SONOMA RACEWAY

Adam Sharron, Planner I
County of Sonoma
Planning Division | Project Review
2550 Ventura Avenue
Santa Rosa, CA 95403

SUBJECT: DRH21-0011; Sonoma Raceway

Dear Adam:

Attached please find revised plans and application materials for the above referenced project, submitted in response to your February 4, 2022 application incompleteness letter to me. I have listed each of the items in your February 4 letter below, following which I indicate our response (*in italics*).

General Incomplete items (Required for Processing):

1. Clarify square footages of existing and proposed structures and include on the site plan and project description.
Please see Site Plan, Sheet A-002 and attached Revised Project Description.

2. Provide preliminary landscape plan, if new landscaping will be proposed. It is recommended that landscaping along Arnold Drive, adjacent to the reconstructed buildings be enhanced as practical and feasible.
Please see Landscape Plan, Sheet L1.0.

3. Provide tree protection plan or notes to ensure appropriate measures will be implemented to maintain existing trees and landscaping (e.g. along Arnold Drive; at north end of Cluster B; etc.)
Please see notes on Landscape Plan, Sheet L1.0.

4. Provide preliminary exterior lighting plan.
Please see Lighting Plan, Sheets A-101A and A-101B; Elevations, Sheets A-201A, A-202A and A-201B; and Lighting Specs, Sheets A-008 and A-009.

5. To help illustrate off-site visibility of the reconstructed buildings, it is recommended that one graphic visual simulation be provided showing the two-story end building elevation.
Please see View From Arnold Drive: Existing, Sheet A-010 and View From Arnold Drive: Proposed, Sheet A-011.

Policy Issues (Advisory):

1. Demonstrate the project's conformance with the Use Permit and Master Plan previously issued to Sonoma Raceway. Please see attached UPE04-0114 – Raceway Final Conditions of Approval.

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Sonoma Raceway's facilities and operations are subject to the terms and conditions of a use permit originally issued in 2000 (PLP 97-0032) and most recently amended and restated in 2005 (UPE 04-0114) ("Use Permit"). The Use Permit authorizes the development and construction of a variety of improvements at Sonoma Raceway.

Consistent with the original, approved vision for the raceway, the Sonoma Raceway Project ("Project") now proposes to renovate garages on the east and west of Turn 11, supporting both race-day hospitality as well as year-round road track use. There is no change in use proposed with this application, but rather, upgrading and modernizing existing dated and inefficient facilities, in an effort to improve sustainability and visual impact.

The Project includes removal of the unattractive, inefficient and outdated garages adjacent to Arnold Drive and along Pit Road, and replacing them with new beautiful, efficient, state-of-the art, first class structures almost entirely within their existing (or smaller) building footprints. These garages will support racing and car enthusiasts with parking for personal vehicles as well as hospitality facilities to watch events and race.

The 20 new Pit Road garages (NASCAR garages) replace the 20 existing NASCAR garages directly on the racecourse. The new garages are one-to-one replacement. The new garages will provide support for events only and do not increase usage.

Currently there are 61 private garages in the existing buildings which will be removed and replaced with a total of 46 garages (a reduction of 15 garages). The new building along the Pit Road side of Turn 11 will house spaces for 12 personal garages and race supporting facilities similar to the auto garages that currently exist between Turn 11 and Arnold Drive. The replacement buildings along Arnold Drive provide spaces for 34 personal garages.

The proposed buildings would improve sustainability and visual impact by replacing the inefficient and outdated structures that Sonoma Raceway currently uses, with beautiful, efficient, state of the art buildings. The proposed buildings fall within the capacity of the Use Permit and will eliminate the inefficiencies and unattractiveness of the existing facilities. The proposed buildings will be sited within the same area as the existing facilities, which is already covered by landscape, hardscape, existing structures, or is otherwise disturbed and/or approved for development. The Project is consistent with the terms and conditions of Use Permit UPE 04-0114. More importantly, the proposed buildings will be a welcome upgrade in the appearance, efficiency, and quality of services that Sonoma Raceway can offer.

Environmental Review (Advisory):

1. Describe how the project is within the scope of the Raceway's Certified Environmental Impact Report (EIR) for the use permit and how the proposed development will not result in any significant new environmental impacts including water-usage, sewer capacity, traffic impacts, visual considerations etc.

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Sonoma County certified a Final Environmental Impact Report for the Raceway's Revised Master Plan in 1999. Consistent with the original, approved vision for the raceway, the Sonoma Raceway Project now proposes to renovate garages on the east and west of Turn 11 supporting both race-day hospitality as well as year-round road track use. There is no change in use proposed with this application, but rather, upgrading and modernizing existing dated and inefficient facilities, increasing sustainability and improving architecture without altering the scale of use.

The proposed project will not increase the environmental impact of the project. As such, and as explained in detail below, pursuant to Government Code Section 18.36.04, the project qualifies for a Class 2—Replacement or Reconstruction (CEQA Guidelines, Section 15302) Exemption. Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.

There are no significant increases of traffic, water use or wastewater loading resulting from the project improvements. New garages will replace old garages utilizing the same building footprints. Pit Road garages are a one-for-one replacement. The garages will continue to support race-day pit crews and car enthusiasts. There is a net increase of building area; however, there is no change of use that increases water and wastewater loading. Additionally, there are no changes necessary to existing infrastructure within the project area, which ultimately connects to the entire Sonoma Raceway complex.

The new garage buildings will likely add less than 10 people to the normal day-to-day population. Normal daily use of the raceway is approximately 800 people. Peak use occurs during race events. Race events attract over 100,000 people per day over a three-day event. Project improvements will not increase this peak use, but divert a small number of raceway enthusiasts (10) to a different portion of the track. The new development will have no impact on existing traffic patterns or numbers.

New low flow water saving fixtures will replace older full flow fixtures. The new fixture count includes 109 Drainage Fixtures Units (DFU). The entire fixture count for the new garage facilities includes:

Faucets (sinks)	*Water Closets*	*Showers*
37	*19*	*3*

Per the California Plumbing Code, Appendix A, the recommended sizing of the water system should support a demand flow of at least 20 gpm. The existing water infrastructure supports flows necessary for fire suppression with a minimum requirement of 1,000 gpm. Consequently, there are no upgrades necessary to the private water main supporting the project area.

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Per Table 11.1 from the Multiunit and Non-Residential Design Flow Rates of the Sonoma County Onsite Wastewater Treatment System manual, the anticipated increase of wastewater flow for 10 employees at 15 gallons per day per employee is 150 gpd. The use of water savings devices reduces the flow to 130 gpd. Water savings devices installed in the new facilities will reduce existing loading from raceway crews by 20% with an anticipated net decrease of wastewater loading. Additionally, there is no change of use that increases the wastewater strength (biological or chemical oxygen demand, fats, oils, grease, suspended solids, etc). Consequently, the private sewerage infrastructure supports project improvements.

Utilities for the new garage buildings are already in place, as each of the existing buildings are served by the sewer and water systems that provides those services to the entire Sonoma Raceway complex. The Raceway complex accommodates a maximum peak use of over 100,000 people per day over a three-day event. Proposed improvements will not increase this maximum peak use or result in any changes to the existing infrastructure in the project area. The replacement of full flow with low-flow water fixtures will decrease current water and wastewater flows. As a result, the water and wastewater loading from the project area will not significantly affect the environment. The water and wastewater treatment, storage and disposal facilities shall be operated and maintained in accordance with the operating permits.

The proposed buildings fall well within the capacity of the Raceway Master Plan that was analyzed in the Final EIR. Moreover, the project will eliminate the inefficiencies of the dated existing facilities. The proposed buildings will be sited within the same area as the existing facilities that are currently used, which is already covered by landscape, hardscape, existing structures, or is otherwise disturbed and/or approved for development. The Project will increase sustainability with the modernization of facilities and improve the architecture without changing the scale of the use. The proposed buildings will not increase any environmental impact.

As discussed in detail above, the proposed project is within the original project scope analyzed in the Certified EIR and therefore qualifies for a CEQA Class 2 Exemption, Replacement or Reconstruction {Section 15302).

We are anxious to move forward with our application. Please let me know if you have any questions.

Sincerely,

Jill Gregory
General Manager

Attachments:
1. Project Plans
2. Project Description

cc: Blake Hillegas
Al Cornwell
Diane Henderson

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SONOMA RACEWAY
PROJECT DESCRIPTION
REVISED MARCH 2022

The Sonoma Raceway Project ("Project") is a collection of renovated garages on the East and West of Turn 11 supporting both race-day hospitality as well as year-round road track use.

The Project includes removal of the existing garages adjacent to Arnold Drive and along Pit Road, and replacing them with new structures almost entirely within their existing (or smaller) building footprints. These garages will support racing and car enthusiasts with parking for personal vehicles as well as hospitality facilities to watch events and race.

Within existing garage footprints, the Project bookends the world famous Turn 11. Renovated garages in the cluster buildings overlook Turn 11 to the west and the Sonoma landscape to the east. Renovated Pit Road garages provide ground-level access to race-day pit crews and racing as well as upper level views to the track. Adjacent, replacement Pit Road garages relocate the race teams and racing support as part of a pedestrian friendly race day experience.

The existing sites of the building replacements are all currently impervious and have been graded for Sonoma Raceway's use. No new grading will be required outside the building footprints (for building footings) and relocated utility connections. No additional impervious surfaces will result from the project.

The utilities for the buildings are already in place as each of the existing buildings are served by the sewer and water systems that provide those services to the entire Sonoma Raceway complex. The new garages are an upgrade to the existing buildings that are over 40 years old and will not significantly change the staffing to support the garages or the number of visitors and clients using the track facilities. Since there is no anticipated increase in use of the facilities, the are no new impacts to the water and sewer systems serving the project site or entire complex.

Currently there are 61 private garages in the existing buildings which will be removed and replaced with a total of 46 private garages (a reduction of 15 garages). The new building along the Pit Road side of Turn 11 will house spaces for 12 personal garages and race supporting facilities similar to the auto garages that currently exist between Turn 11 and Arnold Drive. The replacement buildings along Arnold Drive will provide spaces for 34 personal garages.

