

EXHIBIT B

Mitigation Monitoring and Reporting Program

East Area 1 Specific Plan Amendment

City of Santa Paula

Prepared for:

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1.0 MITIGATION MONITORING PROGRAM

As the Lead Agency under the CEQA, the City of Santa Paula (the City) is required to adopt a program for reporting or monitoring the implementation of mitigation measures for this Project, to ensure that the adopted mitigation measures are implemented as defined in the East Area 1 Specific Plan Amendment Final Supplemental Environmental Impact Report (FSEIR). The Lead Agency responsibility originates in Public Resources Code § 21081.6(a) (Findings), and the *CEQA Guidelines* § 15091(d) (Findings) and 15097 (Mitigation Monitoring or Reporting).

1.1 MONITORING AUTHORITY

The purpose of a Mitigation Monitoring and Reporting Program (MMRP) is to ensure that measures adopted to mitigate or avoid significant impacts are implemented. A MMRP is a working guide to facilitate not only the implementation of mitigation measures by the Project proponent, but also the monitoring, compliance, and reporting activities of the City and any designated monitors.

The City may delegate duties and responsibilities for monitoring to other environmental monitors or consultants as deemed necessary. Monitoring responsibilities may also be assumed by responsible agencies, such as affected jurisdictions and cities, or state agencies. It is the responsibility of the environmental monitor to ensure that appropriate agency reviews and approvals are obtained.

The Planning Director, or designee, will also ensure that any deviation from the procedures identified under the monitoring program is approved by the City. Any deviation and its correction must be reported immediately to the City or its designee by the environmental monitor assigned to the construction activity.

1.2 ENFORCEMENT RESPONSIBILITY

The City is responsible for enforcing the monitoring procedures assigned to each construction activity. Any assigned environmental monitor must note problems with monitoring, notify appropriate agencies or individuals about any problems, and report the problems to the Planning Director, or designee.

1.3 MITIGATION COMPLIANCE RESPONSIBILITY

The City is responsible for tracking the applicant's compliance with all mitigation measures in the MMRP, and is responsible for assuring that these requirements are met by all of its construction contractors and field personnel. Standards for successful mitigation are implicit in many mitigation

measures contained herein and include detailed success criteria. Additional mitigation success thresholds may be established by applicable agencies with jurisdiction through the permit process.

1.4 GENERAL MONITORING PROCEDURES

Environmental Monitors. Many of the monitoring procedures will be conducted during the construction phase of the project. To oversee the monitoring procedures and to ensure success, the Planning Director may assign an environmental monitor to each construction activity for which mitigation is required. The monitor must be on site during that portion of the construction phase.

Construction Personnel. A key feature contributing to the success of mitigation monitoring will be obtaining the full cooperation of construction personnel and supervisors. Many of the mitigation measures require action on the part of the construction supervisors or crews for successful implementation. To ensure success, the following actions, detailed in specific mitigation measures, will be taken:

- Procedures to be followed by construction contractors hired to do the work will be written into contracts between the City and any construction contractors. Procedures to be followed by construction crews will be written into a separate document that all construction personnel will be asked to sign, denoting agreement.
- One or more pre-construction meetings will be held to inform all and train construction personnel about the requirements of the monitoring program.
- A written summary of mitigation monitoring procedures will be provided to construction supervisors for all mitigation measures requiring their attention.

General Reporting Procedures. Reports of mitigation monitoring and compliance will be provided to the Planning Director, or designee, in order to track the status of compliance for each measure. The Reports will be prepared by the applicant or their representatives and must be submitted quarterly beginning one hundred twenty days after the start of construction unless prior notice is given that additional time is needed. Reports will include a matrix, which will list each of the mitigation measures and describe the applicant's methods used for compliance, compliance status, and support documentation. The Reports will include records of all site visits, on-site monitoring, descriptions of project design features to meet mitigation requirements, and compliance procedures performed by all environmental compliance monitors working on the Project. All individual reports and records that document the status of

compliance will be attached to the matrix submitted for Planning Director, or designee review and approval.

Public Access to Records. The public is allowed access to records and reports used to track the monitoring program. Monitoring records and reports will be made available for public inspection by the Planning Director or his/her designee on request.

1.5 MITIGATION MONITORING TABLE

Table 1.0-1, Mitigation Monitoring Program – East Area 1 Specific Plan Amendment, presents the mitigation monitoring tables for each environmental discipline.

**Table 1.0-1
Mitigation Monitoring Program – East Area 1 Specific Plan Amendment**

Mitigation Measure	Timing	Responsible Agency / Monitor	Signature/Date Completed
<i>Agricultural Resources</i>			
A-1 The Applicant must record a conservation covenant, in a form approved by the City Attorney, preserving the 55 acres of land currently in agricultural production as an agricultural preserve located along the northern portion of the East Area 1 project site. This covenant will also require use of modified farming cultural practices, such as the restriction of the use of agricultural chemicals and practices that would generate high levels of dust, noise, or odors within the preserve.	Before approval of a Final Map	Planning Director, or designee	
A-3 Before the City issues certificates of occupancy for residential dwelling units, the applicant, or designee, must construct a reinforced 8-foot chain linked fence with top bar. The fence must extend along the entire eastern portion of the property boundary along Haun Creek beginning in the northern property boundary and extending south to SR 126. Intermittent openings would be placed where animals naturally travel along riparian corridors and on existing game trails to prevent bifurcation of Haun Creek. Deviations to this route due to terrain or other potential limitations must first be approved by the Planning Director, or designee.	Before the City issues a certificate of occupancy for any residential dwelling unit.	Planning Director, or designee	
<i>Transportation and Traffic</i>			
T-1 <u>SR 126 and Hallock Drive (Intersection 1)</u> : The Applicant is responsible for its fair share contribution for the widening and reconfiguring the intersection on all four approaches to this intersection, as follows: <ul style="list-style-type: none"> • The northbound approach on Hallock Drive must include an additional right-of-way to 	Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before	Planning Director, or designee	

Mitigation Measure	Timing	Responsible Agency / Monitor	Signature/Date Completed
<p>accommodate the proposed lane configuration. It must consist of one right-turn lane, two through lanes, and two left-turn lanes.</p> <ul style="list-style-type: none"> • The southbound approach must include two right-turn lanes, one through lane, and two left-turn lanes. • The eastbound approach must include one right-turn lane, three through lanes, and two left-turn lanes. • The westbound approach must include two right-turn lanes, three through lanes, and one left-turn lane. <p>Design of this intersection must be coordinated with the improvements proposed for the Telegraph Road and Hallock Drive intersection (Mitigation Measure T-2).</p>	<p>approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.</p>		
<p>T-2 <u>Telegraph Road & Hallock Drive (Intersection 2)</u>: The intersection must construct a traffic signal and modify the existing lane configuration. Improvements must include the following features.</p> <ul style="list-style-type: none"> • The northbound approach must include one right-turn lane, two through lanes and two left-turn lanes. • The southbound approach must include one right-turn lane, one through lane, and one shared through/left-turn lane. • The eastbound approach must include one through lane and one left-turn lane. • The westbound approach must include one shared right/through lane and one left-turn lane. <p>These improvements must be coordinated with improvement at the SR 126 and Hallock Drive intersection as described in Mitigation measure T-1, such</p>	<p>Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.</p>	<p>Planning Director, or designee, in consultation with the Public Works Director</p>	

