construction Interest & Fees	LS	1.00	100	0	Pro Rata	Allocation	0.00	\$0	\$0	\$0	\$0	\$0
TOTAL FINANCE								\$0	\$0	· \$0	\$0	\$0

Division 8	Unit	Unit	Mod	Document	Repair /	Museum R	elocation	Document	Repair /	Mu	seum Relocatio	n
DEVELOPMENT CONTINGENCY	Measure	Price	Factor	& Demo	Restore	Site	Buildings	& Demo	Restore	Site	Buildings	Total
60100 Land Cost Contingency	%	0.00%	100	\$0	\$0 !	\$0!	\$0	\$0	\$0	\$0	\$0	\$0
60200 Development Expenses Contingency	%	5.00%	100	18,805	71,187	60,560	179,522	940	3,559	3,028	8,976	12,004
60300 Government Fees & Permits Contingency	%	5.00%	100	3,024	57,166	7,898	16,292	151	2,858	395	815	1,210
60400 Construction Change Order Contingency	%	5.00%	100	175,290	514,969	608,108	1,213,632	8,765	25,748	30,405	60,682	91,087
60500 Construction Finance Contingency	%	5.00%	100	0	0	0	0	Ó	Ö	0	0	0
TOTAL DEVELOPMENT CONTINGENCY								\$9,856	\$32,166	\$33,828	\$70,472	\$104,301

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See Sections II, IV, & VII



315 W. Haley Street Suite 101 Santa Barbara, California 93101 Ph (805) 564-4454 Fx (805) 564-4453

email: tryoncompany.com

Construction & Development Consulting



What We Do For You

The Tryon Company functions as a facilitator and manager to achieve optimum real estate and facilities solutions for business, institutions, investors and real estate professionals. Tryon was founded to provide a single source of comprehensive experience and project management capability which incorporates feasibility analysis and financial modeling, cost estimating and budgeting, design development administration, construction oversight and management and total facilities development or relocation management.

Tryon provides services that enhance a client's ability to make optimum real estate and facilities decisions based upon accurate planning, scheduling, budgeting and financial information, and then to implement these decisions in a timely and cost-effective manner.

Tryon keenly understands that most real estate and facility-related decisions involve significant risks for owners in that they tend to be complex undertakings that involve large capital outlays over long time frames. The cost, ability to finance, flexibility, expandability and operating efficiency of these facilities ultimately has measurable impacts upon the cost of doing business and upon a client's efficiency, profitability and investment returns.

The inherent risk and complexity, and the significant potential for cost-savings in typically largedollar transactions, warrants appropriate counsel and management from a cross-section of experienced real estate, design and construction professionals. The Tryon Company provides its clients with this cross-section of experience and capability, on a fiduciary and cost-effective basis, to assist your organization in one or more of the following areas:

> Development & Construction Feasibility Analysis Cost Estimating, Budgeting & Scheduling Design Programming, Planning & Project Team Coordination Development & Construction Management Relocation Management



Santa Barbara Bank & Trust Computer Operations Center



Santa Barbara Bank & Trust Corporate Offices & Trust Division



Trent W. Lyon

A unique combination of education and experience enables Trent Lyon to make a meaningful difference in the implementation of virtually any design, construction or development project. Trent's capabilities are based upon a broad range of both education and experience. Trent's undergraduate studies included Business Management and Architecture, later obtaining a Masters of Business Administration degree, with an emphasis in Real Estate Finance, all from the University of Southern California.

Trent's practical knowledge includes over 25 years of related experience, acting as a real estate broker, designer, construction estimator and project manager, general contractor and real estate developer. During this evolution, Trent has personally developed and constructed over 3 million square feet of projects, including industrial facilities, office buildings, tenant improvements, retail, institutional, and both single and multi-family housing projects. Additionally, Trent has overseen the subdivision, development and management of over 1,000 acres of raw land for commercial, industrial and residential projects.

Trent was associated for more than 10 years as a partner and Vice President of Crowell Corporation, a design, construction and development concern that was located in Pasadena and San Francisco, California. Trent subsequently served for 6 years as Vice President of Development for TOLD Corporation, with offices in Los Angeles, Ventura and Santa Barbara counties in California, with satellite offices in the states of Minnesota, Texas, Minesota and Wisconsin. Trent has now operated the Tryon Company since 1991.



U. S. Bankruptcy Court



OpenWave Corporate Offices



Lance N. Lyon

Lance Lyon became affiliated with the Tryon Company in 1997 following years of management and sales experience with manufacturing, merchandizing, and medical technology companies such as Proctor & Gamble, Johnson & Johnson, and Pfizer Corporation.

Lance earned his Bachelor of Science degree in Business from the University of Denver, with an emphasis in Management. Lance's construction and development management capabilities are based upon a combination of his formal education and his experience with the assembly and management of project teams. Lance strives to efficiently achieve targeted objectives with strict adherence to schedule and budget guidelines.

Lance's practical knowledge is rooted in over 20 years of general business experience, with specific training as a cost estimator, project manager and as a general contractor in residential construction. Lance has further developed specialization in building inspection, performing audits of existing structures in order to make recommendations for the correction of deferred maintenance and for general rehabilitation.

During his time with Tryon, Lance has been responsible for the development or redevelopment of roughly 700,000 SF of projects, including airport facilities, manufacturing facilities, office buildings, tenant improvements and a winery.





Sanford Rancho Rinconada Winery



Services

Real Estate

- Site Selection Analysis
- Development Feasibility Analysis
- Property Inspections

Design

- Code & Zoning Research
- Space Programming & Planning
- Process Flow Engineering
- Design Team Qualification & Selection

Permitting & Approval Processing

- Entitlement Processing
- Planning, Building & Engineering Approvals
- Land Divisions & Modifications
- Environmental Approvals
- Expediting & Problem Resolution

Construction

- Cost Estimating
- Scheduling
- Value Engineering & Cost-Reduction Management
- Contractor Qualification & Selection
- Construction Management

Development

- Development Feasibility Analysis
- Appraisal & Financing Analysis & Procurement
- Fee Development

Property & Asset Management

- Operating Cost Audits
- Lease Negotiation Support
- Asset Redevelopment





Hatch & Parent Law Firm Offices



Lobero Theatre Seismic Rehabiltation & Remodel



Light & Sound Design, Inc. LMC Investments Lobero Theatre Marie Callender's Restaurants Melchiori Construction Co. Mercedes Benz of North America Mission San Buenaventura Murray Duncan Architects National Diversified Sales Pacific Coast Brush Company Pacific Realty Partners Pacific Scientific, Inc. Pacifica Real Estate Group Pasadena Development Corporation Pasadena Federal Credit Union Petersen Automotive Museum **Playtex Corporation** QAD, Inc. Salvation Army Sanford Winery