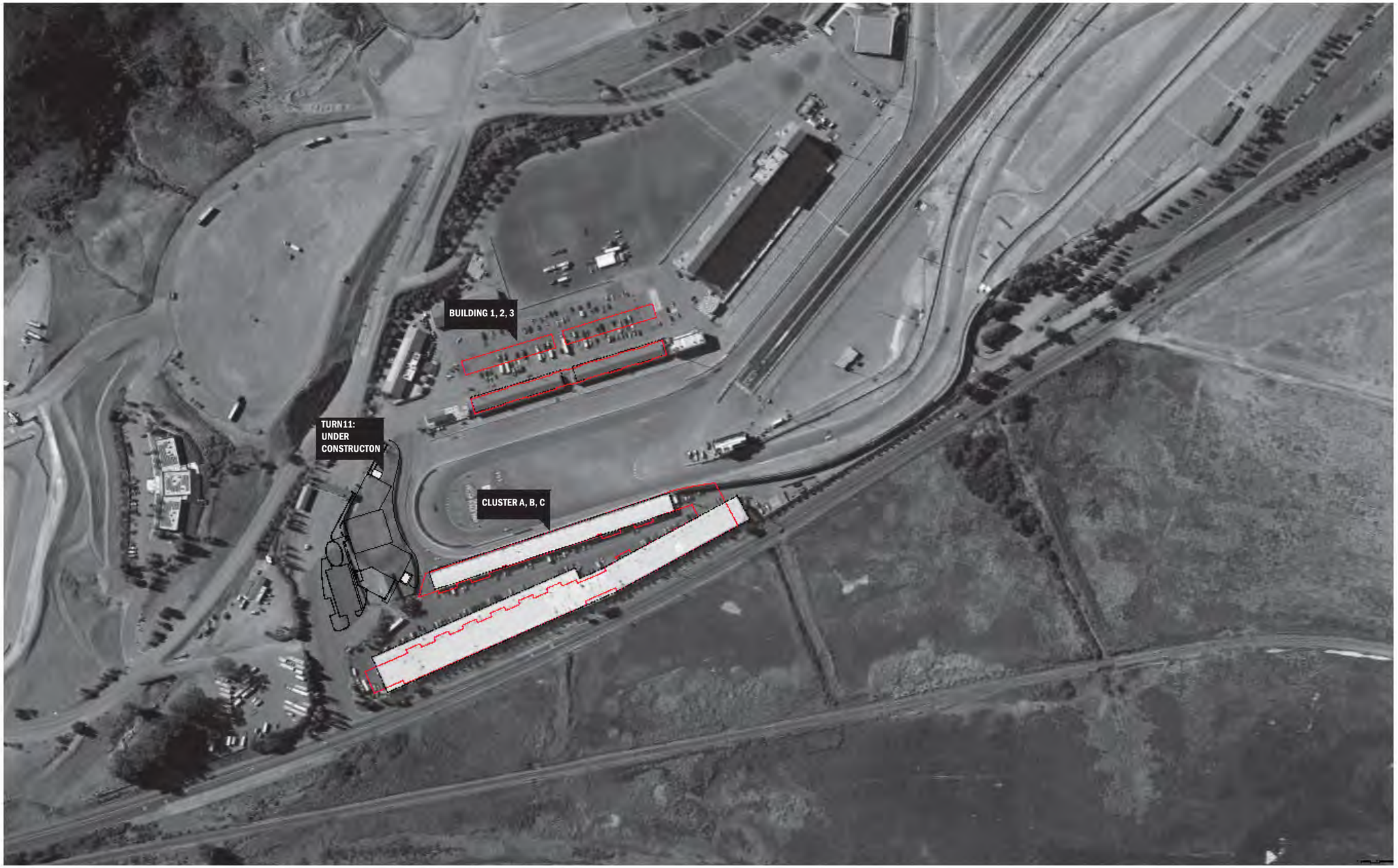
The existing 18,230 square foot NASCAR garages adjacent to Pit Road will be replaced in kind with 18,230 square feet of new garages, a one-to-one replacement. The new garages will provide support for events only. The new 33,250 square foot building along Pit Road has 20,368 square feet at the ground level and 12,882 SF on the upper floor for a total of 33,250 square feet. Along Arnold Drive there are currently 124,073 square feet of existing garage. The replacement buildings will only be 115,411 square feet at the ground level with an additional 33,315 square feet on the second level, for a total of 148,726 square feet.

The new garage buildings will likely add less than 10 people to the normal day-to-day population. Normal daily use of the raceway is approximately 800 people. Peak use occurs during race events. Race events attract over 100,000 people per day over a three-day event. Project improvements will not increase this peak use, but divert a small number of raceway enthusiasts (10) to a different portion of the track.

Utilities for the new garage buildings are already in place, as each of the existing buildings are served by the sewer and water systems that provides those services to the entire Sonoma Raceway complex. The Raceway complex accommodates a maximum peak use of over 100,000 people per day over a three-day event. Proposed improvements will not increase this maximum peak use or result in any changes to the existing infrastructure in the project area. The replacement of full flow with low-flow water fixtures will decrease current water and wastewater flows. As a result, the water and wastewater loading from the project area will not significantly affect the environment. The water and wastewater treatment, storage and disposal facilities shall be operated and maintained in accordance with the operating permits.

Since the buildings are renovating existing facilities, there will be no increase in traffic trips. Finally, as discussed with PRMD Director Tennis Wick, there is no need for amendment to the Use Permit for Sonoma Raceway, and all operating conditions of approval will remain in full force and effect.

The proposed material palette is inspired by the local materials, colors, and textures. Primary elevation materials are natural finish wood and metal panel, grounded in a water table of concrete – to seamlessly fit into the Sears Point landscape of Sonoma.



LEGEND

PROPOSED PROJECT

OWNER:

SONOMA RACEWAY

PROJECT ARCHITECT:

PERKINS EASTMAN

PERKINS EASTMAN
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A-001

NOTES:

1. PAPER PRINTED AT 24"x36"

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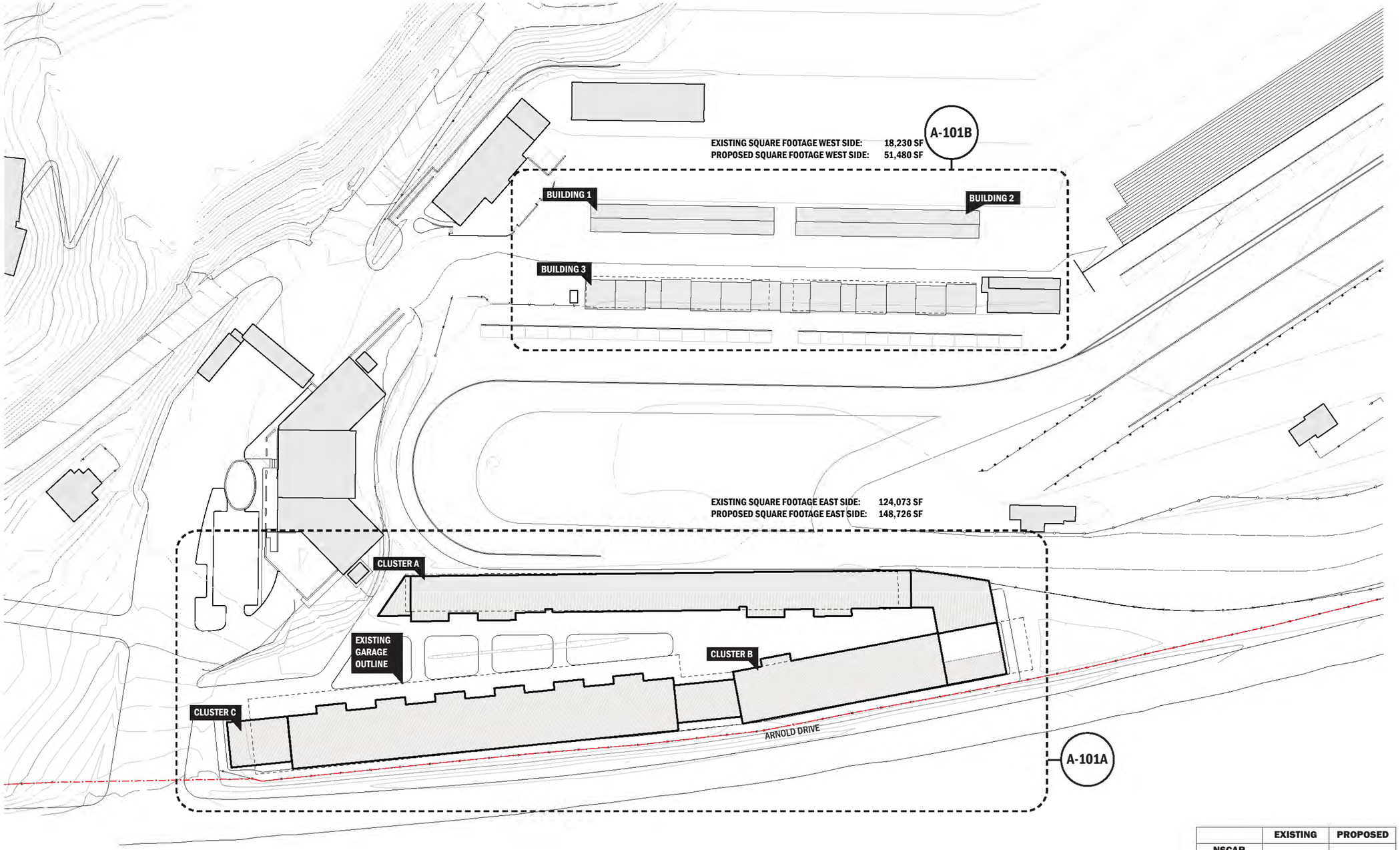

	EXISTING	PROPOSED
NSCAR GARAGE	20	20
PRIVATE	61	46

LEGEND

PROPERTY LINE / EXISTING FENCE

DRAWING CALLOUT

0 25 50 100' N

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SITE PLAN

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A-002

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CLUSTER A & B: VIGNETTE

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A-003

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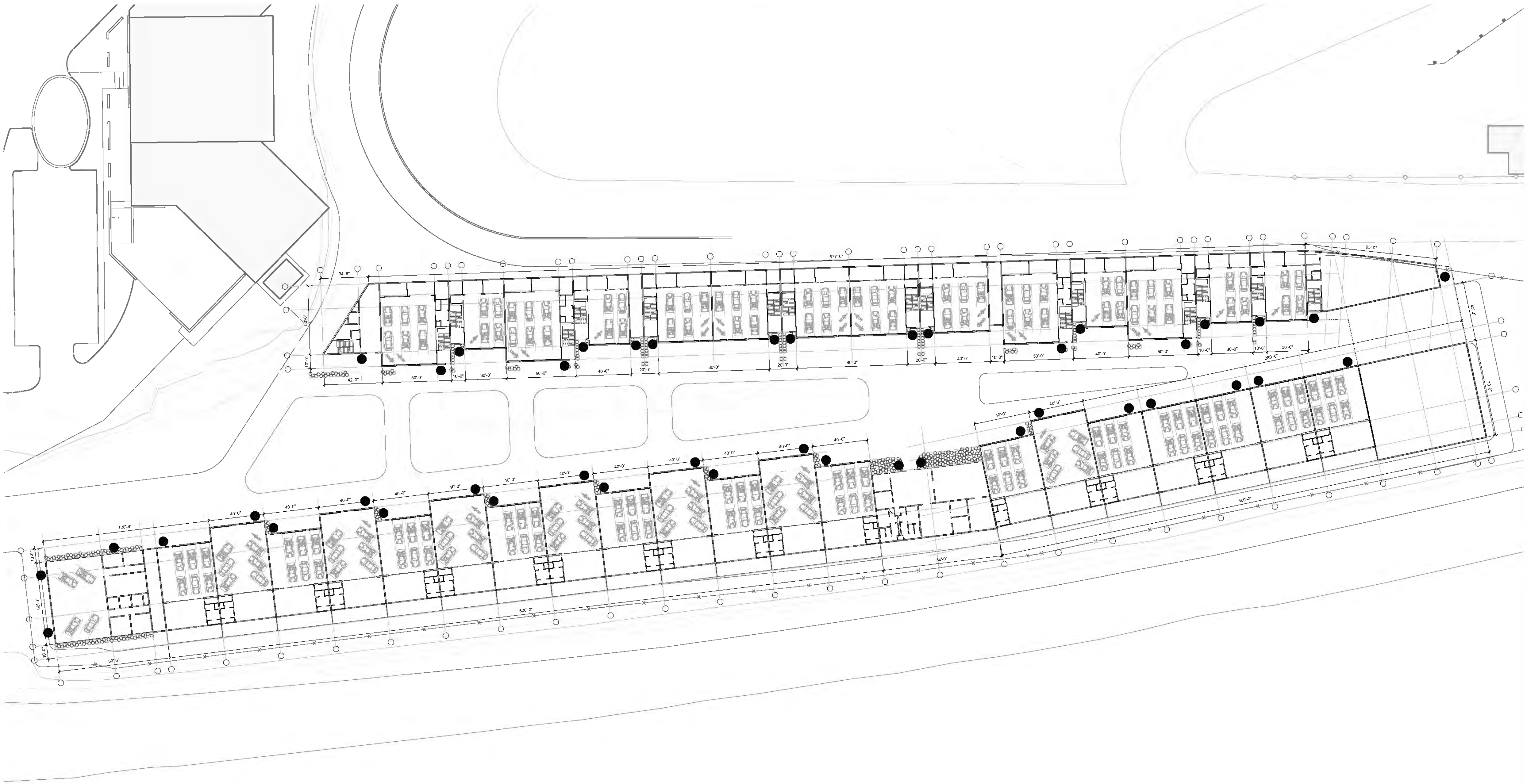