Mitigation Measure	Timing	Responsible Agency / Monitor	Signature/Date Completed
as the improvements on the south leg and operation of the proposed traffic signal.			
<p>T-3 <u>12th Street & Santa Paula Street (Intersection 4)</u>: The Applicant and/or its contractor must install and be responsible for its fair share contribution toward a traffic signal, reconfigurations to the intersection, and widening the west leg. Physical modifications to the intersection must include restriping the eastbound, northbound, and westbound approaches.</p> <ul style="list-style-type: none"> • The northbound approach must include of one right-turn lane and one shared left-turn/through lane. • The eastbound approach must be restriped to provide one right-turn lane, one through lane, and one left-turn lane. • The westbound approach must include of one share through/right-turn lane and one left-turn lane • The west leg must also be widened to a width of 50 feet from curb to curb, as recommended in the Circulation Element. 	Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.	Planning Director, or designee, in consultation with the Public Works Director	
<p>T-4 <u>Ojai Road (SR 150) & Richmond Road (Intersection 9)</u>: The Applicant is responsible for its fair share contribution for the addition of peak period parking restriction, a peak period left-turn restriction, and pavement widening on Ojai Road.</p> <ul style="list-style-type: none"> • The parking restriction would result in one additional southbound lane in the AM peak period and one additional northbound lane in the PM peak period. • The peak-hour left-turn restriction would apply to the westbound approach of the intersection only, 	Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of	Planning Director, or designee, in consultation with the Public Works Director	

Mitigation Measure	Timing	Responsible Agency / Monitor	Signature/Date Completed
<p>where left-turning vehicles would be expected to utilize nearby signalized intersections to make this movement.</p> <ul style="list-style-type: none"> The widening of Ojai Road would be consistent with the improvements recommended in the Circulation Element. <p>Peak period left-turn restrictions are also recommended at Ojai Road and Richmond Road. The peak period left-turn restriction would only be applied to the westbound movements at these intersections. The restricted left-turns would be expected to utilize nearby signalized intersections to complete westbound left-turn movements. For the purposes of assessing the potential secondary impacts of these restrictions, the displaced westbound left turns from the two intersections were assumed to utilize the nearby intersection at Ojai Road and Orchard Street, which will be signalized per Mitigation Measure T-5.</p>	<p>occupancy.</p>		
<p>T-5 <u>Ojai Road (SR 150) & Orchard Road (Intersection 10)</u>: The Applicant is responsible for peak hour period parking restrictions to accommodate peak-hour traffic volumes. This mitigation assumes that the peak-hour left-turn restrictions would be in place at intersection 9. The left turns would be diverted to intersection 10. Mitigation at this intersection includes:</p> <ul style="list-style-type: none"> A parking restriction on Ojai Road that results in one additional southbound lane in the AM peak period and one additional northbound lane in the PM peak period. Installation of a peak-hour signal restriction 	<p>Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.</p>	<p>Planning Director, or designee, in consultation with the Public Works Director</p>	
<p>T-6 <u>Ojai Road (SR 150) & Saticoy Street (Intersection 11)</u>: The Applicant must provide an additional southbound lane in</p>	<p>Pro-rata share of costs per residential dwelling</p>	<p>Planning Director, or designee, in</p>	

Mitigation Measure	Timing	Responsible Agency / Monitor	Signature/Date Completed
<p>the AM peak period and an additional northbound lane in the PM peak period in order to allow this intersection to accommodate the northbound and southbound traffic due to mitigation requirements provided in Mitigation Measure T-5.</p>	<p>unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.</p>	<p>consultation with the Public Works Director</p>	
<p>T-7 Ojai Road (SR 150)/10th Street & Santa Paula Street (Intersection 12): The Applicant must provide its fair share costs for improvements to the intersection such as widening and reconfiguration of the intersection.</p> <ul style="list-style-type: none"> • Both the eastbound and westbound approaches must include one shared through/right-turn lane and one left-turn lane. • A peak period parking restriction is required along Ojai Road/10th Street to allow for an additional travel lane during the designated peak periods. The restriction would require striping the pavement to indicate the additional lane and signage noting the parking restriction. In the study area, the affected section includes Ojai Road from Richmond Road to Santa Paula Street. During the AM peak period, parking would be restricted along the west side of the street and there would be one additional travel lane in the southbound direction. Conversely, in the PM peak period, parking would be restricted along the east side of the street and there would be one additional northbound lane. 	<p>Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.</p>	<p>Planning Director, or designee, in consultation with the Public Works Director</p>	

Mitigation Measure	Timing	Responsible Agency / Monitor	Signature/Date Completed
<p>T-10 <u>Palm Avenue & Santa Paula Street (Intersection 22)</u>: The Applicant must construct a reconfiguration of travel lanes on the westbound approach. This must include one shared through/right-turn lane and one left-turn lane on the westbound approach.</p>	<p>Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.</p>	<p>Planning Director, or designee, in consultation with the Public Works Director</p>	
<p>T-12 <u>Peck Road & Main Street and Harvard Boulevard (Intersection 32)</u>: The Applicant is responsible to the fair share contribution for the addition of one travel lane to both the northbound and southbound approaches on Peck Road and the addition of a northbound right overlap phase. Improvements must include the following:</p> <ul style="list-style-type: none"> • The northbound right-turn movement must have an overlap signal head installed to accommodate the overlap phase. • The southbound lane configuration must include one shared through/right-turn lane, one through lane, and one left-turn lane. <p>In addition, improvements at this intersection require the addition of a second left-turn lane to the westbound approach on Main Street. Improvements must include:</p> <ul style="list-style-type: none"> • The westbound approach on Main Street is reconfigured to include one right-turn lane and dual left-turn lanes and maintain the exclusive or protected signal phasing for this turning 	<p>Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.</p>	<p>Planning Director, or designee, in consultation with the Public Works Director</p>	