Sanwa Bank Sandberg Furniture Manufacturing Santa Barbara Bank & Trust Santa Barbara Botanical Gardens Santa Barbara Christian School

Santa Barbara Dual Spectrum, Inc. Security Pacific National Bank Somera Capital Management Spatz Laboratories, Inc. State Farm Insurance State of California St. Francis Hospital



St. Luke Hospital Technicolor, Inc. The Towbes Group, Inc. TOLD Partners, Inc. **Tony Roma's Restaurants** United States Postal Service United States Bankruptcy Court University of Calfornia Santa Barbara **USA** Petroleum Corporation Ven-Co Western, Inc. Viola Constructors Wells Fargo Bank Wells Fargo Realty Advisors Williams Holdings Wood Bridge Village, Ltd. World Vision, Inc. YTC America Inc.



WOOD DESTROYING PESTS AND ORGANISMS INSPECTION REPORT This is an inspection report only -- not a Notice of Completion ADDRESS OF PROPERTY INSPECTED

BUILDING NO.	STREET				CITY			12	P		- 1	COUN	TYC	ATE	OF		NUMB	ER C	F
1699	FIRESTONE	RD. #2	48		COLE	Δ.		-rhe	171	17	ľ	CODE オウ	i p	NSPE	CTION 1 つ //		PÁGE	\$	
1000	r Hubioth i				COLLET	\$₽C	EIV	EV				44		160		"	0		
X	HYDRE PEST CONT CO		Hydrex Pes 2940 De La Santa Barba 805) 687-6	t Control (Vina Stre ura, Ca. 93 644	Company et 105	SEP City of Airpo	272 Santa B ort Depar	001 arbara 1 791	l	J (F F F	AL DPEI HIS/ RELA BE RE	I GE RAT HER TIVE	INSI OR FII TO IRED	here IS ELD. THIS TO I	on B PEST AN ANY REP IIM/H	oard CC EXPI OU DRT ER.	COP ONT ERT ESTI SHO	yon ROL IN ONS ULD	ιy
REGISTRATION #	PR 0979	REPORT	42685		STAMP	#			E	SCRO	₩ #			······					
ORDERED BY:	CITY OF	SANTA	BARBARA	AIRPOR	T P.O.	BOX	1990	SAND	AB	ARE	ARA	A C	A 9	310	219	90			
REPORT SENT TO:	CITY OF	SANTA	BARBARA	AIRPOR	T P.O.	BOX	1990	SANE	AB	ARE	ARA	C	A 9	310	2-19	90			
PROPERTY OWNER:	CITY OF	SANTA	BARBARA	AIRPOR	T P.O.	BOX	1990	SANE	AB	ARE	ARA	C	A 9	310	2-19	990			
PARTY IN INTEREST	CITY OF	SANTA	BARBARA	AIRPOR	<u>T P.O.</u>	BOX	1990	SANE	A B	ARE	ARA	\ C	A 9	310	2-19	990			
ORIGINAL REPORT	LINITED REP	ORT []	SUPPLEMEN	TAL REPOR	T 🗆 *	REINSPE	CTION RE	PORT	0.	*0 \$	rigi	ngi			0	ate			
GENERAL DESCRIPT <u>foundation</u> , <u>metal</u> . 	ION: <u>Two st</u> wood sidin ostep: <u>Interi</u> TAGS: <u>None</u> .	ory, and	airplane alumini 11.	hangar um hot	r, slat mop ro	b bof &			20	20	9 J9		- 103 420 RO RC02C	OFTER SOOD RESTS	WARTH · WOOD COZTACTS	F AULTY GRADE LEVELS	0 8-3080 8001C1180	EXCESS-VE XO-STUCE	SIOSER LEAKS
1. SUBSTRUCTUR	REAREA SLA	D 12										-+	-+			┢─			·····
3. FOUNDATIONS	INS	PECTED	SEE BI	NOTE		Sea :	BA		-			-+	-+	+	+-	x			
4. PORCHES - ST	TEPS NON	E						-								1			
6. VENTILATION	N/A																		
6. ABUTMENTS	NON	E																	
7. ATTIC SPACES	; NON	E										_	_	_	_	1			
8. GARAGES	NON	E							L			_	_		_	\vdash			
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10. OTHER - INTE	RIOR INS	PECTED	SEEB	ELOW		See1	DA, 10B					X	X			<u> </u>			
11. OTHER - EXT	ERIOR INS	PECTEL	SEE	BELOW		See1	LA, 11B						X			1			
DIAG	RAM AND EXPL	ANATIO	N OF FIND	INGS (Th	is report	is limit	ed to str	ucture	or	stru	cturi	es s	how	n on	dian	ram			

DIAGRAM NOT TO SCALE

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soil rontact an	Termiter Drywood	108	108	108 34
118	wall & celline	}		108 11
	108			108 108
118	108	·		108
38				
in the second			10A 10A	108 11
FRONT TOMICSILA	11 B Torriteand fungus		/	
pected by JOHN ORTEGA	License No. FR2270)6	_ Signature	Hall I

NOTE: Questions or problems concerning the above report should be directed to the manager of the company increal/Vod questions or problems with services performed may be directed to the Structural Pest Control Board at (316) 283-2533, or (800) 737-3788. You are entitled to obtain copies of all reports and completion notices on this property filed with the Board during the proceeding two years upon payment of a \$2.00 search fee to: The Structural Pest Control Board, 1418 Howe Ave., Ste. 18, Septemento, California 95825-3204.