LEGEND

- PROPERTY LINE / EXISTING FENCE
- EXISTING BUILDING LINE
- LIGHTING

0' 25' 50' N

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CLUSTER A, B & C: GROUND FLOOR LIGHTING PLAN

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A-101A

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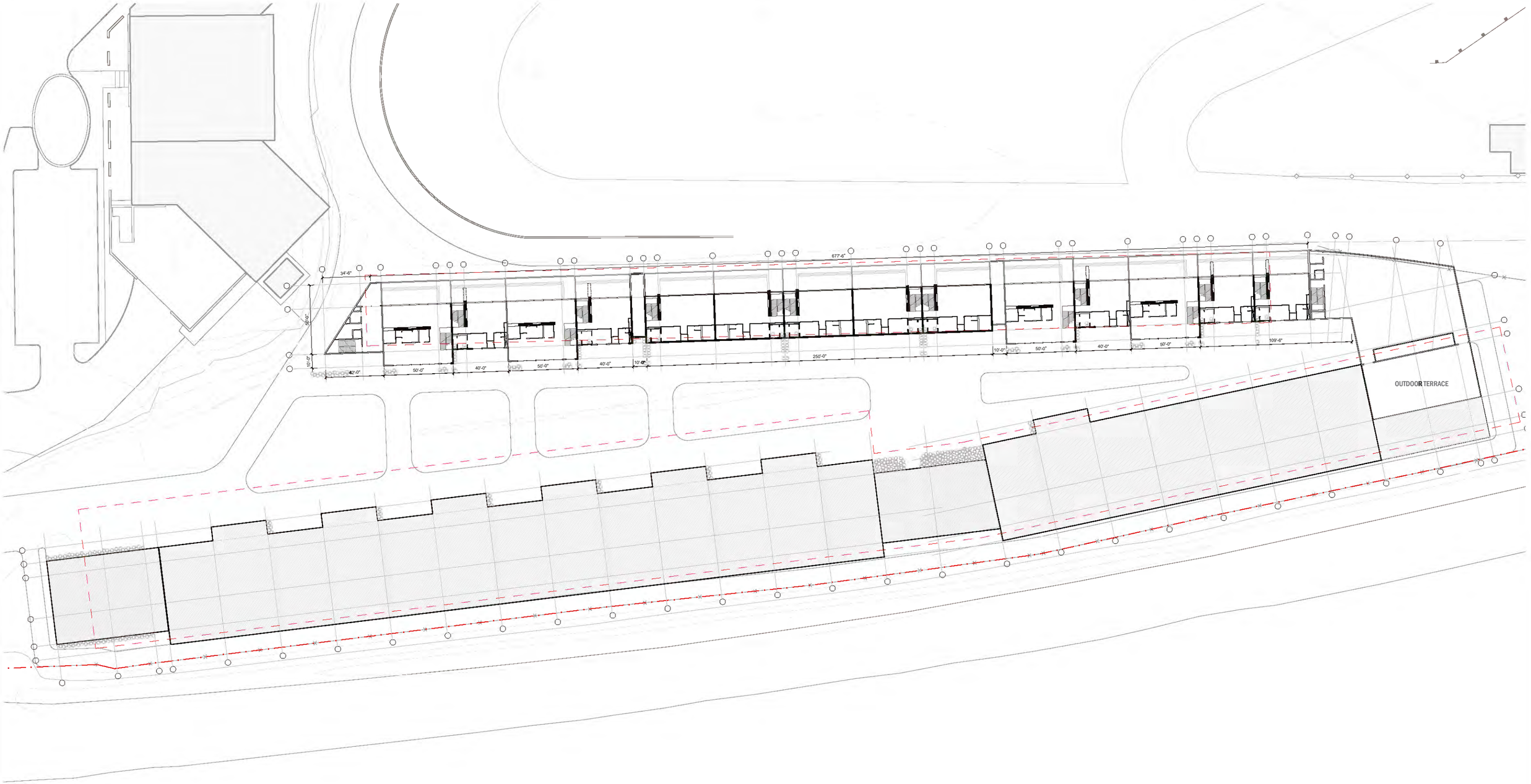

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CLUSTER A, B & C: SECOND FLOOR PLAN

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A-102A

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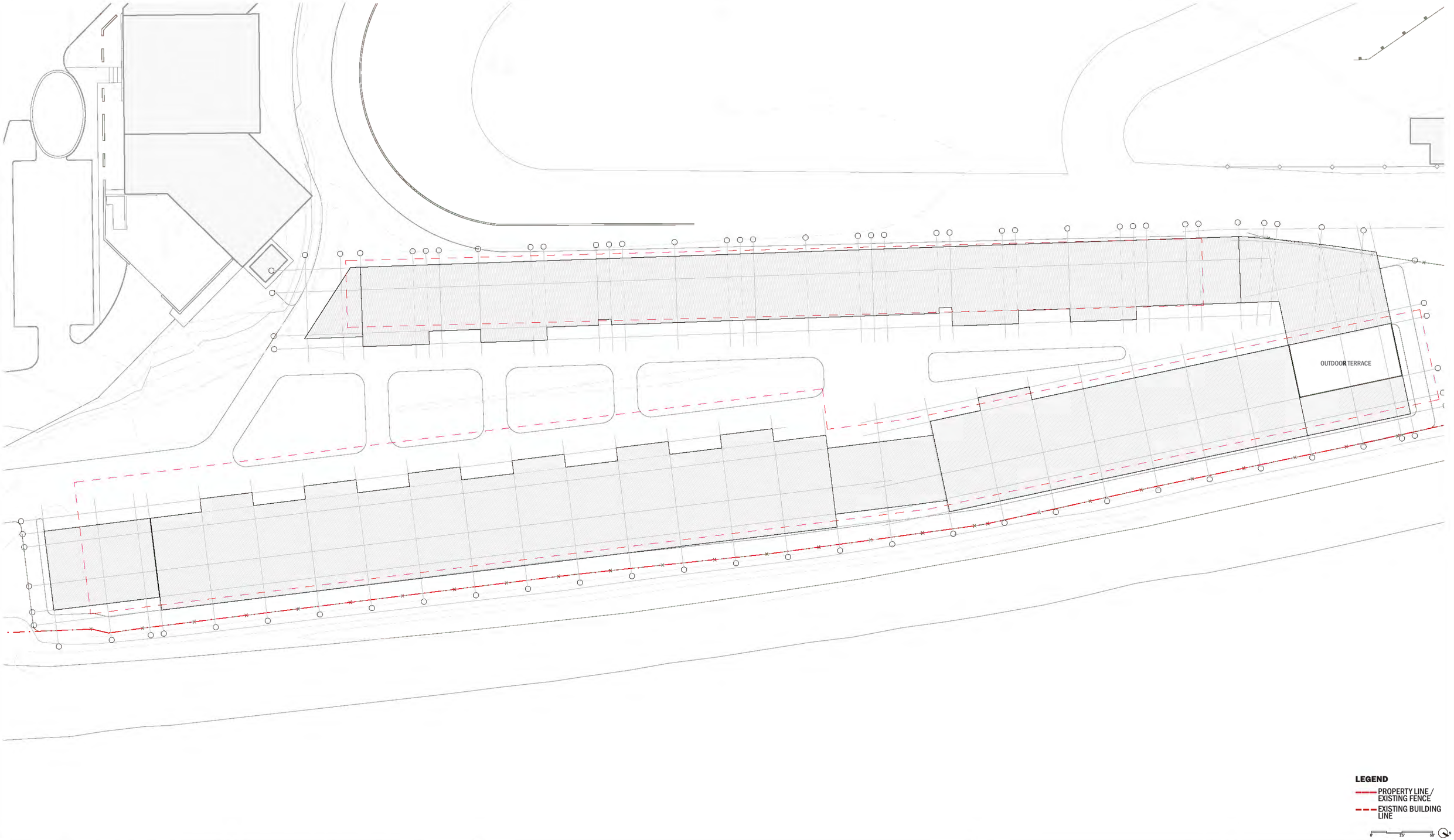

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CLUSTER A, B & C: ROOF PLAN

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A-103A

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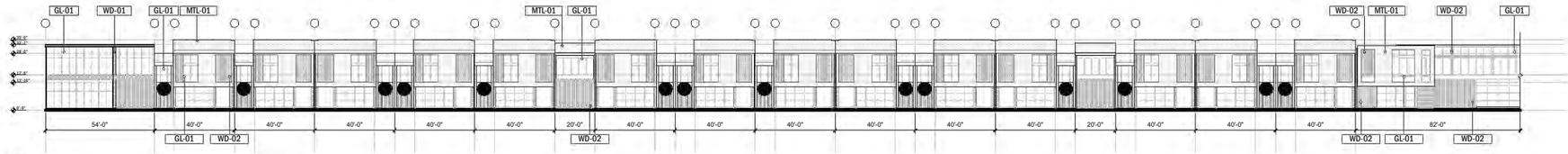

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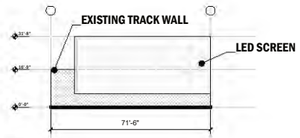

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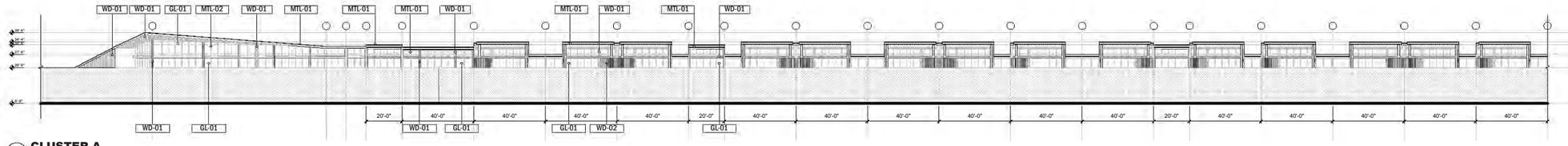

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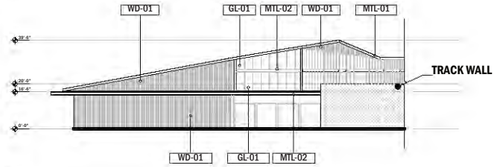

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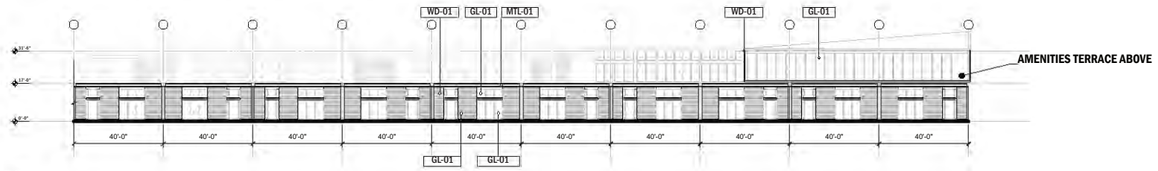

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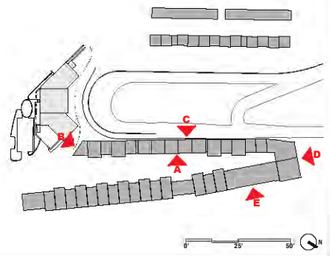