Mitigation Measure	Timing	Responsible Agency / Monitor	Signature/Date Completed
<p>movement.</p> <p>The implementation of dual left-turn lanes at this location must include the acquisition of right-of-way on Main Street to accommodate the proposed intersection configuration.</p>			
<p>T-13 <u>Peck Road & SR 126 Eastbound Ramps (Intersection 34):</u> The Applicant is responsible for fair share contribution to install a traffic signal and reconfiguring all approaches, per the signal warrant analysis under cumulative plus project conditions during the PM peak hour. Improvements must include:</p> <ul style="list-style-type: none"> • The northbound direction must include a right-turn lane and a shared through-left lane. • The southbound direction is restriped to provide one right turn lane, one through lane, and one left-turn lane. <p>The eastbound and westbound approaches are restriped to provide one shared through/right-turn lane and one left-turn lane in each direction.</p>	<p>Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.</p>	<p>Planning Director, or designee, in consultation with the Public Works Director</p>	
<p>T-14 <u>Faulkner Road & SR 126 Westbound Ramps (Intersection 35):</u> The Applicant is responsible for the reconfiguration of the westbound approach to provide one shared through/right-turn lane and two left-turn lanes.</p>	<p>Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.</p>	<p>Planning Director, or designee, in consultation with the Public Works Director</p>	

<p>T-17 <u>Emergency Access Impacts:</u> The applicant must submit emergency access plans to the Santa Paula Fire Department (SPFD) for review and approval. The applicant must comply with the recommendations provided by the SPFD.</p>	<p>Before approval of each Final Map</p>	<p>Santa Paula Fire Department</p>	
<p>T-18 <u>Parking Impacts:</u> The application must prepare a parking study if the proposed project does not provide parking spaces per the Santa Paula Municipal Code.</p>	<p>Before approval of each Final Map</p>	<p>Planning Director, or designee, in consultation with the Public Works Director</p>	
<p>T-19 <u>Traffic Impact Mitigation Fee:</u> The Applicant must comply with Ventura County Ordinance Code ("VCOC"), Title 8, Chapter 6 and pay the required fee before the City issues any building permit. Based on the fee schedule set forth in VCOC § 8601-1, et seq., , the fee due is as follows and is based upon information contained in the DEIR as follows:</p> <ul style="list-style-type: none"> • 16,982 Average Daily Trips (ADT) multiplied by \$56.37/ADT which equals \$957,275.34 <p>The fee is subject to adjustment at the time of deposit, due to provisions in the VCOC allowing the fee to be adjusted for inflation based upon the Engineering News Record construction cost index.</p>	<p>Costs will be paid per residential unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map payable before the City issues a certificate of occupancy as required by the County's Traffic Impact Management Plan ordinance.</p>	<p>Planning Director, or designee, in consultation with the Public Works Director</p>	
<p>T-20 <u>Traffic Management Plan:</u> Before start of construction, the Applicant must prepare and submit a Traffic Management Plan (TMP) to the City, County Transportation Department, and the State of California Department of Transportation (Caltrans). The TMP must provide mitigation measures acceptable to the City, County Transportation Department and Caltrans for any impacts the project may have on roadways and network systems under their jurisdiction and in particular, any impacts on Telegraph Road.</p>	<p>Before issuance of a building permit</p>	<p>Planning Director; Ventura County Transportation Department; Caltrans</p>	

<p>T-21 <u>Asphalt or Concrete Repair</u> The Applicant must reconstruct any damaged or defaced asphalt concrete paving and driveway per City, and/or Caltrans standards. Before commencing construction, the Applicant must videotape the existing roadway impacted by this project. The videotape prepared and submitted by the Applicant is used in conjunction with an after hauling inspection to determine if any of the above existing surface improvements were damaged by trucks during hauling. The TMP must also identify the truck routes the project proposes to use. The traffic control plan for any lane closures/reductions within the County right-of-way must also be approved by the County Transportation Department.</p>		Ventura County Transportation Department	
<p>T-22 <u>Fencing Plan</u> The Applicant must prepare a fencing plan (Plan) for the at-grade crossing planned at Telegraph Road/Hallock Drive and immediate vicinity. The Plan is submitted for review by the City and must meet the design and construction requirements of the California Public Utilities Commission or other applicable jurisdiction with oversight over the existing railroad right-of-way.</p>	Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.	Planning Director, or designee, in consultation with the Public Works Director	
<p>T-23 <u>10th Street & SR 126 Eastbound Ramps (Intersection 17)</u>: The Applicant must provide its fair share contribution for the signalization of this intersection. The signalization of this location is included with the City of Santa Paula in Ventura County's Congestion Management Program Capital Improvement Program once monitoring shows traffic volumes or other conditions warrant this improvement.</p>	Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a	Planning Director, or designee, in consultation with the Public Works Director	

		condition on every Final Map, payable before the City issues a certificate of occupancy.		
T-24	<u>6th Street & Santa Paula Street (Intersection 21)</u> : The Applicant must construct the reconfiguration of travel lanes on the northbound and southbound approaches. This must result in a left-turn lane and a shared through/turn lane on the northbound and southbound approaches. This lane configuration is accommodated within the existing right-of-way and must include the removal of approximately 100 to 150 feet of on-street parking on the northbound and southbound approaches.	Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.	Planning Director, or designee, in consultation with the Public Works Director	
T-25	<u>Palm Avenue & SR 126 Eastbound Ramps (Intersection 27)</u> : The Applicant is responsible for its fair share contribution for signalization of this intersection. The signalization of this location is included in the City of Santa Paula in Ventura County's Congestion Management Program Capital Improvement Program. Based on the volumes projected in this study, this location would satisfy the peak-hour signal warrant in the AM peak hour.	Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.	Planning Director, or designee, in consultation with the Public Works Director	
T-26	<u>Hallock Drive & Old Hallock Drive (Intersection 36)</u> : The Applicant is responsible for its fair share contribution toward converting this intersection to an all-way stop control. Due to the increase in traffic from the Project and the proximity of this intersection and the SR 126 freeway,	Pro-rata share of costs per residential dwelling unit and per square foot of non-residential development to be determined before	Planning Director, or designee, in consultation with the Public Works Director	

<p>the Applicant is required to install a traffic signal at this location. Should the traffic signal be installed before the EA1 SPA is occupied, the Applicant will not be responsible for an all-way stop control.</p>	<p>approval of the first Final Map and imposed as a condition on every Final Map, payable before the City issues a certificate of occupancy.</p>		
Air Quality			
<p>AQ-1 Before the City issues a grading permit, the applicant must submit a comprehensive Fugitive Dust Control Plan to the Planning Director for review and approval. The Fugitive Dust Control Plan must be approved in consultation with the Ventura County Air Pollution Control District, and at a minimum the Fugitive Dust Control Plan must include:</p> <ul style="list-style-type: none"> • Identification of all fugitive dust sources, the means by which fugitive dust from each identified source will be minimized, and the schedule of frequency that each dust control method will be applied for each identified source. • Dust control measures that will achieve compliance with VCAPCD Rule 50 (Opacity) and Rule 51 (Nuisance). • On-site vehicle speed cannot exceed 15 miles per hour (the Project Site will contain posted signs with the speed limit). • All on-site construction roads with vehicle traffic are watered periodically; • Streets adjacent to the project reach are swept as needed to remove silt that may have accumulated from construction activities so as to prevent excessive amounts of dust. • All material excavated or graded is sufficiently watered to prevent excessive amounts of dust. Watering must occur at least twice daily with 	<p>Fugitive Dust Control Plan is approved before issuance of a permit for site clearing or grading. Compliance is on-going through the duration of site clearing, grading, and construction.</p>	<p>Planning Director, or designee</p>	