PAGE OF STANDARD INSPECTION REPORT ON PROPERTY AT:

1699	FIRESTONE RD. #248	GOLETA
BLDG, NO.	STREET	CITY
	09/12/2001	42685
STAMP NO.	DATE OF INSPECTION	CO, REPORT NO.

A. Certain areas are recognized by the industry as inaccessible and/or for other reasons not inspected. These include but are not limited to: inaccesible and/or insulated atlies or portions thereof, atlics with less than 18" clear crawl space, the interior of hollow walls; spaces between a floor or porch deck and the ceiling below; area where there is no access without defacing or tearing out lumber, masonry or finished work; areas behind stoves, refigerators or beneath floor coverings, furnishings; areas where encumberances and storage, conditions or locks make inspection impractical, portions of the subarea concealed or made inaccessible by ducting or insulation, area beneath wood floors over concrete, and areas concealed by heavy vegetation. Areas or timbers around eaves were visually inspected from ground level only. Although we make visual examinations, we do not deface or probe window/door frames or decorative trims. Unless otherwise specified in this report, we do not inspect fences, sheds, dog houses, detached patios, detached wood decks, wood retaining walls or wood walkways. We assume no responsibility for work done by anyone else, for damage to structure or contents during our inspection, or for infestation, infection, adverse conditions or damage undetected due to inaccessibility or non-disclosure by owner/sgent/tenent.

B. Slab floor construction has become more prevalent in recent years. Floor covering may conceal cracks in the slab that will allow infestation to enter. Infestations in the walls may be concealed by plaster so that a diligent inspection may not disclose the true condition. These areas are not practical to inspect because of health hazards, damage to the structure; or inconvenience. They were not inspected unless described in this report. We recommend further inspection fiber is any question about the above noted areas. Ref: Structural Pest Control Act, Article 6, Section 8516(b), paragraph 1990(1). Amended effective March 1, 1974. Inspection islicides to fisciosure of wood destroying pests or organisms as set forth in the Structural Pest Control Act, Article 6, Section 8516(b), Paragraph 1990-1991.

C. A re-inspection will be performed, if requested within four (4) months from date of original inspection, on any corrective work that we are regularly in the business of performing. If CERTIFICATION is required, then any work performed by others must be CERTIFIED by them. There is a re-inspection fee.

D. This company is not responsible for work completed by others, recommended or not, including by Owner. Contractor bills should be submitted to Escrow as certification of work completed by others.

E. This report includes findings related to the presence/non-presence of wood destroying organisms end/or visible signs of leaks in the accessible portions of the roof. The inspector did not go onto the roof surface due to possible physical damage to the roof, or personal injury. No opinion is rendered nor guarantee implied concerning the water-tight integrity of the roof or the condition of the roof and roofing materials. If interested parties desire further information on the condition of the roof, we recommend that they engage the services of a licensed roofing contractor.

F. Second story stall showers are inspected but not water tested unless there is evidence of leaks in ceiling below. Ref: Structural Pest Control Rules and Regulations, Sec. 85166. Sunken or below grade showers or tubs are not water tested due to their construction.

G. During the course of/or after opening walls or any previously concealed areas, should any further damage or infestation be found, a supplementary report will be issued. Any work completed in these areas would be at Owner's direction and additional expense.

H. During the process of treatment or replacement it may be necessary to drill holes through ceramic tiles or other floor coverings; These holes will then be sealed with concrete. We will exercise due care but assume no responsibility for cracks, chipping or other damage to floor coverings. We do not re-lay carpeting.

I. We assume no responsibility for demage to any Plumbing, Gas or Electrical lines, etc., in the process of pressure treatment of concrete stabs or replacement of concrete or structural timbers.

J. When a fumigation is recommended we will exercise all due care but assume no responsibility for damage to Shrubbery. Trees, Plants, TV Antennas or Roofs. A FUMIGATION NOTICE will be left with, or mailed to the Owner of this property, or his designated Agent. Occupant must comply with instructions contained in fumigation Notice. During fumigation and seration, the possibility of burglary exists as it does any time you leave your home. Therefore, we recommend that you take any steps that you feel necessary to prevent any damage to your property. We also recommend that you contact your insurance egent and verify that you have insurance coverage to protect against any loss, damage or vandalism to your property. The company does not provide any onsite security except as required by state or local ordinance and does not assume any responsibility for care and custody of the property in case of vandalism, breaking or entering.

K. Your termite report and clearance will cover EXISTING infestation or infection which is outlined in this report. If Owner of property desires coverage of any new infestation it would be advisable to obtain a Control Service Policy which would cover any new infestation for the coming year.

L. If you should have any questions regarding this report, please call or come by our office any weekday between 8:00 s.m. and 5:00 p.m. We also provide information about additional services for the control of Household Pesta such as Ants and Fleas, etc.

H. 1 sgree to pay reasonable attorney's fees if suit is required by this COMPANY to enforce any terms of this contract, together with the costs of such action, whether or not suit proceeds to judgement.

N. The total amount of this contract is due and payable upon completion of work unless otherwise specified. A finance charge computed at a Monthly rate of 1.5% of the unpaid balance (annual percentage rate of 18%) will be added to all accounts past due.

O. If this report is used for escrow purposes then it is agreed that this inspection report and Completion, if any, is part of the ESCROW TRANSACTION. However, if you received written or verbal instructions from any interested parties involved in this escrow (agents, principals, etc.) to not pay our involce at close of escrow, you are instructed by us not to use these documents to satisfy any conditions or terms of your escrow for purposes of closing the escrow. Further, you are instructed to return all of our documents and the most current mailing address you have on file for the property owner.

P. Owner/agent/tenant acknowledges and agrees that inspection of the premises will not include any type of inspection for the presence or non-presence of asbestos and that this report will not include any findings or opinions regarding the presence or non-presence of asbestos in, upon or about the premises, we recommend that you contact a contractor specifically licensed to engage in asbestos related work. Further, should we discover the presence of asbestos during our inspection of the premises cause a nelesse of asbestos dust or particles, owner/agent/tenant shall be solely responsible for the cleanup, removal and disposal of the asbestos and the cost thereof. Owner/agent/tenant shall be remises and further agrees to indemnify and hold this company hamless from any and all claims of any nature asserted by any third party, including this Company's employees, which is in any way related to the presence of asbestos on the premises.

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PAGE OF STANDARD INSPECTION REPORT ON PROPERTY AT:

1699	FIRESTONE RD. #248	GOLETA	
BLDG. NO.	STREET	CITY	
	09/12/2001	42685	
STAMP NO.	DATE OF INSPECTION	CO. REPORT NO.	

"NOTICE" REPORTS ON THIS STRUCTURE PREPARED BY OTHER REGISTERED TERMITE COMPANIES SHOULD LIST THE SAME FINDINGS (I.E. TERMITE AND OTHER WOOD DESTROYING INFESTATIONS TO INCLUDE DAMAGE ETC.). HOWEVER RECOMMENDATIONS TO CORRECT THE INFESTATIONS AND/OR DAMAGE MAY VARY FROM COMPANY TO COMPANY. YOU HAVE THE RIGHT TO SEEK A SECOND OPINION.