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A-201A

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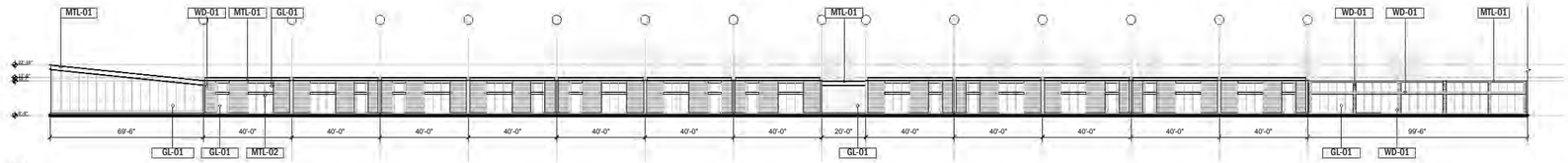

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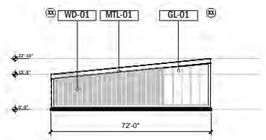

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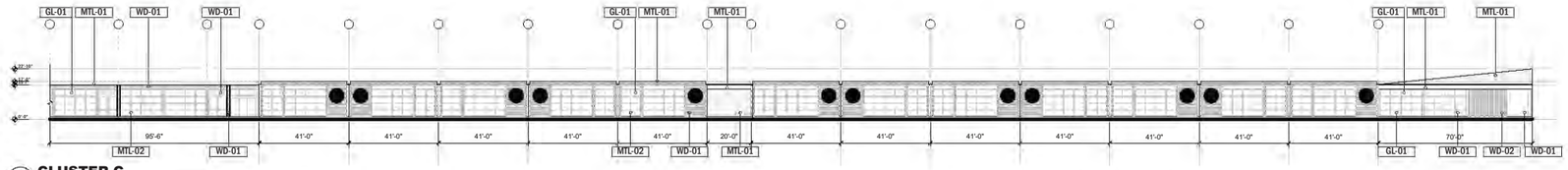

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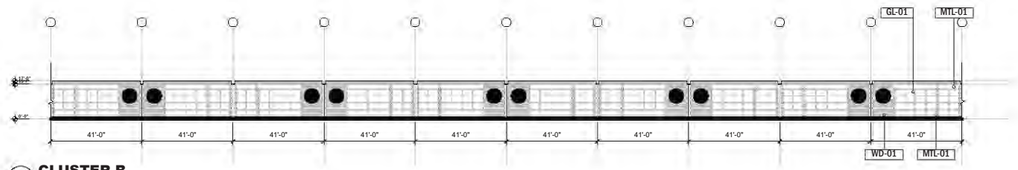

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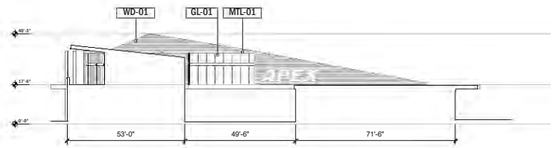

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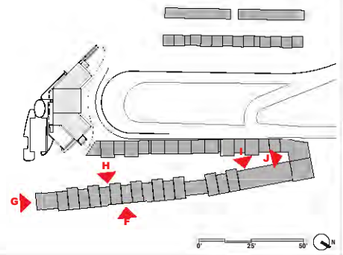

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A-202A

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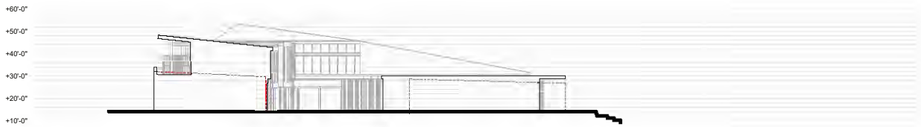
CLUSTER
SECTION A-A



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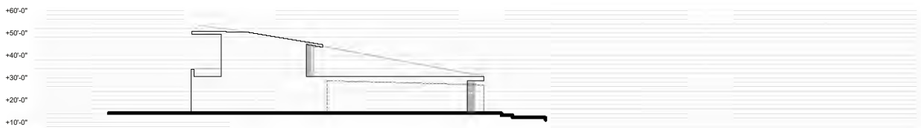

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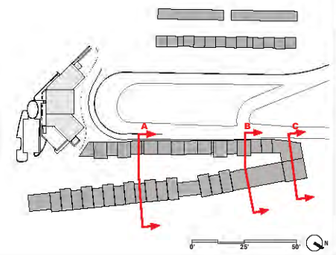

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CLUSTER A, B & C: SECTIONS

SONOMA RACEWAY
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A-301A

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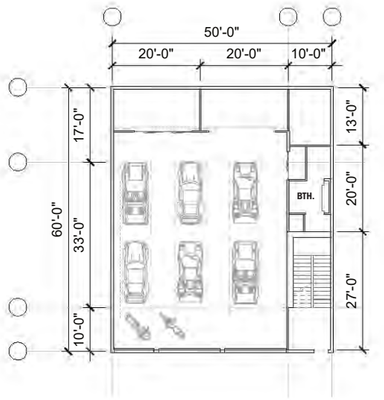

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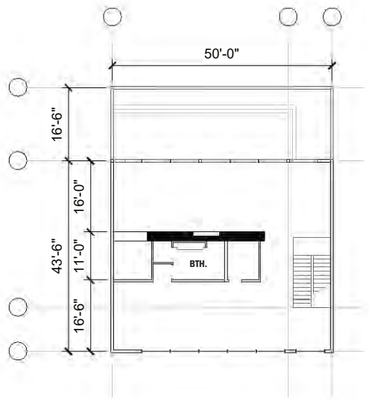

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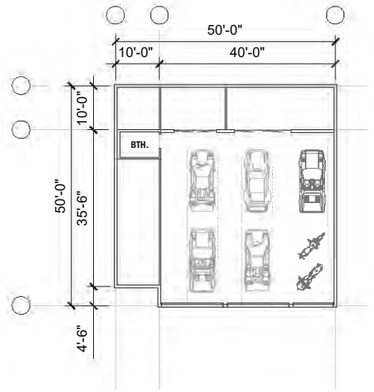
SECOND FLOORPLAN



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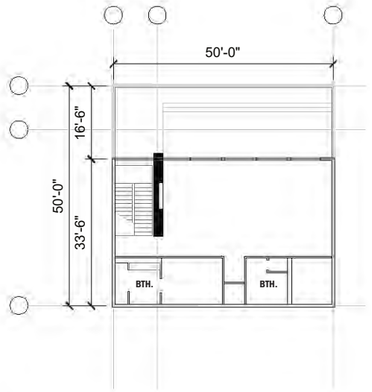

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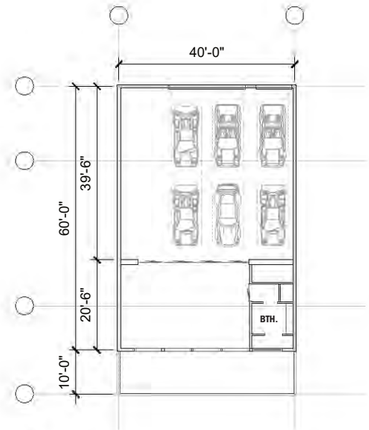
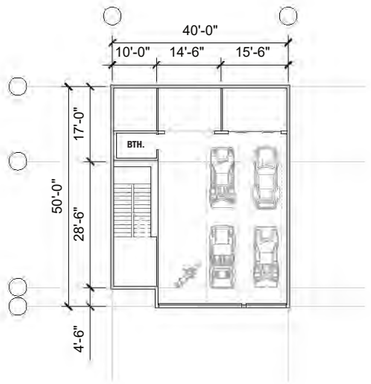
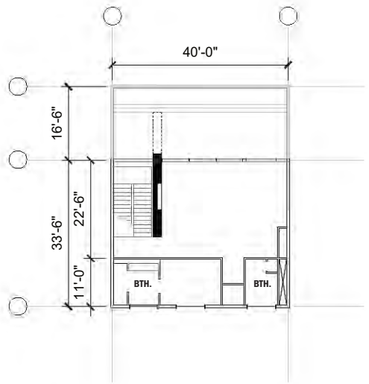
SECOND FLOORPLAN



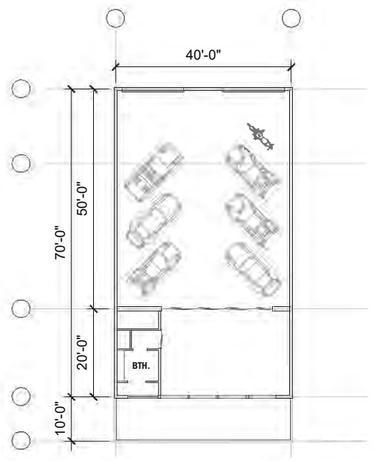
CLUSTER UNIT TYPE E
FIRST FLOORPLAN



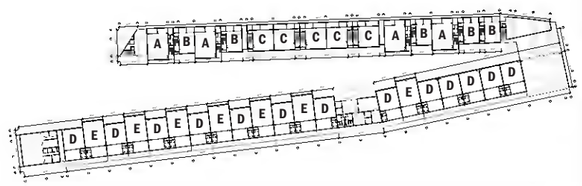
CLUSTER UNIT TYPE B
GROUND FLOORPLAN



CLUSTER UNIT TYPE B
SECOND FLOORPLAN



CLUSTER UNIT TYPE D
GROUND FLOORPLAN



OWNER:
SONOMA RACEWAY

PROJECT ARCHITECT:
PERKINS EASTMAN

PERKINS EASTMAN
115 5th Ave., New York, NY 10003
(T) 212.353.7200

CLUSTER A, B & C: UNIT PLANS

SONOMA RACEWAY
29355 Arnold Dr., Sonoma, CA 95476

A-401A

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BUILDING 1 & 3: VIGNETTE

SONOMA RACEWAY

29355 Arnold Dr., Sonoma, CA 95476

A-005

NOTES:

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BUILDING 3: VIGNETTE

SONOMA RACEWAY
29355 Arnold Dr., Sonoma, CA 95476

A-006

NOTES:
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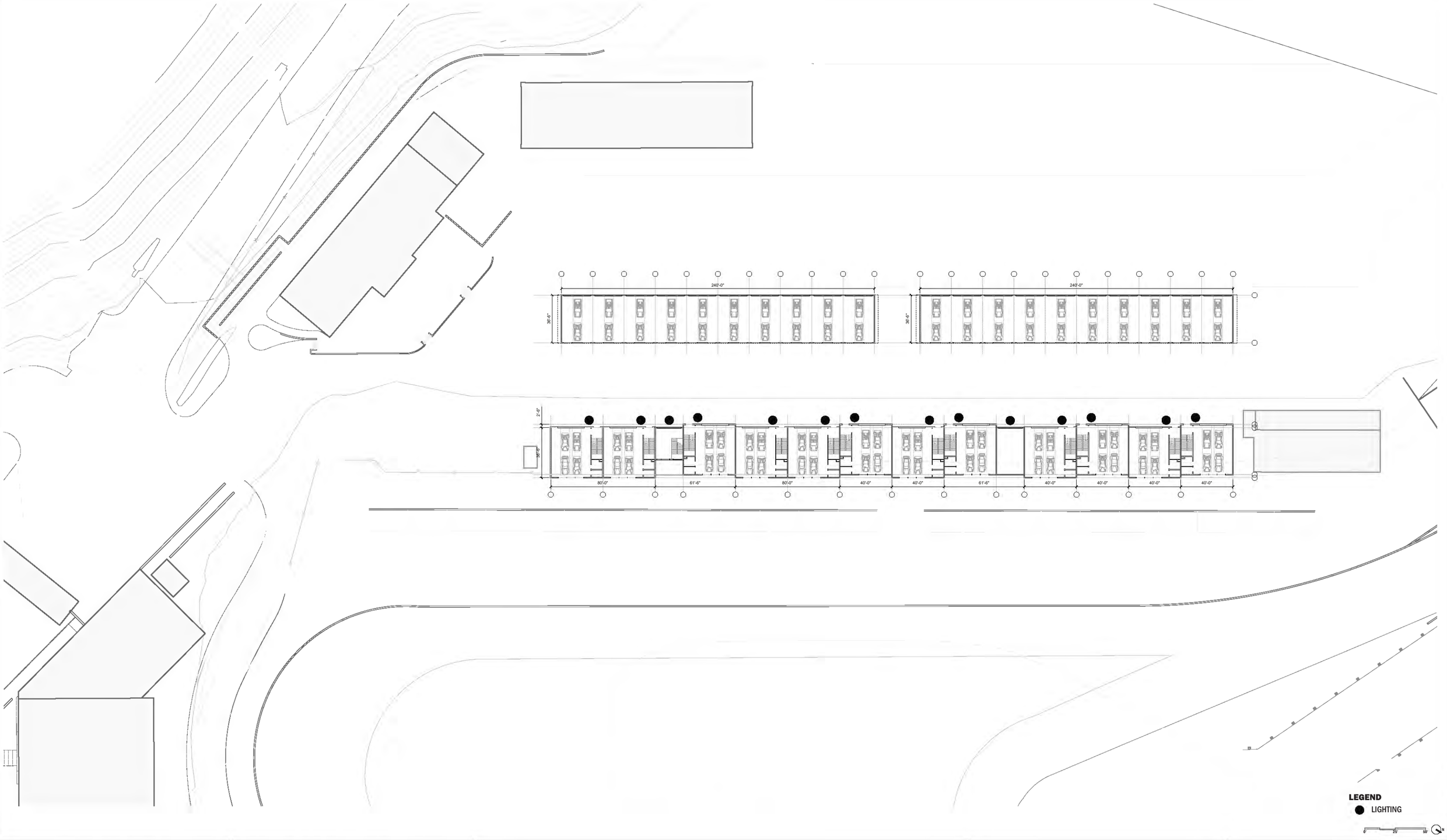