<p>complete coverage, preferably in the late morning and after work is done for the day.</p> <ul style="list-style-type: none"> • All clearing, grading, earth moving, or excavation activities must cease during periods of high winds (i.e., greater than 25 miles per hour averaged over one hour) so as to prevent excessive amounts of dust (contact the VCAPCD meteorologist for current information about average wind speeds). • All material transported off site is either sufficiently watered or securely covered to prevent excessive amounts of dust. • The area disturbed by clearing, grading, earth moving, or excavation operations is minimized to prevent excessive amounts of dust. <p>These control techniques are indicated on Project grading plans. The Applicant is responsible for implementing these measures and compliance with this measure will be subject to periodic site inspections by the City.</p>			
<p>AQ-2 Before the City issues a grading permit and building permit, the Applicant must implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment throughout the project construction phases. All construction contracts must include control measures required and recommended by the VCAPCD at the time of development. A copy of the construction contracts is submitted to the Planning Director before the City issues a grading permit to verify these conditions. Examples of the types of measures include the following:</p> <ul style="list-style-type: none"> • Maintain all construction equipment in good condition and in proper tune in accordance with the manufacturer's specifications. 	<p>Before the City issues a grading permit and building permit and throughout grading and construction</p>	<p>Planning Director, or designee</p>	

<ul style="list-style-type: none"> • Limit truck and equipment idling time to five minutes or less. • Minimize the number of vehicles and equipment operating at the same time during the smog season (May through October). • Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, to the extent feasible. <p>Grading plans and building plans must show these emissions reduction measures for the duration of construction. Compliance with this measure will be subject to periodic inspections of construction equipment and vehicles by the City Public Works Department.</p>			
<p>AQ-6 Before the City issues certificates of occupancy for new structures within the Project Site, the Applicant and/or contractor must provide to the Planning Director evidence of the following:</p> <ul style="list-style-type: none"> • Use of low-emission technology water heaters including solar, air-source heat pump, natural gas, or gas boosted solar. 	<p>Before the City issues a certificate of occupancy</p>	<p>Planning Director, or designee</p>	
<p>AQ-7 Before the City issues a building permit, the Applicant and/or contractor must submit for review and approval by the Planning Director a roadway plan that includes pedestrian and transit friendly facilities such as wider than standard sidewalks, bus stops with passenger benches and shelters, and bikeways or bike lanes. In addition, all landscape plans for the Project must be submitted to the Planning Director for review and approval that provide landscape shade trees along sidewalks and bikeways. The pedestrian and transit friendly facilities, and landscape features are subject to compliance review throughout the life of the Project.</p>	<p>Before the City issues a building permit</p>	<p>Planning Director, or designee, in consultation with the Public Works Director</p>	

AQ-8	<p>Before the City issues a certificate of occupancy permit, the Applicant and/or contractor must coordinate with the Planning Director, and submit plans for review and approval for, a shuttle/minibus service between Project residential and Project retail areas and the Santa Paula downtown area. The shuttle and minibus service plan must include a date upon which the service will commence that is commensurate with the build-out of the East Area 1 Specific Plan Amendment, such that the population within the Project reaches a point that can support and warrant this service.</p>	<p>Before the City issues a certificate of occupancy and throughout the life of the Project</p>	<p>Planning Director, or designee</p>
AQ-9	<p>Before the City issues a certificate of occupancy within the Hallock Center, the Applicant and/or contractor must arrange for shuttle/minibus service between the Project commercial and industrial land uses and the Project retail land uses and the Santa Paula downtown area during the lunchtime period (11:00 AM to 2:00 PM). The use of this service must be monitored throughout the life of the Project by the Applicant and/or contractor, or building occupants to ensure that the service operates in accordance with the needs of the occupants of the Center.</p>	<p>Before the City issues certificates of occupancy and throughout the life of the Project</p>	<p>Planning Director, or designee</p>
AQ-13	<p>The Applicant must submit for review and approval to the Planning Director a landscape plan that provides for shade trees to be placed near buildings to reduce heat build-up on structures. The landscaping maintenance will be subject to compliance review throughout the life of the Project.</p>	<p>Before the City issues a certificate of occupancy and throughout the life of the Project</p>	<p>Planning Director, or designee</p>
AQ-14	<p>The Applicant must prepare a Transportation Demand Management Program (TDM) for review and approval by the City and Ventura County Air Pollution Control District (VCAPCD), before the City issues building permits. The plan must incorporate reasonable and feasible measures to reduce Project-related traffic and</p>	<p>Before the City issues a building permit</p>	<p>Public Works Director, Ventura County Air Pollution Control District</p>

<p>vehicle miles traveled. At minimum, the TDM Program must include the following measures:</p> <ul style="list-style-type: none"> • Provision of connections to identified adjacent City or regional trails. • Provision of adequate way-finding features to direct pedestrians and bicyclists to nearby Project and City destinations, such as school, retail, and civic facilities. • Provision of homeowner information packets before close of escrow, identifying local and regional nonvehicular transportation options, and providing homeowners with basic information regarding telecommuting options. • Provision of adequate setbacks and design features such that the proposed future enhancement of commuter rail opportunities is not hindered by Project design. • Construction of pedestrian- and transit-friendly facilities such as wider sidewalks, bus stops with passenger benches and shelters, bikeways, or lanes. Sidewalks and bikeways should be landscaped with trees. • Perform a traffic light synchronization study on streets impacted by Project development to reduce vehicle queuing time. <p>The Project must offset the increase in daily emission over the 25 pounds of reactive organic compounds and nitrogen oxides per day either through the purchase of emission offsets or through the in-lieu fees paid to fund off-site Transportation Demand Management (TDM) facilities or services, if such a program has been established at that time. These fees can reduce emissions from non-Project-generated motor vehicle trips by funding programs to promote ridesharing,</p>			
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<p>public transit and bicycling. The amount of this financial contribution should be calculated on a pro-rate basis as determined to be equitable by the APCD, and in accordance with the VCAPCD Guidelines. These fees should be paid before the issuance of building permits by the City. The applicant must demonstrate the availability of the offsets or contribution to fund off-site TDM services to the Ventura County APCD through a contract or other agreement with the offset source(s), which binds the reduction to the Project, before finalizing the environmental review process.</p>			
Noise			
<p>N-1 The following measures are incorporated into grading and building plan specifications to reduce the impact of construction noise:</p> <ul style="list-style-type: none"> • All construction equipment, fixed or mobile, is equipped with properly operating and maintained mufflers. Noise attenuation barriers and mufflers of grading equipment are required for construction equipment generating noise that exceeds levels above 95 dB at 50 feet from the source. • Construction noise reduction methods such as but not limited to shutting off idling equipment, installing acoustic barriers around significant sources of stationary construction noise sources, maximizing the distance between equipment and staging areas occupied residential areas, and use of electric air compressors and similar power tools (rather than diesel equipment) is used when feasible; • During construction, stationary construction equipment is placed such that emitted noise is directed away from sensitive noise receivers, 	<p>Before issuance of grading and building permits and ongoing through construction</p>	<p>Planning Director, or designee</p>	