NOTTCE TO OWNER

UNDER THE CALIFORNIA MECHANICS LIEN LAW ANY STRUCTURAL PEST CONTROL OPERATOR, CONTRACTOR, SUBCONTRACTOR, LABORER, SUPPLIER OR ANY PERSON WHO CONTRACTS TO DO WORK FOR YOU AND WHO HELPS TO IMPROVE YOUR PROPERTY BUT IS NOT PAID FOR THEIR WORK OR SUPPLIES HAS THE TO ENFORCE A CLAIM AGAINST YOUR PROPERTY. THIS MEANS YOUR PROPERTY COULD BE SOLD BY A COURT OFFICER AND THE PROCEEDS OF THE SALE USED TO SATISFY THE INDEBINESS. THIS COULD HAPPEN EVEN IF YOU PAID YOUR PRIMARY CONTRACTOR IN FULL IF THE SUBCONTRACTOR, LABORORS OR SUPPLIERS REMAIN UNPAID.

TO PRESERVE THEIR RIGHT TO FILE A CLAIM OR LIEN AGAINST YOUR PROPERTY, CERTAIN CLAIMANTS SUCH AS SUBCONTRACTORS AND SUPPLIERS ARE REQUIRED TO PROVIDE YOU WITH A DOCUMENT ENTITLED "PRELIMINARY NOTICE" PRIME CONTRACTORS AND LABORORS FOR WAGES DO NOT HAVE TO PROVIDE THIS NOTICE. A PRELIMINARY NOTICE IS NOT A LEIN AGAINST YOUR PROPERTY. ITS PURPOSE IS TO NOTIFY YOU OF THEIR RIGHT TO FILE IN THE CASE THAT THEY ARE NOT PAID.

FOUNDATIONS:

Item 3A: A faulty grade condition was noted to the foundation of the structure. The stucco siding was in contact with the soil and is in dis-repair.

> REC: Owner to employ a licensed tradesman to inspect and repair as necessary. ****** This is a Section 2 Item ******

OTHER - INTERIORS:

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Evidence of drywood termites was noted in the wall & ceiling of the Item 10A: interior.

> REC: Tarp and fumigate the structure with an approved fumigant in accordance with the manufactures label. See the "OCCUPANT'S CHEMICAL NOTICE" section of this report for more information on the material being used. The fumigation is guaranteed for 2 years and can be extended with an annual premium of 11% of the original agreement. ****** This is a Section 1 Item ******

Item 10B: Drywood termite & fungus damage was noted to the window frame 2x6, 2x4 studs, & mudsill.

> REC: With the customer's agreement Hydrex Pest Control will repair, reinforce or remove and replace the damaged area in accordance with state and local building codes. Areas of repair are guaranteed for 1 year and are non-renewable.

***** This is a Section 1 Item ******

OTHER - EXTERIORS:

Item 11A: Evidence of drywood termites was noted in the framing of the exterior.

REC: Tarp and fumigate the structure with an approved fumigant in accordance with the manufactures label. See the "OCCUPANT'S CHEMICAL NOTICE" section of this report for more information on the material being used. The fumigation is guaranteed for 2 years and can be extended with an annual premium of 11% of the original agreement. ****** This is a Section 1 Item ******

HYDREX PEST CONTROL WEST COAST --- License No. PR 0979

1699	FTRESTONE RD. #248	GOLETA
BLDG. NO.	STREET	CITY
	09/12/2001	42685
STAMP NO	DATE OF INSPECT	ION CO. REPORT NO.

OTHER - EXTERIORS:

Item 11B: Drywood termite & fungus damage was noted to the 2x6 beam, fascia & siding in the exterior.

REC: With the customer's agreement Hydrex Pest Control will repair, reinforce or remove and replace the damaged area in accordance with state and local building codes. Areas of repair are guaranteed for 1 year and are non-renewable.

****** This is a Section 1 Item ******

IF; DURING THE COURSE OF CONSTRUCTION DAMAGE IS FOUND TO EXTEND INTO PREVIOUSLY INACCESSIBLE AREAS OR AREAS CONCEALED BY FURNITURE, PERSONAL ITEMS ETC., THE TECHNICIAN WILL CALL FOR AN INSPECTION AND A SUPPLIMENTAL REPORT WILL BE ISSUED WITH NEW FINDINGS AND ADDITIONAL COSTS.

PESTICIDES ARE THE PRODUCTS THAT HYDREX PEST CONTROL USES TO CONTROL THE TARGET PEST LISTED IN YOUR INSPECTION. WHEN USED PROPERLY, PESTICIDES MAKE A BETTER LIFE FOR ALL OF US. THEY HELP CONTROL DISEASE CARCIERS THUS PROTECTING YOUR HEALTH AND PROPERTY AND POSE NO THREAT TO MAN OR THE ENVIRONMENT. YOUR HYDREX TECHNICIAN IS A STATE CERTIFIED APPLICATOR AND IS CONSTANTLY BEING UPGRADED BY OUR TRAINING SESSIONS. IF YOU HAVE ANY QUESTIONS PLEASE CALL THE FOLLOWING NUMBER. 1-800-284-7985.

STATE LAW REQUIRES THAT YOU BE GIVEN THE FOLLOWING INFORMATION. "CAUTION, PESTICIDES ARE TOXIC CHEMICALS. STRUCTURAL PEST CONTROL OPERATORS ARE LICENCED AND REGULATED BY THE STRUCTURAL PEST CONTROL BOARD AND APPLY PESTICIDES WHICH ARE REGISTERED AND APPROVED BY FOR USE BY CALIFORNIA DEPARIMENT OF FOOD AND AGRICULTURAL, THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY. REGISTRATION IS GRANTED WHEN THE STATES ENVIRONMENTAL PROTECTION AGENCY. REGISTRATION IS GRANTED WHEN THE STATE FINDS THAT, BASED ON EXISTING SCIENTIFIC EVIDENCE, THERE ARE NO APPRECIABLE RISKS IF PROPER USE CONDITIONS ARE FOLLOWED OR THAT THE RISKS ARE OUT-WEIGHED BY THE BENEFITS. THE DEGREE OF RISKS DEPENDS UPON THE DEGREE OF EXPOSURE SO EXPOSURE SHOULD BE MINIMIZED.