OWNER:

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PROJECT ARCHITECT:

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BUILDING 1, 2 & 3: GROUND FLOOR LIGHTING PLAN

SONOMA RACEWAY
29355 Arnold Dr., Sonoma, CA 95476

A-101B

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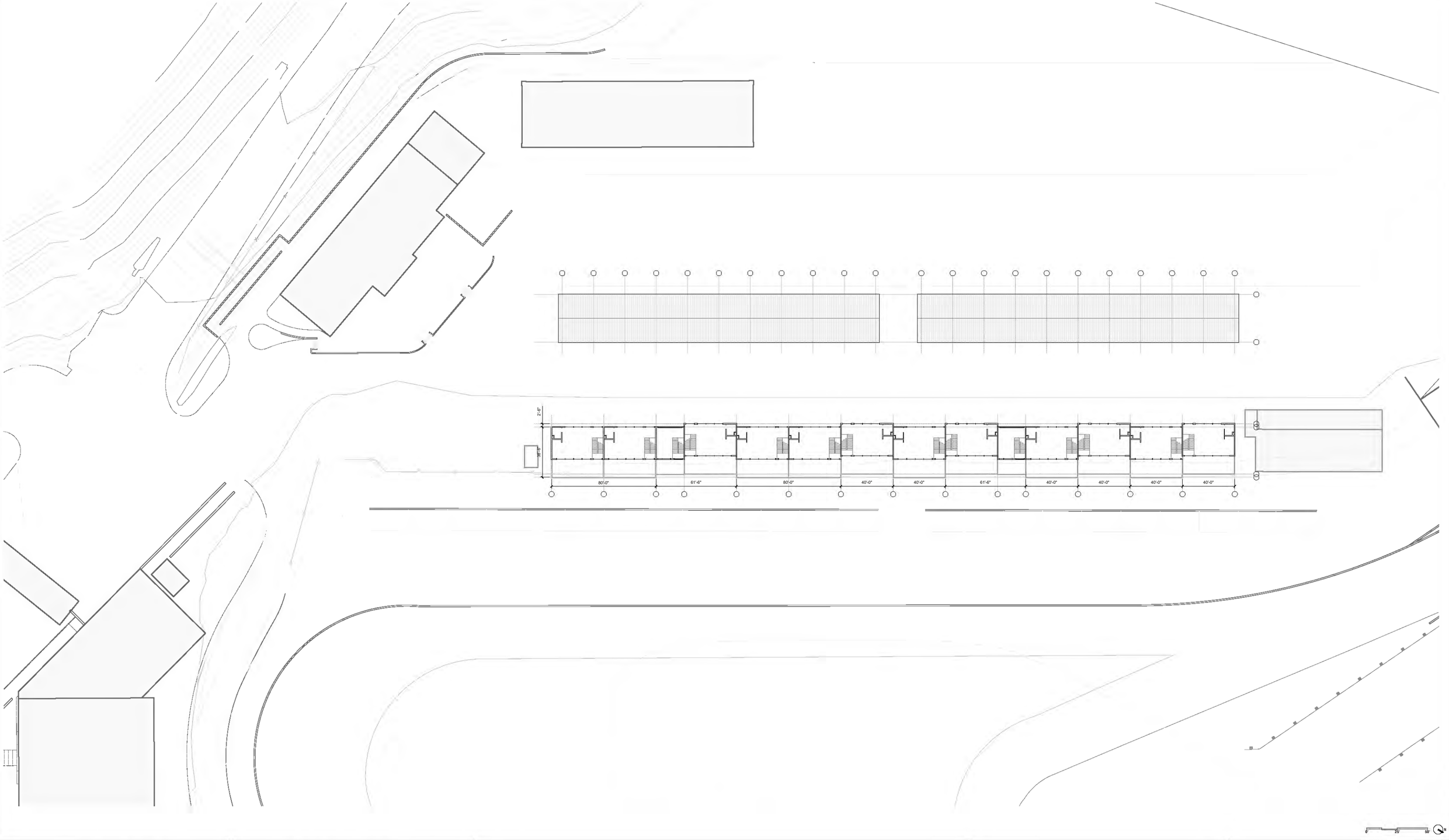

OWNER:

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PROJECT ARCHITECT:

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PERKINS EASTMAN
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BUILDING 1, 2 & 3: SECOND FLOOR PLAN

SONOMA RACEWAY
29355 Arnold Dr., Sonoma, CA 95476

A-102B

NOTES:
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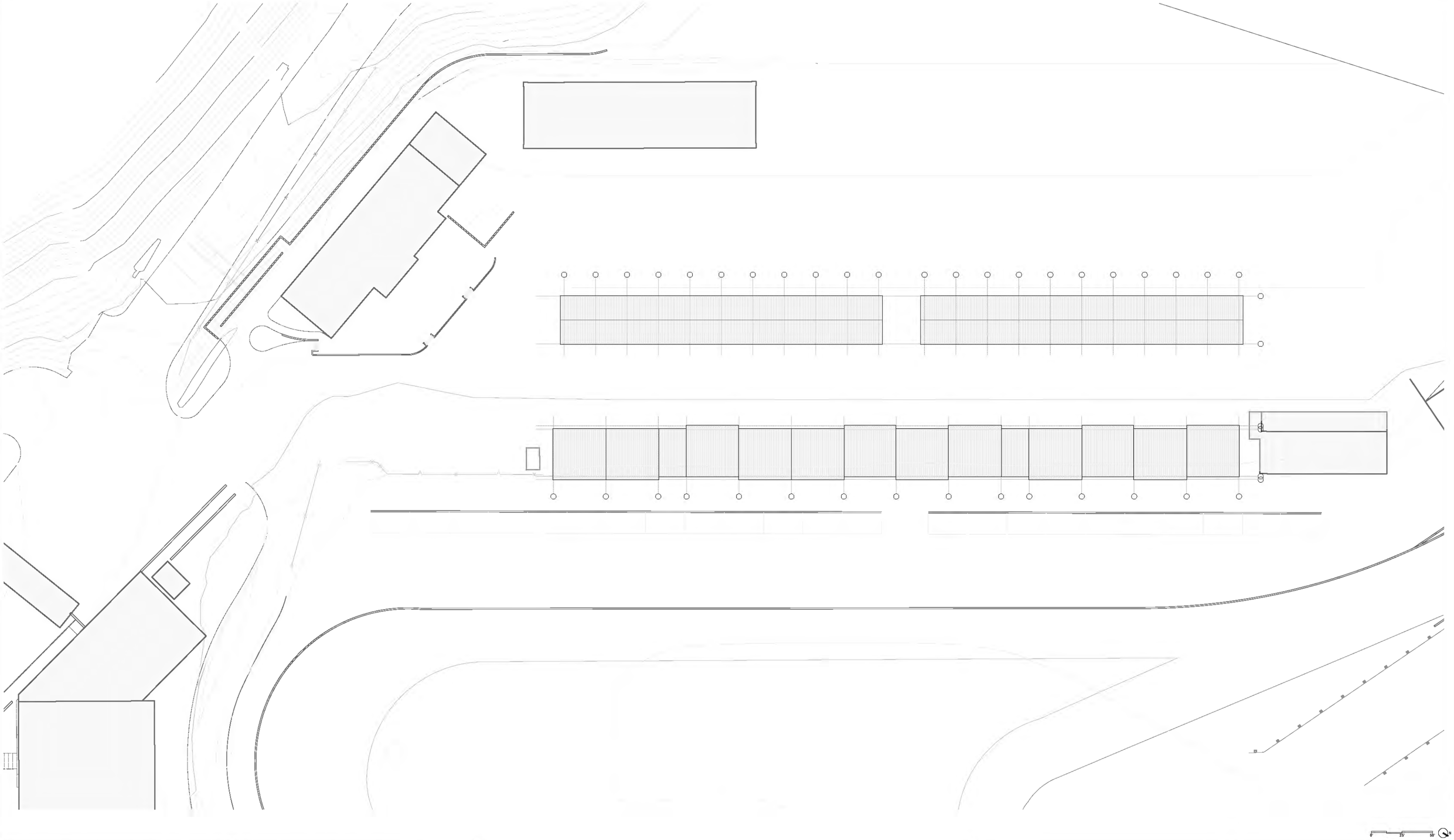
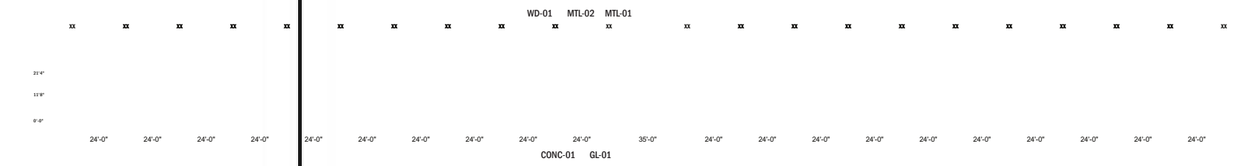
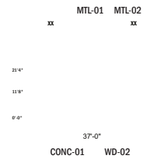


OWNER: SONOMA RACEWAY	**PROJECT ARCHITECT:** PERKINS EASTMAN **PERKINS EASTMAN** 115 5th Ave., New York, NY 10003 (T) 212.353.7200	**BUILDING 1, 2 & 3: ROOF PLAN** **SONOMA RACEWAY** 29355 Arnold Dr., Sonoma, CA 95476	**A-103B**	***NOTES:*** 1. PAPER PRINTED AT 24"x36" ***SCALE:*** 1/32" = 1'-0"



ELEVATION 1



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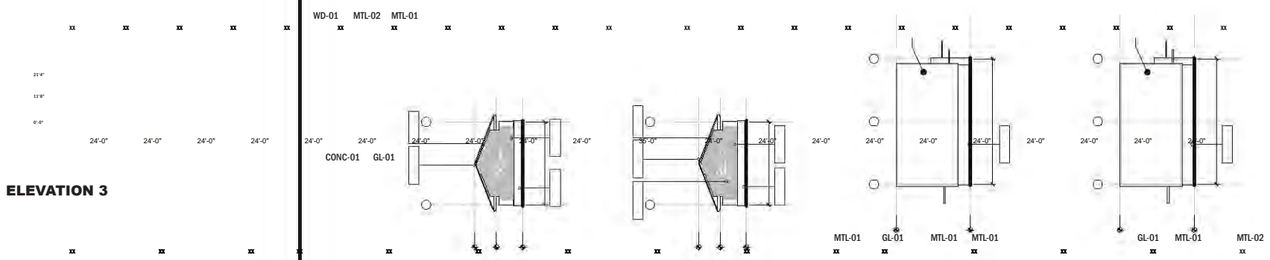