<p>such as residences and schools;</p> <ul style="list-style-type: none"> • During construction, stockpiling and vehicle staging activities areas are located as far as practicable from residences or schools; • Earthmoving equipment operating on the construction site, is as far away from vibration-sensitive uses as possible; and • Construction hours, allowable workdays, the telephone number of the job superintendent and the telephone number of City staff contact(s) is clearly posted at all construction entrances to enable surrounding owners and residents to contact the job superintendent directly. If the job superintendent receives a complaint, the superintendent must notify the Planning Director, or designee, and investigate, take appropriate corrective action, and report the action taken to the reporting party and the Planning Director, or designee. 			
<p>N-3 Before the City issues a permit to conduct site clearing, grading, excavation, or construction for any aspect of the Project, the Applicant and/or contractor must submit to the Planning Director (or designee) a construction traffic (including material deliveries) haul route plan for review and approval. The haul route plan must avoid sensitive receivers to the extent feasible. The Planning Director (or designee) must approve the haul route plan before initiation of any site clearing, grading, construction or materials delivery. Should the haul route use County of Ventura roads, the haul route is approved in consultation with the County of Ventura Planning Division. The Applicant and/or contractor must ensure that the approved haul route is included on grading and building plans.</p>	<p>Before issuance of site clearing, grading, excavation, or construction permits</p>	<p>Planning Director, or designee</p>	

N-4	At least 10 days in advance, the Applicant and/or contractor must provide notification to all occupied uses within 200 feet of an area where construction activities are anticipated to result in ground-borne vibration of more than 80 VdB.	At least 10 days before construction activities	Planning Director, or designee, in consultation with Public Works Director	
N-8	<p>Before the City issues a building permit for residential units (including live/work and assisted living units), in the Hallock Center, the Applicant and/or contractor must provide evidence to the Planning Director, or designee that demonstrates noise is mitigated within the exterior and interior living space. Measures to ensure noise standards are achieved must include:</p> <ul style="list-style-type: none"> • Designs that meet interior noise levels, do not exceed City interior noise standard (45 dB(A) CNEL). • Planning Director approval of an acoustical analysis of the effectiveness of noise insulation of proposed construction. • Design specifications may include, without limitation: <ul style="list-style-type: none"> i. Exterior livable space, such as balconies, oriented northward; ii. South-facing windows and sliding glass doors are double-paned, mounted in frames with low rates of air filtration (0.5 cubic foot per minute or less, per American National Standard Institute specifications) and a sound transmission coefficient rating of 30 or greater; iii. Solid-core exterior doors are constructed with perimeter weather stripping and threshold seals; and South-facing roof or attic vents are baffled. • Written disclosure of maximum exterior and 	Before issuance of occupancy permits for residential units in the Hallock Center	Planning Director, or designee, in consultation with Public Works Director	Before issuance of a grading permit

<p>interior noise levels expected at live/work and residential units, and at light industrial, office, and retail uses is provided to those purchasing or leasing such uses. Copies of these written materials must also be submitted to the Planning Director for approval.</p> <ul style="list-style-type: none"> • Building plans must show that appropriate setbacks from the railroad tracks are incorporated into the site design for buildings in conjunction with the design parameters outlined above. 			
<p>N-11 For paving and repaving associated with road improvements on Hallock Drive between the SR 126 and Hallock Drive intersection and the Hallock Drive and Santa Paula Street intersection with the Project, the Applicant and/or contractor must use asphalt-rubber paving material consisting of 20 percent recycled rubber or more and 80 percent paving-grade asphalt. Studies have demonstrated that such paving material, will reduce traffic noise by 3 to 5 dB(A). Before construction of roadway improvements within this road segment, plans that include these specifications are submitted to the Planning Director, or designee, for approval. Evidence of installation is submitted to the Planning Director for approval following completion of the roadway improvements.</p>	<p>Before issuance of a construction; throughout construction; upon completion of roadway improvements</p>	<p>Planning Director, or designee, in consultation with Public Works Director</p>	
<p>N-12 In combination with rubberized- asphalt paving, the speed limits on the three roadway segment experiencing significant noise impacts off-site (Hallock Drive north of the Santa Paula Freeway, Hallock Drive north of Telegraph Road, and Hallock Drive south of Telegraph Road) are reduced from existing speed limits, where determined feasible and consistent with the SPMC. Feasibility is determined by the Public Works</p>	<p>Before issuance of building permits</p>	<p>Planning Director, or designee, in consultation with Public Works Director</p>	

<p>Director, or designee. Each 5- mile- per- hour reduction in the speed limit can decrease the CNEL level by about 1 dB(A). Written documentation from the Public Works Director is submitted to the Planning Director for approval before the City issues a building permit. Speed limit signs are posted along the roadway in accordance with standards set forth by the Public Works Director, or designee.</p>			
<p>Biological Resources</p>			
<p>BR-1a Before the issuance of a grading permit for areas that require state permits, the applicant must coordinate with the CDFW to verify the impact to state-protected waters and associated vegetation on the Project Site. A Streambed Alteration Agreement (SAA) is obtained and mitigation measures recommended by the CDFW as part of the SAA are implemented. The SAA is provided to the City before issuance of a grading permit. The applicant must mitigate for temporary and permanent impacts to jurisdictional waters as administered by the CDFW jurisdiction by restoring habitats within those jurisdictions acceptable to the resource agency for permanent impacts and temporary impacts. The applicant must prepare a Conceptual Streambed Restoration Plan (CSR) to document the mitigation program. Habitat is mitigated on-site or within the same watershed, if feasible. The goal of the CSR would be to recreate the functions and values of the habitat being affected. These mitigation requirements are outlined in the CSR prepared for this Project, with monitoring requirements and specific criteria to measure the success of the restoration. Guidelines for the CSR must include:</p> <ul style="list-style-type: none"> • The mitigation site(s) must have been evaluated and selected on the basis of their suitability for 	<p>Before issuance of grading permit</p>	<p>Planning Director, or designee</p>	