IF, WITHIN 24 HOURS FOLLOWING APPLICATION, YOU EXPERIENCE SYMPTOMS SIMILAR TO COMMON SEASONAL ILLNESS COMPARABLE TO THE FLU, CONTACT YOUR PHYSICIAN OR POISON CONTROL CENTER AT 800-662-9886 AND YOUR PEST CONTROL OPERATOR IMMEDIATELY.

FOR FURTHER INFORMATION CONTACT ANY OF THE FOLLOWING:

HYDREX PEST CONTROL COMPANY 800-284-7985

STRUCTURAL PEST CONTROL BOARD (REGULATORY INFORMATION) 1422 HOWE AVENUE, SUITE 3 SACRAMENTO, CA 95825-3280 916-263-2533

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HYDREX PEST CONTROL WEST COAST --- License No. PR 0979

5łh PAGE OF STANDARD INSPECTION REPORT ON PROPERTY AT:

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BLDG. NO.	STREET	CITY
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IF A FUMIGATION IS RECOMMENDED AND PERFORMED ON THE STRUCTURE THE OWNER OR AGENT MUST BE SURE TO COMPLY WITH ALL PREPARATIONS AND NOT RE-ENTER THE STRUCTURE UNTIL IT HAS PROPERLY BEEN CLEARED AND CERTIFIED FOR RE-OCCUPANCY. PLEASE SEE THE "OCCUPANT'S CHEMICAL NOTICE" SECTION OF THIS REPORT FOR MORE INFORMATION ON THE MATERIAL BEING USED.

OCCUPANT'S CHEMICAL NOTICE

HYDREX PEST CONTROL WILL USE THE FOLLOWING PESTICIDE CHEMICAL(S) SPECIFIED BELOW FOR THE CONTROL OF WOOD DESTROYING ORGANISMS IN THE LOCATIONS DETAILED ON THE GRAPH AND IN THIS REPORT.

1. THE PEST OR ORGANISM TO BE CONTROLLED IS:

X Drywood Termites Other (Specify) Subterranean Termites X Fungus and/or Dryrot

2. THE PESTICIDE TO BE USED IS: X Vikane (Sulfuryl Floride) X Chloropicrin

- Dursban TC (Chlorpyrifos) 1%

Cytoc (Cyfluthrin) .1% ____ Invader (Baygon) 1% Strikeforce (Chlorpyrifos) .5% Other ____*

Beetles

- Dragnet SFR (Permethrin) .5% Equity (Chlorpyrifos) 1%
- Premise (Imidaclorprid) 1%
- Timbor (Disodium Octaborate Tetrahydrate) 10%

FUMIGATION WARRANTY: HYDREX PEST CONTROL WARRANTS THE STRUCTURES LISTED THE ORIGINAL AGREEMENT FOR THE INFESTATION THAT WAS SPECIFICALLY DESIGNATED AS THE TARGET PEST. OUR GUARANTEE IS LIMITED TO THE COMIRCL AND TREATMENT OF THE INFESTATION AND DOES NOT INCLUDE DAMAGE CAUSED BY THE INFESTATION OR PREPARATION AND RELOCATION OF OCCUPANTS SHOULD A RE-FUMIGATION BE NECESSARY.

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HYDREX PEST CONTROL WEST COAST -- License No. PR 0979

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1699	FIRESTONE RD	. #248	GOLETA	
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	09/12/	2001	42685	
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## WOOD DESTROYING PESTS AND ORGANISMS INSPECTION REPORT This is an inspection report only -- not a Notice of Completion

DIAGRAM AND EXPLANATION OF FINDINGS (This report is limited to structure or structures shown on diagram)



NOTE: Questions or problems concerning the above report should be directed to the manager of the company. Upresolved questions or problems wit services performed may be directed to the Structural Peet Control Board at (916) 263-2533, or (800) 737-8186. You are entitled to obtain copies of all reports and completion notices on this property illed with the Board during the preceeding two years upon payment of a \$2.00 search fee to: The Structural Peet Control Board, 1418 Howe Ave., Ste. 18, Secreptionto, California 95825-3204.

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3rd _ PAGE OF STANDARD INSPECTION REPORT ON PROPERTY AT:

1699	FIRESTONE RD. #249	GOLETA	
BLDG. NO.	STREET	CITY	
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STAMP NO.	DATE OF INSPECTION	CO. REPORT NO.	

"NOTICE" REPORTS ON THIS STRUCTURE PREPARED BY OTHER REGISTERED TERMITE COMPANIES SHOULD LIST THE SAME FINDINGS (I.E. TERMITE AND OTHER WOOD DESTROYING INFESTATIONS TO INCLUDE DAMAGE ETC.). HOWEVER RECOMMENDATIONS TO CORRECT THE INFESTATIONS AND/OR DAMAGE MAY VARY FROM COMPANY TO COMPANY. YOU HAVE THE RIGHT TO SEEK A SECOND OPINION.

#### NOTTOE TO OWNER

UNDER THE CALIFORNIA MECHANICS LIEN LAW ANY STRUCTURAL PEST CONTROL OPERATOR, CONTRACTOR, SUBCONTRACTOR, LABORER, SUPPLIER OR ANY PERSON WHO CONTRACTS TO DO WORK FOR YOU AND WHO HELPS TO IMPROVE YOUR PROPERTY BUT IS NOT PAID FOR THEIR WORK OR SUPPLIES HAS THE TO ENFORCE A CLAIM AGAINST YOUR PROPERTY. THIS MEANS YOUR PROPERTY COULD BE SOLD BY A COURT OFFICER AND THE PROCEEDS OF THE SALE USED TO SATISFY THE INDEBINESS. THIS COULD HAPPEN EVEN IF YOU PAID YOUR PRIMARY CONTRACTOR IN FULL IF THE SUBCONTRACTOR, LABORORS OR SUPPLIERS REMAIN UNPAID.

TO PRESERVE THEIR RIGHT TO FILE A CLAIM OR LIEN AGAINST YOUR PROPERTY, CERTAIN CLAIMANTS SUCH AS SUBCONTRACTORS AND SUPPLIERS ARE REQUIRED TO PROVIDE YOU WITH A DOCUMENT ENTITLED "PRELIMINARY NOTICE" PRIME CONTRACTORS AND LABORORS FOR WAGES DO NOT HAVE TO PROVIDE THIS NOTICE. A PRELIMINARY NOTICE IS NOT A LEIN AGAINST YOUR PROPERTY. ITS FURPOSE IS TO NOTIFY YOU OF THEIR RIGHT TO FILE IN THE CASE THAT THEY ARE NOT PAID.