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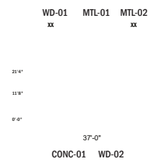

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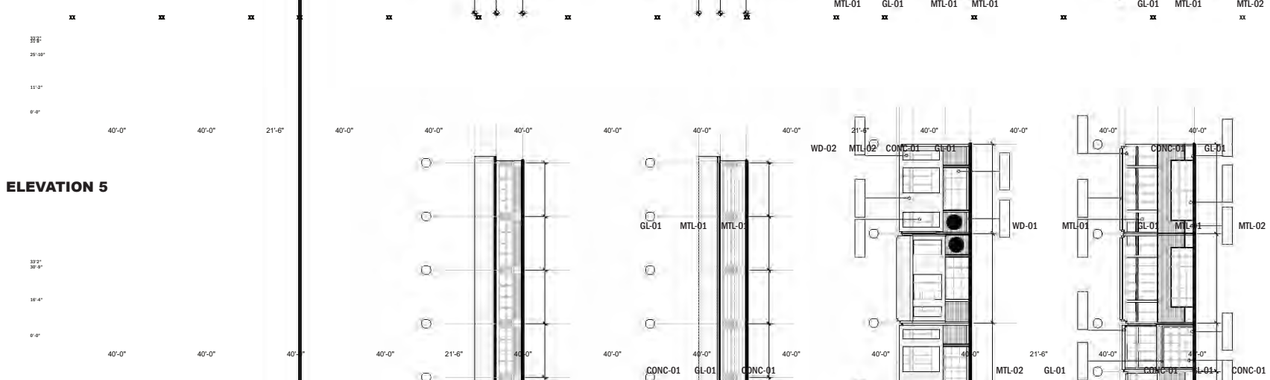
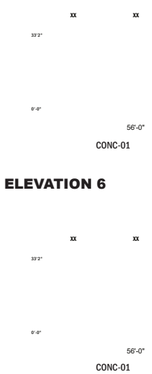


ELEVATION 5



ELEVATION 6

ELEVATION 7

ELEVATION 8

OWNER:

PROJECT ARCHITECT:

PERKINS EASTMAN
115 5th Ave., New York, NY 10003
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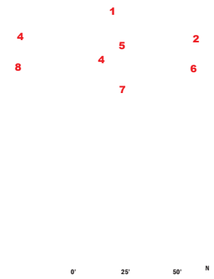
BUILDING 1, 2 &3: ELEVATIONS

SONOMA RACEWAY

29355 Arnold Dr., Sonoma, CA 95476

PERKINS EASTMAN

A-201B



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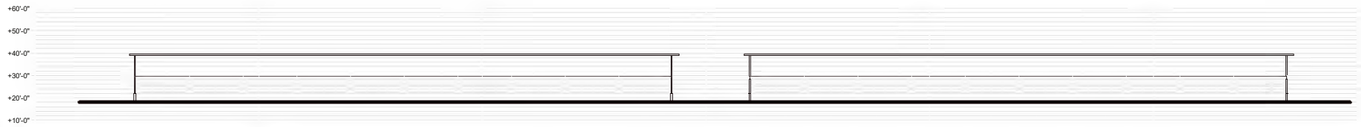
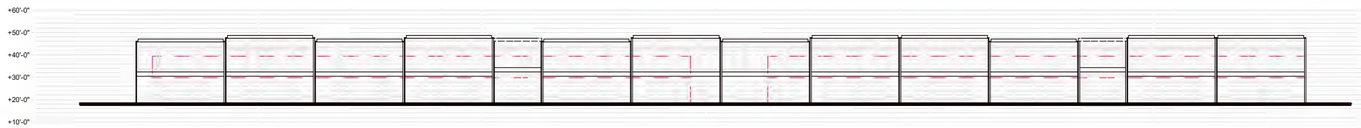
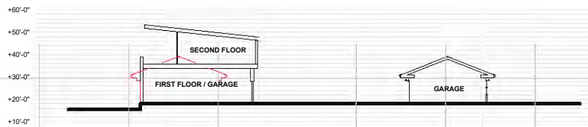


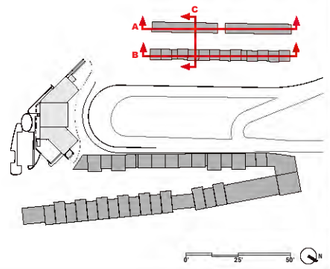
BUILDING SECTION A-A



BUILDING SECTION B-B



BUILDING SECTION C-C



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BUILDING 1, 2 & 3: SECTIONS

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A-301B

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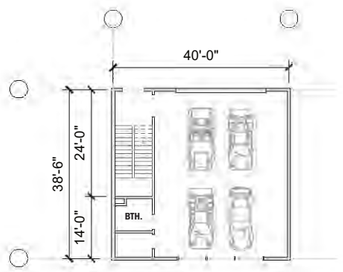
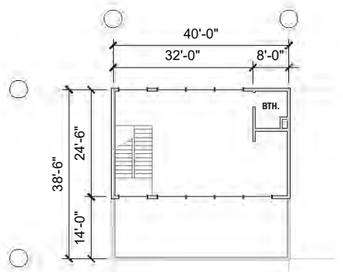
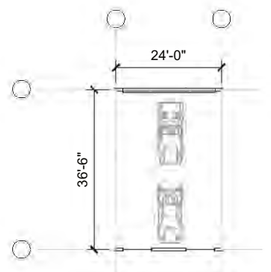


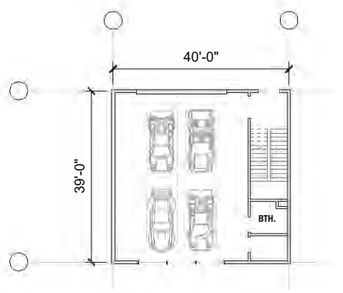
BUILDING 3 / TYPE A
GROUND FLOORPLAN



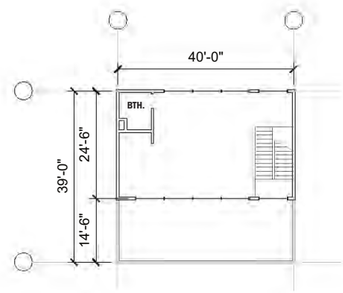
BUILDING 3 / TYPE A
SECOND FLOORPLAN



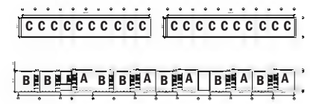
BUILDING UNIT TYPE C
GROUND FLOORPLAN



BUILDING UNIT TYPE B
GROUND FLOORPLAN



BUILDING UNIT TYPE B
SECOND FLOORPLAN



OWNER:
SONOMA RACEWAY

PROJECT ARCHITECT:
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BUILDING 1, 2 & 3: UNIT PLANS

SONOMA RACEWAY

29355 Arnold Dr., Sonoma, CA 95476

A-401B

NOTES:
1. PAPER PRINTED AT 24"x36"

SCALE:
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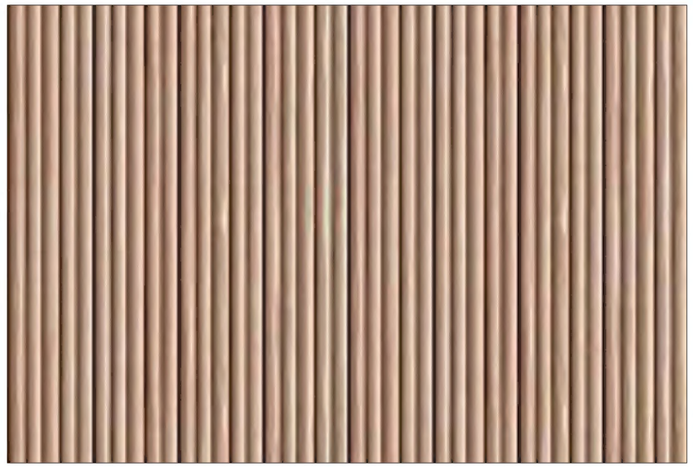
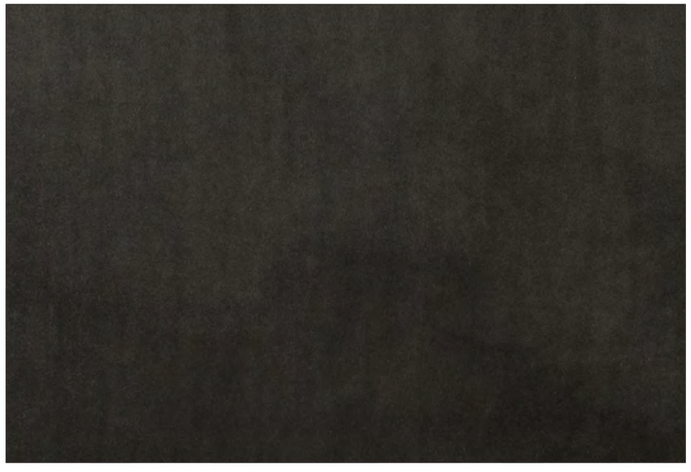
MTL-01 STANDING SEAM
UC110460
ROOFING/SIDING

WD-01 WOOD
STAINED IPE WOOD
SIDING



WD-02 WOOD - RIBBED
STAINED IPE WOOD
SIDING



MTL-02 METAL
UC110460
WINDOW & DOOR FRAMES, SIGNAGE

CONC-01 ARCHITECTURAL CONCRETE
WATERTABLE

GL-01 VNE35 - 63 INSULATING HS/HS
WINDOWS/DOORS/RAILINGS

OWNER:
SONOMA RACEWAY

PROJECT ARCHITECT:
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MATERIAL PALETTE

SONOMA RACEWAY
29355 Arnold Dr., Sonoma, CA 95476

A-007

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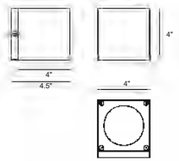


Tessera 3100LED Wall Mount

INTERIOR/EXTERIOR

MODEL	LED MODULE		COLOR TEMPERATURE		VOLT	DISTRIBUTION		OPTIONS		COLOR	
3100	12L	*1 x 12 watts[1] 1,170 lumens*	40*	*4000K*	120*	SP	*19° spot*	90	*90 CRI*	WT	*white texture*
	9L	*1 x 9 watts[1] 930 lumens*	35	*3500K*	208	FL	*30° flood*	SC	*surface wiring conduit feed canopy*	BT	*black texture*
			30	*3000K*	240	WFL	*45° wide flood*			SM	*silver metallic*
			27	*2700K*	277	VWFL	*94° very wide flood*	SC1	*surface wiring canopy*	AN	*aluminum natural*
						PB*	*pencil beam 6 watts 3000K or 4000K only*	DIM[3]	*dimming (0-10V)*	BZ	*bronze*
								NAT	*natatorium construction*	GM	*gunmetal*
										WS	*white satin*
								WP(_")	*wall plate (specify 6, 8 or 10")*	BM	*black matte*
										RAL	*specify no.*

*Standard configuration unless otherwise specified [1]Nominal LED Power [2]Delivered(4000K, 80CRI), not applicable to PB *Not available with pencil beam optic
*Pencil beam LED module has a nominal LED power of 9 watts, replaces COB module watts. Not available in 347 volt.