<p>use as riparian mitigation areas.</p> <ul style="list-style-type: none"> • The mitigation area must provide procedures to prepare soils in the mitigation area, provide detailed seeding/planting mixtures, provide seeding/planting methods, and other procedures that would be used for successful re-vegetation. • Impacts to jurisdictional waters are avoided to the extent feasible in the design phase of the Project. • Maintenance and monitoring requirements are established, including quarterly and annual monitoring reports to CDFW. 			
<p>BR-1b Where southern riparian scrub, a sensitive natural community, will be impacted as part of Project implementation, mitigation for acreage impacted is implemented at a minimum of a one to one (1:1) ratio and/or as determined appropriate by the CDFW. Acceptable mitigation would replace or enhance the existing southern riparian scrub vegetation. This is a part of the mitigation addressing impacts to jurisdictional resources and is the responsibility of the project applicant.</p>	<p>Before issuance of grading or building permit that will impact riparian scrub vegetation</p>	<p>Planning Director, or designee</p>	
<p>BR-1c The project applicant must mitigate for the loss of the on-site southern riparian scrub plant community. This must include the removal and elimination of false bamboo (giant reed; <i>Arundo donax</i>) from Haun Creek. False bamboo (giant reed) is eradicated and controlled before the enhancement or replacement of the current vegetation, as in the implementation of Mitigation Measures BR-1b, and BR-1c.</p>	<p>Before issuance of grading permit that impacts the riparian scrub community</p>	<p>Planning Director, or designee</p>	
<p>BR-1d Before the issuance of a grading permit for areas that require state or federal permits, the applicant must coordinate with the US Army Corps of Engineers (ACOE) to verify the impact to federally-regulated waters on the</p>	<p>Before issuance of grading permit or building permit that impacts ACOE</p>	<p>Planning Director, or designee</p>	

<p>Project Site. A Section 7 Biological Consultation is required, as Santa Paula Creek is designated critical steelhead habitat. A NWP is obtained and mitigation measures recommended by the ACOE and National Marine Fisheries, as part of the NWP are implemented. The NWP is provided to the City before initiating construction of the bridge crossing Santa Paula Creek. Areas determined to be federally regulated by the ACOE must also fall under the jurisdiction of the RWQCB, and a Clean Water Act Section 401 Water Quality Certification (401 Certification) would be required from the RWQCB for impacts to those areas. A Biological Assessment to support a Section 7 Biological Consultation is required, as the area is within designated steelhead habitat.</p>	<p>jurisdictional areas</p>		
<p>BR-1e As mitigation for temporary and permanent impacts to United States Army Corps of Engineers (ACOE) jurisdiction, the Applicant must:</p> <ul style="list-style-type: none"> • Establish, reestablish, rehabilitate, and/or enhance a minimum of 1.27 acres of (ACOE) jurisdiction (a minimum 1:1 mitigation-to-impact ratio) on site; • Provide a one-time in-lieu fee to a USACE-approved mitigation bank and/or in-lieu fee program within the Santa Clara River watershed (at a minimum 1:1 mitigation-to-impact ratio) to establish, re-establish, rehabilitate, and/or enhance a minimum of 1.27 acres of ACOE jurisdiction; or • A combination of on-site and/or off-site compensatory mitigation options, as described above 	<p>Before issuance of grading permit or building permit that impacts ACOE jurisdictional areas</p>	<p>Planning Director, or designee</p>	
<p>BR-1f As mitigation for temporary and permanent impacts to Regional Water Quality Control Board (RWQCB)</p>	<p>Before issuance of grading or building</p>	<p>Planning Director, or designee</p>	

<p>jurisdiction, the Applicant must:</p> <ul style="list-style-type: none"> • Establish, reestablish, rehabilitate, and/or enhance a minimum of 1.27 acres of RWQCB jurisdiction (a minimum 1:1 mitigation-to-impact ratio) on site; • Provide a one-time in-lieu fee to a RWQCB-approved mitigation bank and/or in-lieu fee program within the Santa Clara River watershed (at a minimum 1:1 mitigation-to-impact ratio) to establish, re-establish, rehabilitate, and/or enhance a minimum of 1.27 acres of RWQCB jurisdiction; or • A combination of on-site and/or off-site compensatory mitigation options, as described above 	<p>permit that impacts RWQCB jurisdictional areas</p>		
<p>BR-1g As mitigation for temporary and permanent impacts to California Department of Fish and Wildlife (CDFW) jurisdiction, the Applicant must:</p> <ul style="list-style-type: none"> • Establish, reestablish, rehabilitate, and/or enhance a minimum of 1.67 acres of CDFW jurisdiction, including vegetated riparian habitat (a minimum 1:1 mitigation-to-impact ratio) on site; • Provide a one-time in-lieu fee to a CDFW-approved mitigation bank and/or in-lieu fee program within the Santa Clara River watershed (at a minimum 1:1 mitigation-to-impact ratio) to establish, re-establish, rehabilitate, and/or enhance a minimum of 1.67 acres of CDFW jurisdiction; or <p>A combination of on-site and/or off-site compensatory mitigation options, as described above.</p>	<p>Before issuance of grading or building permit that impacts CDFW jurisdictional areas</p>	<p>Planning Director, or designee</p>	
<p>BR-2a To avoid impacts to native nesting birds, the applicant and/or its contractors must retain a qualified biologist</p>	<p>Before site clearing or grading activities</p>	<p>Planning Director, or designee</p>	

<p>(with selection to be reviewed by the City) to conduct nest surveys in potential nesting habitat within the EA1 SPA Area before construction or site preparation activities. Specifically, within 30 days of ground disturbance activities associated with construction or grading, a qualified biologist must conduct weekly surveys to determine if active nests of bird species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and Wildlife Code are present in the construction zone or within 300 feet (500 feet for raptors) of the construction zone. Surveys for special-status bird species can be conducted concurrently with general nesting bird surveys. Because birds known to use the Project area (including Cooper’s hawk and loggerhead shrike) nest during the late winter, breeding bird surveys are carried out both during the typical nesting/breeding season (mid-March through September) and in January and February. The surveys must continue on a weekly basis, with the last survey being conducted no more than 3 days before initiation of clearance or construction work. If ground disturbance activities are delayed, then additional pre-construction surveys are conducted such that no more than three days must have elapsed between the last survey and the commencement of ground disturbance activities. Surveys must include examination of trees, shrubs, and the ground within grassland for nesting birds, as several bird species known to occur in the area and the EA1 SPA Area are shrub or ground nesters, including burrowing owl, California horned lark, and mourning dove. In addition, during nesting bird surveys in January and February, surveys for Monarch butterfly would also be conducted concurrently where their potential occurrences overlap.</p>			
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<p>BR-2b If active nests are found, clearing and construction activities within 300 feet of the nest (500 feet for raptors) is postponed or halted until the nest is vacated and juveniles have fledged, as determined by the qualified biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest is established in the field with flagging, fencing, or other appropriate barriers, and construction personnel is instructed on the sensitivity of nest areas. The biologist must serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts to these nests would occur. The results of the survey, and any avoidance measures taken, is submitted to the City of Santa Paula within 30 days of completion of the pre-construction surveys and construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.</p>	<p>Before issuance of a site clearing or grading permit and throughout the construction period</p>	<p>Planning Director, or designee</p>	
<p>BR-3a A qualified fisheries biologist is present when any stream/river (e.g., Haun Creek) diversion takes place, or when blocking nets and seines are used and must patrol the areas both within, upstream and downstream of the work area to rescue any species stranded by the diversion of the stream water or trapped by the nets/seines. Special-status species, with some occurrence potential, such as the arroyo chub and the Santa Ana sucker, is relocated to suitable locations downstream of the work area if collected. Under no circumstances must the Southern California steelhead be collected or relocated, unless US Fish and Wildlife Service (USFWS) personnel or their agents implement this measure.</p>	<p>Before disturbance, grading, or building activity in Santa Paula Creek or Haun Creek</p>	<p>Planning Director, or designee</p>	
<p>BR-3b The applicant must retain a qualified biologist to</p>	<p>Before construction or</p>	<p>Planning Director, or</p>	