#### FOUNDATIONS:

Item 3A: A faulty grade condition was noted to the foundation of the structure. The stucco siding was in contact with the soil and is in dis-repair.

REC: Owner to employ a licensed tradesman to inspect and repair as necessary.

OTHER - INTERIORS:

Item 10A: Evidence of drywood termites was noted in the wall & ceiling of the interior.

> REC: Tarp and fumigate the structure with an approved fumigant in accordance with the manufactures label. See the "OCCUPANT'S CHEMICAL NOTICE" section of this report for more information on the material being used. The fumigation is guaranteed for 2 years and can be extended with an annual premium of 11% of the original agreement. ***** This is a Section 1 Item ******

Item 10B: Drywood termite & fungus damage was noted to the window frame 2x6, 2x4 studs, mudsill & pier posts in the interior.

REC: With the customer's agreement Hydrex Pest Control will repair, reinforce or remove and replace the damaged area in accordance with state and local building codes. Areas of repair are guaranteed for 1 year and are non-renewable.

#### ****** This is a Section 1 Item ******

Item 10C: Water stains were noted to the ceiling & wall. They appear to be from a previous problem.

> REC: Owner to call for periodic inspection. ***** This is a Section 2 Item *****

4th ___ PAGE OF STANDARD INSPECTION REPORT ON PROPERTY AT:

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STAMP NO.	DATE OF INSPECTION	CO. REPORT NO

**OTHER - EXTERIORS:** 

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Item 11A: Evidence of drywood termites was noted in the framing of the exterior.

REC: Tarp and funigate the structure with an approved funigant in accordance with the manufactures label. See the "OCCUPANT'S CHEMICAL NOTICE" section of this report for more information on the material being used. The fumigation is guaranteed for 2 years and can be extended with an annual premium of 11% of the original agreement.

****** This is a Section 1 Item ******

Item 11B: Drywood termite & fungus damage was noted to the door & door jamb, beam, 2x6, plywood sheathing & fascia in the exterior.

> REC: With the customer's agreement Hydrex Pest Control will repair, reinforce or remove and replace the damaged area in accordance with state and local building codes. Areas of repair are guaranteed for 1 year and are non-renewable.

#### ****** This is a Section 1 Item ******

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FOR FURTHER INFORMATION CONTACT ANY OF THE FOLLOWING:

HYDREX PEST CONTROL COMPANY	800-284-7985
COUNTY HEALTH DEPARIMENT (HEALTH QUESTIONS)	805-346-8410
SANTA BARBARA	805-781-5500
COUNTY AGRICULTURAL COMMISSION (APPLICATION)	805-934-6200
SANTA BARBARA	805-781-5910
SIRUCTURAL PEST CONTROL BOARD (REGULATORY INFORMATION) 1422 HOWE AVENUE, SUITE 3 SACRAMENIO, CA 95825-3280	916-263-2533

HYDREX PEST CONTROL WEST COAST - License No. PR 0979

5th

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- 1. THE PEST OR ORGANISM TO BE CONTROLLED IS:
  - Subterranean Termites
- X Fungus and/or Dryrot
- 2. THE PESTICIDE TO BE USED IS:
- X Vikane (Sulfuryl Floride) X Chloropicrin

- Dursban TC (Chlorpyrifos) 18 Dragnet SFR (Permethrin) .58
- Equity (Chlorpyrifos) 1% Premise (Imidaclorprid) 1%

Timbor (Disodium Octaborate Tetrahydrate) 10%

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Beetles ____ Other ____ (Specify)

- _ Cytoc (Cyfluthrin) .1% Invader (Baygon) 18 Strikeforce (Chlorpyrifos) .5% Other ____ *
- X Drywood Termites

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61h PADE OF STANDARD INSPECTION REPORT ON PROPERTY AT:

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1699	FIRESTONE RD.	249	GOLETA
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HYDREX PEST CONTROL WEST COAST --- License No. PR 0979

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# Santa Barbara County Flood Control & Water Conservation District and Water Agency

123 E. Anapamu Street, Santa Barbara, California 93101 (805) 568-3440 Fax: (805) 568-3434 Web: http://www.publicworkssb.org/

F 0127

Phillip M. Demery Public Works Director

Thomas D. Fayram Deputy Public Works Director

## September 11, 2001

MEMO TO: Jeff Gorrell, Lenvik & Minor, Architects; (Fax # 963-2785)
FROM: Jeff Paley, Flood Plain Mgr., S.B. Co. Flood Control SUBJECT: Airport Hangars (Job # 0127); AP# 73-080-37/73-450-03).

(Revised).

I have plotted the locations of the hangars on the FIRM (Flood Insurance Rate Maps). <u>I will attempt to answer the questions contained within your submittal of October 9</u>.

- 1. The Base Flood Elevations (BFEs) are 15 ft. for Bldg. 248 and 14 ft. for Bldg. 249 (1929 NGVD mean sea level datum).
- 2. I have no information as to how deep the water gets and how often these structures flood. I do know that the airport had flooding in 1967, and 1995 and 1998. You may wish to check with airport personnel who may have personal recollections of the flooding.
- 3. Floodwall. I think that the top of the concrete floodwall should be at or higher than the BFE.
- 4. *IF* the buildings are, in fact, on the National Register (i.e. not just *eligible*), then you can perform improvements at existing grade, without having to raise the structures. If hangar/bldgs. are on the National Register, you may not be able to do many revisions or improvements because the main idea behind that status is to keep or restore the building to what it was originally.

Per our 1:30 pm telecon, ... if the proposed improvements are "non-substantial" (total cost less than 50% of market value of existing structure), nothing has to be raised and walls don't need openings. If the improvements are "substantial", the living quarters (bathroom, etc.) should be raised 2 ft. above the BFE *and* openings to equalize the hydrostatic pressure should be incorporated (a minimum of 2 openings, below BFE, with combined area total of 1 square inch per square foot of enclosed floor area).

Because these structures are located within the FLOODWAY they cannot encroach further into the FLOODWAY. Keep all improvements within the existing footprint.