SAMPLE CATALOG NUMBER: 3100 - 12L - 40 - 120 - SP - WT

Using this catalog number would order 1 model 3100 wall mount luminaire using spot optics and a 12 watt LED module with a color temperature of 4000K wired to 120 volts, painted white texture polyester powder coat.

CONSTRUCTION

Materials
All aluminum construction, stainless steel tamper resistant hardware, acrylic lens.

Electrical Components
Constant current driver 350mA or 250mA, -30°C starting temperature, Luxeon COB LED with Zhaga compliant socket, 80 CRI standard. Pencil beam uses a proprietary PCB with constant current driver 2080mA. Optional dimming driver compatible with IEC60929:2006 0-10V ballast controls.

MOUNTING

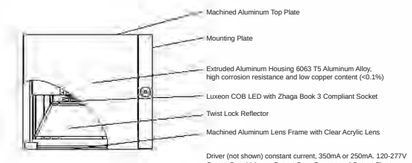
The 3100LED series is designed for wall mounting. The design allows for mounting in the uplight or downlight position. The LED driver is integrally fixed to a mounting plate and designed to fit into a 4" octagon j-box (by others). The LED driver supplied with the fixture uses 4.5 cubic inches of J-Box volume, pencil beam driver uses 6.8 cubic inches of J-Box volume. A suitable J-Box example is 15 cubic inch capacity Iberville 54151 (not included). Optional surface wiring box suitable for 1/2" conduit feed. Optional wall plate available to cover mounting surface, 6, 8 or 10" square. Maximum fixture weight 4 lbs.

OPTICAL

The 3100LED luminaire uses Chip-on-Board technology with Zhaga Book 3 compliant socket, field changeable high efficiency twist lock reflector and clear acrylic lens. Pencil beam distribution uses a fixed optic (FWHM 7° x 55°) mounted to a proprietary PCB.

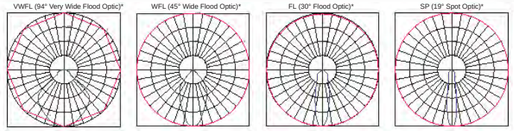
PROTECTION

The 3100LED series is listed for use in wet locations to UL and CSA Standards. Reported L70 (10k) >55,000 hours per TM-21. Calculated L70 >100,000 hours at 45°C ambient. IP65 rated.



Tessera 3100LED

VWFL (94° Very Wide Flood Optic)* | WFL (45° Wide Flood Optic)* | FL (30° Flood Optic)* | SP (19° Spot Optic)*

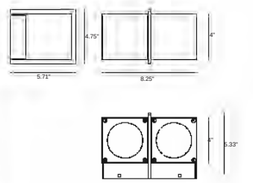


*Based on 3100-12L

Product	CCT	CRI	Delivered Lumens	Nominal LED Power	System Power	Lumens per Watt*
3100-12L	4000	80	1219+	12 watts	13.63 watts	89.4
3100-9L	4000	80	930+	9 watts	9.64 watts	96.5

Lumen Multipliers	3500K - 0.962	3000K - 0.944	2700K - 0.923	90 CRI - 0.842

*Based on system power
+Not applicable with PB optic



Tessera 3204LED Wall Mount Lighting

INTERIOR/EXTERIOR

MODEL	LED MODULE		COLOR TEMPERATURE		VOLT	DISTRIBUTION		ACCENT PLATE		OPTIONS		COLOR	
3204	2 x 12L	*2 x 12 watts[1] 2,340 lumens*	40*	*4000K*	120*	SP	*19° spot*	1*	*painted plate (std)*	DIM	*0 - 10 volt dimming*	WT	*white texture*
	2 x 9L	*2 x 9 watts[1] 1,860 lumens*	35	*3500K*	208	FL	*30° flood*	2	*copper plate*	90	*90 CRI*	BT	*black texture*
			30	*3000K*	240	WFL	*45° wide flood*	3	*stainless steel plate*			SM	*silver metallic*
			27	*2700K*	277	VWFL	*94° very wide flood*					AN	*aluminum natural*
						T3	*type III optic[2]*					BZ	*bronze*
												GM	*gunmetal*
												WS	*white satin*
												BM	*black matte*
												RAL	*specify no.*

*Standard configuration unless otherwise specified [1]Nominal LED Power [2]Delivered lumens (4000K, 80CRI) [3]See Tessera 3101 specification sheet for details

SAMPLE CATALOG NUMBER: 3204 - 2 x 12L - 40 - 120 - SP - 1 - WT

Using this catalog number would order 1 model 3204 wall mount luminaire using spot optics and 2 - 12 watt LED modules with a color temperature of 4000K wired to 120 volts, painted white texture polyester powder coat with the accent plate painted to match.

CONSTRUCTION

Materials
All aluminum construction, stainless steel tamper resistant hardware, acrylic lens.

Electrical Components
Constant current driver 350mA or 250mA. Luxeon COB with Zhaga compliant socket, 80 CRI standard. Optional dimming driver compatible with IEC60929:2006 0-10V ballast controls.

MOUNTING

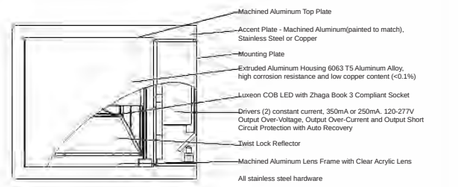
The 3204LED series is designed for wall mounting. A heavy gauge mounting plate is secured to the wall and mounted independently of the recessed 4" octagon j-box (by others). The main housing hooks on to the mounting plate and is secured by two stainless steel set screws. For outdoor applications silicone seal is required across the top and down the sides between the housing and mounting surface. Maximum fixture weight 9 lbs.

OPTICAL

The 3204LED luminaire uses Chip-on-Board technology with Zhaga Book 3 compliant socket, field changeable high efficiency twist lock reflectors and clear acrylic lens.

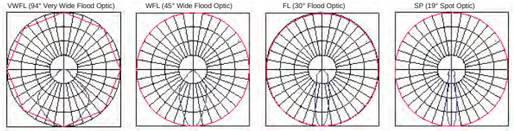
PROTECTION

The 3204LED series is listed for use in wet locations to UL and CSA Standards. Reported L70 (10k) >55,000 hours per TM-21. Calculated L70 >100,000 hours at 45°C ambient. IP65 rated.



Tessera 3204LED

VWFL (94° Very Wide Flood Optic) | WFL (45° Wide Flood Optic) | FL (30° Flood Optic) | SP (19° Spot Optic)



Product	CCT	CRI	Delivered Lumens	Nominal LED Power	System Power	Lumens per Watt*
3204-12L	4000	80	2438	2 x 12 watts	27.26 watts	89.4
3204-9L	4000	80	1860	2 x 9 watts	19.28 watts	96.5

Lumen Multipliers	3500K - 0.962	3000K - 0.944	2700K - 0.923	90 CRI - 0.842

*Based on system power.

OWNER:

SONOMA RACEWAY

PROJECT ARCHITECT:

PERKINS — EASTMAN

PERKINS EASTMAN
115 5th Ave., New York, NY 10003
(T) 212.353.7200

LIGHTING SPECS

SONOMA RACEWAY

29355 Arnold Dr., Sonoma, CA 95476

A-008

NOTES:

1. PAPER PRINTED AT 24"x36"

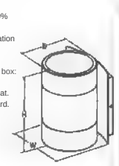
CYLINDER

Outdoor ADA Wall Sconce

GLighting
9777 Reavis Park Drive
St. Louis, MO 63123
800.331.2425 or 314.631.6000
sales@glighting.com www.glighting.com

GENERAL SPECIFICATION

LED: High efficiency high-power LED. Lumen maintenance +90% over 50,000 hour life. Light source is field replaceable.
Driver: Standard 1% 0-10V dimming. Max remote driver installation distance: 25ft from fixture body.Universal voltage 120-277V.
Body: Cast aluminum.
Mounting: Driver mounted in 4" square by 2 1/8" deep junction box: Steel City #52171 or equivalent (supplied by others)
Finish: Highly durable oven cured no VOC premium powder coat.
Surge Protection: External surge protector provided as standard.



SAMPLE CATALOG NUMBER:
GL-6540- B- R2 R2 TBL- A

MODEL NO.	LAMPING	REFLECTOR UP	REFLECTOR DOWN	FINISH	OPTIONS
GL-6540 W 5" in H 9 1/4" in E 4" in	**C.** LED30 **B.** LED35 **E.** LED40	Up **R2** 20° Fresnel Lens **R3** 30° Flat, Clear Lens	Down **R2** 20° Fresnel Lens **R3** 30° Flat, Clear Lens	Textured: **TLV** - Light Verdigris **TWH** - White **TBL** - Black **TS** - Silver **TBN** - Terra Brown **TBZ** - Bronze Premium: **SA** - Satin Aluminum	**A.** No Options **EL.** Emergency Ballast Remote mount up to 10' from light source in controlled environment with an area temperature range of 32°-131°F.
GL-6541 W 5" in H 6" in E 4" in	**C.** LED30 **B.** LED35 **E.** LED40	Up **R5** 50° Flat, Clear Lens **CC** Closed Cap	Down **R5** 50° Flat, Clear Lens **CC** Closed Cap		
GL-6542 W 5" in H 7 5/8" in E 4" in	**C.** LED30 **B.** LED35 **E.** LED40	Up **R2** 20° Fresnel Lens **R3** 30° Flat, Clear Lens	Down **R5** 50° Flat, Clear Lens **CC** Closed Cap		
GL-6543 W 5" in H 7 5/8" in E 4" in	**C.** LED30 **B.** LED35 **E.** LED40	Up **R5** 50° Flat, Clear Lens **CC** Closed Cap	Down **R2** 20° Fresnel Lens **R3** 30° Flat, Clear Lens		

* All dimensions are nominal.

Light Source Definition

Code	Kelvin	Reflector	CRI	Specifications per side: Total Wattage	Rated Life Hrs	Delivered Lumens
LED30	3000K	20°	+80	14W	50000	1462*
		30°	+80	14W	50000	1030
		50°	+80	14W	50000	1284
LED35	3500K	20°	+80	14W	50000	1462*
		30°	+80	14W	50000	1030
		50°	+80	14W	50000	1284
LED40	4000K	20°	+80	14W	50000	1462*
		30°	+80	14W	50000	1030
		50°	+80	14W	50000	1284

Fixture is ETL listed for wet locations
Complete LM-79 data available at glighting.com

02/21

SK 100 LED Series

Alumilite

Features and Characteristics

Alumilite designs reliable products produced with the best available materials, and we stand behind them with superior customer service. Please contact us for more information.

Housing: Formed from 3003-H14 extruded aluminum to provided excellent durability in harsh environments. Lens frame is internally welded in place. Housing is secured to the mounting plate with (4) stainless steel fasteners.

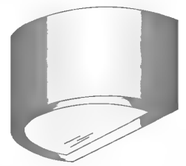
Lens Frame: Clear tempered glass is secured in the housing with three (3) retaining clips. Spread lens is supplied for wide throw distribution.Optional with frosted glass "FG". Up Mount "UM" is an option.

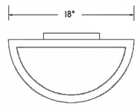
Mounting Plate: Heavy gauge .125 wall aluminum plate bolts to the wall. Module and driver assembly are attached to the mounting plate.

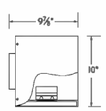
Modules/Driver: HPWinner LED Modules have high quality Lumiled LED's with an IP-68 rating and waterproof connectors. They are available in type 3 and type 4 distributions with 35w/4500lm or 55w/6100lm. Modules are available in 3000, 4000 and 5000k and have a minimum CRI of 80. Drivers are 0-10v dimming with universal voltage. Extruded aluminum heat sinking system provides optimal thermal management.

Finish: Polyester powder coating on all metal parts. Color to be specified.