<p>conduct pre-construction burrowing owl surveys (following California Department of Fish and Wildlife protocols) within the fallow agricultural field located on-site before construction or site preparation activities occurring during the non-nesting season of burrowing owl (typically September 1 through January 31) or the nesting season (typically April 15 through July 15). The survey is conducted no more than 20 days before commencement of construction activities and may be conducted concurrently with general nesting bird surveys. If burrowing owls are observed using burrows during these surveys, protective fencing is constructed around any nest burrows (if during the breeding season) until the young have fledged. Once the young have fledged, or if grading would occur during the nonbreeding season, owls are excluded from all active burrows through the use of exclusion devices placed in occupied burrows in accordance with CDFW protocols. Specifically, exclusion devices utilizing one-way doors are installed in the entrances of all active burrows. The devices are left in the burrows for at least 48 hours to ensure that all owls have been excluded from the burrows. Each of the burrows must then be excavated by hand and refilled to prevent reoccupation. Exclusion must continue until the owls have been successfully excluded from the EA1 SPA Area, as determined by a qualified biologist. Consultation with the City and CDFW may also need to occur to determine if mitigation is needed to offset the loss of active burrowing owl nest habitat.</p>	<p>site preparation activities, during the non-nesting season of burrowing owl (typically September 1 through January 31) or the nesting season (typically April 15 through July 15).</p>	<p>designee</p>	
<p>BR-3c To avoid impacts to the western red bat the applicant must retain a qualified biologist (with selection to be reviewed by the City) to conduct roosting bat surveys within the EA1 SPA Area before construction or site</p>	<p>Surveys must commence 30 days before land clearing or grading activities, and ongoing</p>	<p>Planning Director, or designee</p>	

<p>preparation activities. Specifically, within 30 days of ground disturbance activities associated with construction or grading, a qualified biologist must conduct weekly surveys to determine if roosting western red bats are present in the construction zone or within 300 feet of the construction zone. Because the western red bat is known to migrate south to Arizona and Mexico in early fall and winter, roosting bat surveys are carried out from March through September. Surveys for special-status bat species may be conducted concurrently with nesting bird surveys. The surveys must continue on a weekly basis, with the last survey being conducted no more than 3 days before initiation of clearance or construction work. If ground disturbance activities are delayed, then additional pre-construction surveys are conducted such that no more than three days must have elapsed between the last survey and the commencement of ground disturbance activities. Surveys must include examination of trees and large shrubs, particularly the lemon, cottonwood, and oak trees planned for removal, in which this species is known to roost. Any bat found outside of the breeding season (May through August) is relocated by having a qualified biologist remove the bat from the roost. If roosting female bats are found with young during the breeding season (May through August) clearing and construction activities within 300 feet of the roost, is postponed or halted until the roost is vacated and juveniles have been weaned, as determined by the biologist. Limits of construction to avoid an active roost site is established in the field with flagging, fencing, or other appropriate barriers and construction personnel is instructed on the sensitivity of nest areas. The biologist must serve as a construction monitor during those</p>	<p>during construction activities</p>		
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<p>periods when construction activities would occur near active roost areas to ensure that no inadvertent impacts on these roosts would occur. The results of the survey, and any avoidance measures taken, is submitted to the City of Santa Paula within 30 days of completion of the pre-construction surveys and construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of this bat species.</p>			
<p>BR-3d The applicant must retain a qualified biologist (approved by the City of Santa Paula) to survey the Project Site for the presence of the American badger no earlier than 1 day before any grading activity. In particular, the survey must include an examination of the fallow agricultural field in the eastern portion of the site that would be impacted during project implementation. If American badger is located on-site, potential loss of individual animals is mitigated through one of the following: (1) an on-site passive relocation program, through which badgers are excluded from occupied burrows by installation of a one-way door in burrow entrances, monitoring of the burrow for one week to confirm badger usage has been discontinued, and hand-excavation and collapse of the burrow to prevent reoccupation; or (2) active trapping and relocation of badgers to suitable off-site habitat by a qualified biologist and in coordination with the CDFW, as approved by the City and CDFW.</p>	<p>1 day before site clearing or grading activity</p>	<p>Planning Director, or designee</p>	
<p>BR-4 Before the removal of on-site jurisdictional trees, the applicant must submit an updated tree survey report detailing the species, health, and condition of all protected trees within the development area. This report must also contain a site plan showing the locations of the trees on site and their driplines. The report must contain enough information to evaluate the</p>	<p>Before the removal of on-site jurisdictional trees</p>	<p>Planning Director, or designee</p>	

	potential impact of any construction, and to assess whether replacement on-site is appropriate, or an in-lieu fee should be assessed. If it is determined that a protected tree would be impacted, the value of that tree is assessed in order to provide accurate mitigation; mitigation in the form of replacement trees or an in-lieu fee is required for all impacted or removed trees. The applicant must coordinate specific mitigation with the City before any removal activities.			
BR-5	The landscaping plan must include the planting of only native trees along the eastern development/open space interface, where practicable, to minimize nighttime lighting and glare. The landscaping plan is prepared by a qualified landscape architect, must use native plant and tree species, and is approved by the City. Plants on the California Invasive Plant Council (Cal-IPC) would be prohibited.	Before issuance of a building permit	Planning Director, or designee	
BR-6a	A public awareness program is developed to restrict public access in open space areas on the Project Site to designated trails and to prevent unleashed domestic animals from entering these areas. This program must include, among other things, posting signs identifying ecologically sensitive areas, using temporary fencing around sensitive areas that appear to be receiving a high level of disturbance, and promoting public education and awareness of the local biological resources and their sensitivity. The applicant or its contractor is responsible for the initial development of the public awareness program and installation of interpretive signs and fencing. The homeowners association or an acceptable land manager/agency, as approved by the City of Santa Paula, is responsible for maintaining this program, including signs and fencing.	Before issuance of an occupancy permit for residential uses and ongoing verification	Planning Director, or designee	
BR-6b	The Project applicant or its contractor must install,	Before issuance of	Planning Director, or	