Stat DEF <b>PF</b>	e of California — The Re PARTMENT OF PARKS A	sources Agency ND RECREATION				Primary # HRI # Trinomial		
Page 1 of 2						NRHP Statu		36
				Other Lis	tings			
				Review C	ode Review	/er	Da	de
P1.	Resource Identifier:	Building No. 248, Ge	eneral Westeri	n Aero Corp.	Hangar, Santa Bar	bara Aviation		
P2.	Location: a. County	Santa Barbara	3arbara and (Address and/or UTM Coordinates				Location Map as r	equired.)
	b. Address:							
	City	Goleta CA					Zlp 93117	
	c. UTM: USGS Quad	Goleta	07.5' [	]15 Date	Zone		mE/	mN
	d. Other Locational Da	ta (Enter Parcel #, legal	description, dir	ections to reso	ource, and/or any oth	er locational dat	ta if appropriate) Parcel No.	.'

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This 60 by 80 foot hangar is rectangular in plan, and constructed on a concrete slab foundation. The roof shape is defined by a segmental arch truss springing from 16 foot high walls, creating a clear span of 80 feet, roughly 30 feet in height at the center point. The exterior siding material is continuous sheetmetal strips roughly 3 feet wide laid vertically over wood stud walls. A pair of large, sliding hangar doors opening south are faced with sheetmetal. Eight by 3 light steel mullioned fixed windows are centered on both of the door panels. Four panels of similar windows run along the northern facade, evenly spaced and located only slightly above grade. These windows are presently covered by plywood sheets. The roofing material is corrugated metal. Clear evidence can be found in the interior and exterior of the hangar to suggest that a one-story, medium-pitched gable-roofed structure was previously attached to the midpoint of eastern facade. The truss and eaves from this intersecting gable end, and two, 6 over 6 wood sash windows remain extant in the interior. A portion of the roofline remains clearly visible from the exterior, although the windows are hidden by metal panels. This addition appears to have been constructed between 1936 and 1942, and was probably removed in 1942, when San Pedro Creek was re-aligned and channelized immediately to the east of the hangar. Some evidence of the original, painted General Western Aero signs can still be identified on the southern facade, over the hangar doors. Located 100 feet to the west is another, very similar hangar constructed during the same year.

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)	P6. Date Constructed/Age □ Prehistoric ⊠ Historic □ Both 1931 F
	P7. Owner and Address Santa Barbara Municipal Airport 601 Firestone Road Goleta, CA 93117
	P8. Recorded by Mitch Stone/Judith Triem San Buenaventura Research Assoc. 627 East Pleasant Street Santa Paula CA 93060 P9. Date Recorded: 6/24/94
	P10. Type of Survey:
P11. Report Citation: (Provide full citation or enter "none")	· · ·

#### P4. Resources Present Building Structure Object Site District Element of District

Attachments

□ NONE Map Sheet

Linear Resource Record Continuation Sheet Archaeological Record

Building, Structure, and Object Record District Record Milling Station Record D Photograph Record Rock Art Record

Artifact Record Other: (List)

State of California — The R DEPARTMENT OF PARKS / BUILDING, STRU Page 2 of 2	Nesources Agency AND RECREATION JCTURE, AND OBJECT	r record	Primary # HRI #		
<ul> <li>B1. Resource Identifier:</li> <li>B2. Historic Name:</li> <li>B3. Common Name:</li> <li>B4. Address:</li> </ul>	Building No. 248, General Wes General Western Aero Corp. H. Old Hangar, Building No. 248	tern Aero Corp. Hangar, Santa Barb angar, Building No. 248	ara Aviation		
City:	Goleta CA	County Santa Barb	ara	Zip <i>93117</i>	/
B5. Zoning:	B6. Threats: rede	velopment of site			
B7. Architectural Sty	le: utilitarian industrial				
B8. Alterations and Date(s	):		•		· · · ·
B9. Moved? ⊠ No [ B10. Related Feature	] Yes 🗍 Unknown Date : as:	Original Location:			
B11. Architect: unknow	wn	Builder: unknown			
B12. Resource Attrib	outes (List attributes and codes)	HP39 - Other (Aircraft-related) HP8 - Industrial Building			
B13. Significance: The	eme: Aviation, Military	Агеа:	Santa Barba	ıra-Goleta	•
Period of Significan	се: 1918-42; 1942-5 Ргоре	erty Type: Hangar	A	oplicable Criteria: A	
(Discuss importance	e in terms of historical or architecture	al context as defined by theme, period al	na geographic s	scope. Address integri	(y.)

The period of aviation activity at Santa Barbara Airport occurring prior to the take-over of the site by the US Marine Corps in 1942 was brief but crucial to the future development of civilian aviation facilities in the Santa Barbara area. The initial pioneering efforts of Gordon Sackett and Roy Stetson beginning in 1928 left little in terms of a physical legacy, but did serve to establish the Goleta Slough vicinity as the site for future airport development.

The General Western Aero Corporation constructed two hangars in 1931 (of which this is one) near the corner of Hollister and Fairview avenues. Shortly thereafter, a small, two-story office and tower were constructed between the hangars. General Western, a company founded a few years earlier in Burbank, operated a factory for the construction of light monoplanes and a flying school out of these hangars until 1933, when they succumbed to the Great Depression and alleged mismanagement. Probably less than six of their 'Meteor' aircraft were ever built. In 1936 the hangars were leased by Burton and Jesse Bundy, who operated the Santa Barbara Flying Service in this location for several decades thereafter. Later that same year, these hangars, in addition to the small tower, became the home of United Airlines when the company established their commercial air passenger service to Santa Barbara in 1936. In 1940 the City of Santa Barbara officially selected the Goleta Slough site for the establishment of a municipal airport, and the voters approved a bond financing measure the following year. Construction proceeded throughout 1941, with the US Army Corp of Engineers providing assistance with the filling and leveling of the slough. United Airlines vacated the old hangars in 1942, when a new terminal was completed. The General Western hangars were taken over by the United States Marine Corp from 1942 to 1945. The precise role they played in the base's mission is uncertain.

#### B14. References:

Coombs, Gary B. and Ackerman, Michael E. *Meteor's Tale: The General Western Hangers*. Goleta, California: Kimberly Press, 1991.

Various maps, plans and documents held by the Santa Barbara Airport.

#### B15. Evaluator: J. Triem, M. Stone

Date of Evaluation:10/28/94

(This space reserved for official comments.)



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION <b>PRIMARY RECORD</b>						Primary # HRI # . Trinomial .		
Page 1 of 2					NRHP Statu	s Code	38	
		•		Other Listing	gs			
				Review Cod	e Reviewe	)r	Date	÷
P1. Resource identifier: P2. Location: a. County b. Address:	Building No. 249, Gene Santa Barbara 158 Firestone Road	eral Weste	ern Aer and	o Hangar (Addresis a	nd/or <b>UTM</b> Coordi	nates. Attach	Location Map as re	quired.)
City	Goleta CA						Zip 93117	
c. UTM: USGS Quad	Goleta	07.5	🗌 15	Date	Zone		mE/	mN
d. Other Locational Da	ita (Enter Parcel #, legal de	scription,	directio	ns to resourc	ce, and/or any other	locational dat	ta if appropriate) Parcel No.	