Listing: Luminaire is ETL listed for wet locations







Specifications

Series	Wattage/Lamp	Volts
SK 1	35w/LED = 35/LED	UV
SK 1	55w/LED = 55/LED	UV

Options	Finish
3000k = 30k	BZ = Bronze
4000k = 40k	BK = Black
5000k = 50k	WH = White
R3 = Type 3 Distribution	SL = Silver
R4 = Type 4 Distribution	CC = Custom Color
FG = Frosted Glass	
UM = Up Mount	
PH = Photo Cell	

Example

35Watt, LED, 120 Volts, 3500k, Type 4, Bronze
SK-135LED-UV/35k/R4/BZ

5322 A Rafe Banks Drive | Flowery Branch, Georgia 30542 | 770.967.7050 | Fax 770.967.7030 | alumiliteinc.com

YRD 1200 Series

Design Features

Housing: Four heavy gauge extruded aluminum sections interlock to form the cylinder. Ballast support brackets with 1/4" threaded studs are internally welded to the housing.

Dome Cap: Heavy gauge .125 wall hydroformed hemispherical cap is secured with stainless steel fastener.

Lens Assembly: Clear tempered glass lens is secured in regressed cast aluminum frame with three clips. Gasket is installed between the glass and the frame and between frame and housing. Frame is secured to the housing with three flush stainless steel fasteners.

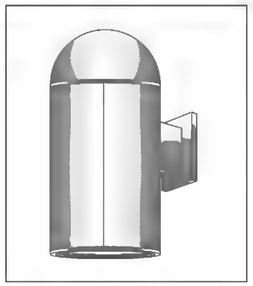
Optical System: Spun aluminum reflector with specular low iridescent finish produces a smooth symmetrical distribution.

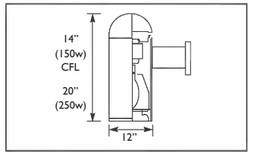
Mounting Bracket: Extruded aluminum arm is internally welded to the cast back plate. Arm is bolted to housing with two 3/8" bolts. Steel zinc plated bracket mounts to wall surface and is attached to the cast plate with two stainless steel fasteners.

Ballast/Lamp Assembly: HID ballast are high power factor and suitable for -20° F operation. CFL ballast are electronic with universal voltage and operate one or two 26, 32 or 42 watt 4-pin lamp. HID socket are porcelain, medium base and pulse-rated for 150 watt and mogul base for 250 watt units. CFL are optional with emergency ballast "EMB".

Finish: Polyester powder coating on all metal parts. Color to be specified.

Listing: Luminaire is ETL listed for wet locations.





Specification Guide

Series	Wattage/Lamp	Volts	Options	Finish
YRD	26w-42w/CFL = 1242P (2)26-42w/CFL = 2/1242P 100w/HPS = 1210S 150w/HPS = 1215S 250w/HPS = 1225S 100w/MH = 1207H 150w/MH = 1215H 250w/MH = 1225H	120 208 240 277 UV	1F = Single Fuse 2F = Double Fuse PH = Button Cell QR = Quartz Relay PG = Prismatic Glass OB = Open Bottom EMB = Emerg. Ballast PDM = Pendant Mount	BZ = Bronze BK = Black WH = White SL = Silver CC = Custom Color

Example: 100 Watt, Metal Halide, 120 Volts, Single Fuse, Bronze
YRD-1210H-120/1F/BZ

5322 A Rafe Banks Drive • Flowery Branch, Georgia 30542 • 770-967-7050 alumiliteinc.com

OWNER:
SONOMA RACEWAY

PROJECT ARCHITECT:
PERKINS EASTMAN
PERKINS EASTMAN
115 5th Ave., New York, NY 10003
(T) 212.353.7200

LIGHTING SPECS

SONOMA RACEWAY
29355 Arnold Dr., Sonoma, CA 95476

A-009

NOTES:
1. PAPER PRINTED AT 24"x36"

OWNER:

SONOMA RACEWAY

PROJECT ARCHITECT:

PERKINS — EASTMAN

PERKINS EASTMAN
115 5th Ave., New York, NY 10003
(T) 212.353.7200

VIEW FROM ARNOLD DRIVE: EXISTING

SONOMA RACEWAY
29355 Arnold Dr., Sonoma, CA 95476

A-010

NOTES:
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OWNER:

SONOMA RACEWAY

PROJECT ARCHITECT:

PERKINS — EASTMAN

PERKINS EASTMAN
115 5th Ave., New York, NY 10003
(T) 212.353.7200

VIEW FROM ARNOLD DRIVE: PROPOSED

SONOMA RACEWAY
29355 Arnold Dr., Sonoma, CA 95476

A-011

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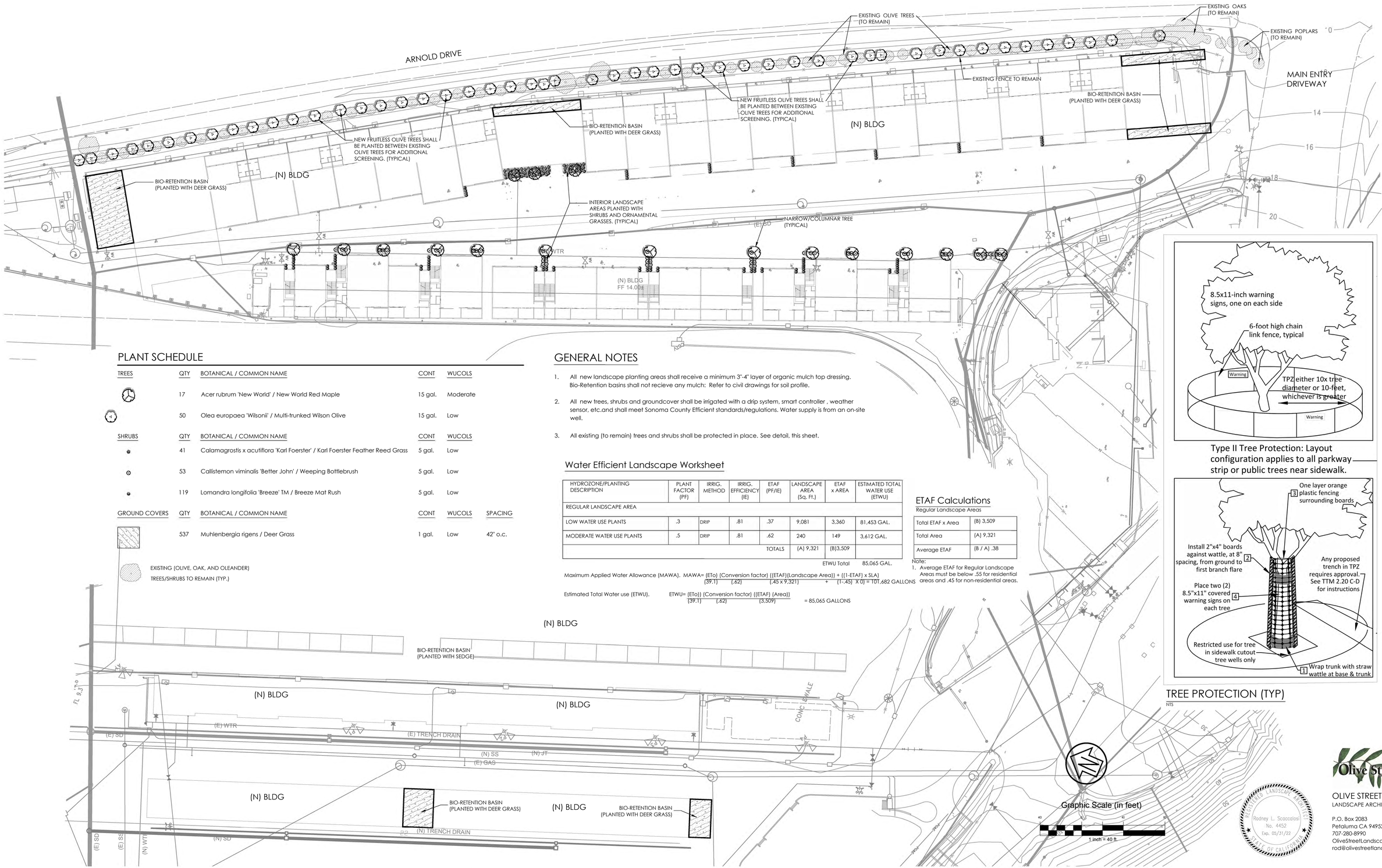

PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS
	17	Acer rubrum 'New World' / New World Red Maple	15 gal.	Moderate
	50	Olea europaea 'Wilsonii' / Multi-trunked Wilson Olive	15 gal.	Low

SHRUBS	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS
	41	Calamagrostis x acutiflora 'Karl Foerster' / Karl Foerster Feather Reed Grass	5 gal.	Low
	53	Callistemon viminalis 'Better John' / Weeping Bottlebrush	5 gal.	Low
	119	Lomandra longifolia 'Breeze' TM / Breeze Mat Rush	5 gal.	Low

GROUND COVERS	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS	SPACING
	537	Muhlenbergia rigens / Deer Grass	1 gal.	Low	42" o.c.

EXISTING (OLIVE, OAK, AND OLEANDER) TREES/SHRUBS TO REMAIN (TYP.)

GENERAL NOTES

1. All new landscape planting areas shall receive a minimum 3"-4" layer of organic mulch top dressing. Bio-Retention basins shall not recieve any mulch; Refer to civil drawings for soil profile.
2. All new trees, shrubs and groundcover shall be irrigated with a drip system, smart controller , weather sensor, etc.and shall meet Sonoma County Efficient standards/regulations. Water supply is from an on-site well.
3. All existing (to remain) trees and shrubs shall be protected in place. See detail, this sheet.

Water Efficient Landscape Worksheet

HYDROZONE/PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIG. METHOD	IRRIG. EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA (Sq. Ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)
REGULAR LANDSCAPE AREA							
LOW WATER USE PLANTS	.3	DRIP	.81	.37	9,081	3,360	81,453 GAL.
MODERATE WATER USE PLANTS	.5	DRIP	.81	.62	240	149	3,612 GAL.
				TOTALS	(A) 9,321	(B)3,509	
						ETWU Total	85,065 GAL.

Maximum Applied Water Allowance (MAWA). MAWA= (ETo) (Conversion factor) {(ETAF)(Landscape Area)} + {(1-ETAF) x SLA}
(39.1) (.62) (.45 x 9,321) + (1-.45) X 0) = 101,682 GALLONS

Estimated Total Water use (ETWU). ETWU= (ETo)) (Conversion factor) {(ETAF) (Area)}
(39.1) (.62) (3,509) = 85,065 GALLONS

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	(B) 3,509
Total Area	(A) 9,321
Average ETAF	(B / A) .38

Note:
1. Average ETAF for Regular Landscape Areas must be below .55 for residential areas and .45 for non-residential areas.

Type II Tree Protection: Layout configuration applies to all parkway strip or public trees near sidewalk.

TREE PROTECTION (TYP)
NTS

Olive Street
OLIVE STREET
LANDSCAPE ARCHITECTURE
P.O. Box 2083
Petaluma CA 94952
707-280-8990
OliveStreetLandscape.com
rod@olivestreetlandscape.com

Rodney L. Scaccalossi
No. 4452
Exp. 05/31/22
REGISTERED LANDSCAPE ARCHITECT
STATE OF CALIFORNIA

OWNER:
SONOMA RACEWAY
29355 Arnold Dr, Sonoma, CA 95476

PROJECT ARCHITECT:

PROJECT ARCHITECT:
115 5TH AVE., NEW YORK, NY 10003
(T) 212.353.7200

Civil / Site:
CSW | ST2
45 LEVERONI COURT,
NOVATO, CA 94949

LANDSCAPE PLAN

SONOMA RACEWAY

29355 Arnold Dr, Sonoma, CA 95476

L1.0

NO.	DATE
3/8/22	PLANNING

SCALE:
1" = 40'

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