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This 60 by 170 foot hangar and attached shop building is roughly 'l' shaped in plan, and constructed on a concrete slab foundation. The main body of the building is the 60 by 80 foot hangar, with a roof shape defined by a segmental arch truss springing from 16 foot high walls, creating a clear span of 80 feet, roughly 30 feet in height at the center point. The exterior siding material is continuous sheetmetal strips roughly 3 feet wide laid vertically over wood stud walls. A pair of large, sliding hangar doors opening south are faced with sheetmetal. Eight by 3 light steel mullioned fixed windows are centered on both of the door panels. Two panels of similar windows are located on the northern facade, and one on the eastern facade, and located only slightly above grade. These windows are presently covered by plywood sheets. The roofing material is corrugated metal. A one-story shed roofed lean-to wing roughly 20 feet in depth and 60 feet in length is attached to the western facade. This portion of the building appears to have been constructed between 1936 and 1942. Attached to the lean-to is a 70 by 40 foot, one-story, "I' shaped wing with a very low gable roof, medium wood drop siding and paired, 6 over 6 wood sash windows. It was constructed circa 1943. Another, small one-story lean-to is attached to the northern facade of the hangar also appears to have been constructed between 1936 and 1942. The hangar was at one time attached to the tower to the east by means of a small, one-story addition constructed circa 1943. This portion of the building was removed when the tower was demolished during the 1970s. Some evidence of the original, painted General Western Aero signs can still be identified on the southern facade, over the hangar doors. Located 100 feet to the east is another, very similar hangar constructed during the same year.

⊠ Building □ Structure □ Object □ Site □ District □ Element of District Bacouroon Brocost

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)	PS. Date Constructed/Age □ Prehistoric ⊠ Historic □ Both 1931 F
	<ul> <li>P7. Owner and Address Santa Barbara Municipal Airport 601 Firestone Road Goleta, CA 93117</li> <li>P8. Recorded by Mitch Stone/Judith Triem San Buenaventura Research Assoc. 627 East Pleasant Street Santa Paula CA 93060</li> <li>P9. Date Recorded: 6/24/94</li> <li>P10. Type of Survey: ⊠ Intensive □ Reconnaissance □ Other Describe:</li> </ul>

San Buenaventura Research Associates. Historic Resources Report, Santa Barbara Municipal Airport. City of Santa Barbara, 1995.

Attachments

**NONE** Map Sheet

Linear Resource Record Continuation Sheet 
Archaeological Record

□ Building, Structure, and Object Record □ District Record Milling Station Record Bock Art Record

Artifact Record Photograph Record Other: (List)

State of California — The Resource DEPARTMENT OF PARKS AND REC BUILDING, STRUCTU	^{s Agency} CREATION RE, AND OBJECT REC	Priman HRI #	/#		
Page 2 of 2					
B1. Resource Identifier:       Buildi.         B2. Historic Name:       Gene.         B3. Common Name:       Old H         B4. Address:       158         Clty:       Goleta         B5. Zoning:       B7. Architectural Style:       ut         B8. Alterations and Date(s):       acc         (c	ng No. 249, General Western Aer ral Western Aero Corp. Hangar, E angar, Building No. 249 Firestone Road a CA B6. Threats: redevelopme lilitarian industrial; World War Two Iditions to north and west (betwe irca 1943), removed.	ro Hangar Building No. 249 County ent of site Military "T" Build en 1936-42); add	Santa Barbara ing ition to west (circa 1	Zp 93117 943); connection to tower on	east '
B9. Moved? 🛛 No 🗌 Yes	Unknown Date :	Original L	ocation:		
B10. Related Features:					
<ul> <li>B11. Architect: unknown</li> <li>B12. Resource Attributes (L</li> <li>B13. Significance: Theme: Architectory</li> <li>Period of Significance: (Diagona isometage)</li> </ul>	ist attributes and codes) HP39 HP8 Aviation, Military 1918-42; 1942-5 Property Type	Builder: 9 - Other (Aircraft- - Industrial Buildin e: Hangar	unknown related) g Area: Santa J	Barbara-Goleta Applicable Criteria: A	

The period of aviation activity at Santa Barbara Airport occurring prior to the take-over of the site by the US Marine Corp in 1942 was brief but crucial to the future development of civilian aviation facilities in the Santa Barbara area. The initial pioneering efforts of Gordon Sackett and Roy Stetson beginning in 1928 left little in terms of a physical legacy, but did serve to establish the Goleta Slough vicinity as the site for future airport development.

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Various maps, plans and documents held by the Santa Barbara Airport.

# B15. Evaluator: J. Triem, M. Stone

Date of Evaluation:10/28/94

(This space reserved for official comments.)










(Existing Conditions)



LENVIK & MINOR ARCHITECTS Job# 0127







( STRUCTURAL SAFETY

RESTORATION ONLY IN SAME

LOCATION)



Hanger Doors <u>Bldg# 248</u>

(STRUCTURAL SAFETY RESTORATION ONLY IN SAME LOCATION)



PROPOSED AIRPLANE HANGER STRUCTURAL RESTORATION IN SITU

(LOCATION N.E. CORNER OF AIRPORT)



FIGURE 6

LENVIK & MINOR ARCHITECTS Job# 0127







PROPOSED MUSEUM, VISITORS CENTER, EDUCATION & CONFERENCE CENTER PLAN





N.W. Elevation



## LENVIK & MINOR ARCHITECTS

SECTION



Bldg. 249 View from S.E.





Bldg. 249 View from N.E.



Bldg. 249 View from S.W.



Bldg. 249 View from S.W. Corner



Bldg. 249 View from West end of Addition.



Bldg. 248 View from South.



Bldg. 248 View from S.W.



Bldg. 248 View from West.



Bldg. 248 View from N.W.





Bldg. 248 View from East







Bldg. 249 View from Interior



(Hartley place)

West Elevation of the Existing Visitors center across form the fire station

BARA ABPORT

VISITO

(Hartley Place)

111 11

The existing S.W. Corner of the existing visitors center (View is looking southeast across from the fire station)