	throughout the Project Site, waste and recycling receptacles that discourage foraging by wildlife species that are adapted to more urban environments, such as raccoons and skunks.	occupancy permit	designee, in consultation with the Public Works Director	
BR-6c	<p>The covenants, conditions, and restrictions (CC&Rs) for the community must include restrictions on domestic pets. The CC&Rs must include:</p> <ul style="list-style-type: none"> • Requirements for residents to register all pets with the HOA; • A list of pets that are acceptable and which are not; • Limitations on the number of pets; • Requirement that cats owned by residents of the Project, must have collars containing bells • Requirements that a pets always be “under the control” of an owner, • Limits on areas where pets are permitted or banned, including “paths of travel” to prevent pets from entering natural open space areas • Descriptions of the circumstances under which pets must be removed from the community. • Creation of a “pet sub-committee” to review compliance and update restrictions <p>The CC&Rs must be must be established in consultation with a qualified biologist and submitted to the Planning Director, or designee for initial review and approval. Thereafter, the Project homeowners association (HOA) will be responsible for enforcement.</p>	Planning Director, or designee initial approval must occur before building occupancy HOA enforcement will occur throughout the life of the Project	Planning Director, or designee, for initial approval of the CC&Rs. Subsequent enforcement will be conducted by the HOA.	
BR-6d	The Project homeowners association (HOA) must supply educational information to future residents of the EA1 SPA Site regarding the importance of not feeding wildlife, ensuring that trash (containing food) is not accessible to wildlife, keeping the ground free of fallen fruit from trees, and not leaving pets or pet food	Planning Director, or designee initial approval must occur before building occupancy HOA enforcement will occur throughout the life	Planning Director, or designee, for initial approval of the CC&Rs. Subsequent enforcement will be conducted by the	

	outside. The Conditions, Covenants, and Restrictions (CC&Rs) adopted for the HOA must include this requirement. The CC&Rs and educational materials must be initially submitted to the Planning Director, or designee, for review and approval. The HOA will conduct enforcement throughout the life of the Project.	of the Project	HOA.	
BR-7	Certain ornamental plants are known to escape from planted areas and invade into native plant communities. In order to protect native plant communities established within the EA1 SPA Area and located in the adjacent Haun Creek, the plants listed in Table 4.7-8, Plant Species to Avoid During Landscaping of the Project Site, must not be planted within the common landscaped areas of the proposed site plan. This list must also be distributed to new homeowners and included within the CC&Rs. The landscaping plans within common areas of the project is reviewed by a qualified botanist who must recommend appropriate provisions to prevent other invasive plant species from colonizing remaining natural areas. All invasive plants (including those in Table 4.7-8) would be prohibited. This includes all species on the Cal-IPC list of invasive species (http://www.cal-ipc.org/ip/inventory). These provisions may include the following: (a) review and screening of proposed plant palette and planting plans to identify and avoid the use of invasive species; (b) weed removal during the initial planting of landscaped areas; and (c) the monitoring for and removal of weeds and other invasive plant species as part of ongoing landscape maintenance activities. The frequency and method of monitoring for invasive species is determined by a qualified botanist.	Throughout life of the Project	Planning Director, or designee	
Geology and Soils				
G-22	Detailed, design-level geotechnical investigation reports for all future subdivision and other discretionary	Before issuance of grading permit	Planning Director, or designee, in	

<p>development approvals is submitted to the Public Works Director, or designee, for approval. In addition, grading plans and geotechnical reports, prepared by a licensed Engineering Geologist (approved by the Public Works Director), is provided to the Public Works Director, or designee, before the City issues grading building permits for individual development projects within the Project Site. Requirements for the geotechnical reports and compliance are described below.</p> <ul style="list-style-type: none"> • The Engineering Geologist must determine the extent of any necessary landslide remediation or slope stability to ensure that any existing or potential future landslides are fully stabilized or all habitable structures are prohibited from landslide areas. Measures such as soil replacement, setbacks, and retaining walls are required as needed to protect against damage that might be caused by slope failure. • The Engineering Geologist must make recommendations to address any seismically induced settlement within portions of the Project Site. In particular seismically induced settlement is addressed in the eastern parts of the Project Site where preliminary geotechnical investigations determined that the area may experience up to several inches of seismically induced settlement in the event of strong ground motion. • The Engineering Geologist must inspect and certify that any expansive soils underlying individual building pads and all roadway subgrades have been either removed or amended in accordance with construction specifications, 		<p>consultation with the Public Works Director</p>	
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<p>and make site-specific recommendations for grading, drainage installation, foundation design, as appropriate.</p> <ul style="list-style-type: none"> • The Public Works Director, or designee, should ensure that all soils and engineering report recommendations are incorporated into the project engineering and construction plans, including soils tests to ensure that it meets the soil classifications assumed in the soils reports, and that soils meet the California Building Code requirements. • All Project plans as determined necessary by the Public Works Director, or designee, including Grading and Construction Plans, is reviewed and stamped by a project soils engineer and submitted to the Public Works Director, or designee, for review and verification that all requirements are incorporated before the City issues grading or construction permits. • The Applicant and/or contractor must retain a licensed soils engineer acceptable to the Public Works Director, or designee, to review all construction plans for consistency with the soils reports and to monitor on-site grading and construction to ensure the conditions at the Project Site do not substantially change the requirements of report recommendations for design-level geotechnical investigations. The project soils engineer must monitor grading and construction activity and report observations to the Public Works Director, or designee. The Public Works Director, or designee, will conduct field inspections as needed. 			
Hazards and Hazardous Materials			

<p>HM-2 Before construction of any road improvements as require by mitigation included in Section 4.4, Transportation and Traffic, the Applicant must coordinate in advance of construction with the Santa Paula Fire Department. Road improvement plans are provided to the Fire Chief, or designee, for review and approval to ensure that lane or road closures during construction are identified and that alternate access and evacuation routes are determined in the event of an emergency or natural disaster. Before roadway construction, the Applicant and/or contractor must provide the Planning Director, or designee, with evidence of the Fire Chief (or designee) approval.</p>	<p>Before roadway construction activities</p>	<p>Planning Director, or designee, in consultation with the Fire Chief</p>	
<p>HM-3 Before the City issues a certificate of occupancy, the applicant must submit a Fire Protection Plan (FPP) to the Fire Chief, or designee, for approval. The Health Safety Plan must include procedures for protecting public health and safety in the event of wildfire. The Health and Safety Plan is provided to the Planning Director, or designee, with evidence of the Fire Chief (or designee) approval.</p>	<p>Before issuance of an occupancy permit</p>	<p>Planning Director, or designee, in consultation with the Fire Chief</p>	
<p>HM-4 Procedures to minimize the generation of sparks, open flames, and other potential ignition sources, and the release of hazardous or flammable substances such as gasoline or diesel, is instituted during operational and maintenance activities associated with the Agriculture Preserve. These procedures are included within a Health and Safety Plan required by Mitigation Measure HM-3. The Health and Safety Plan is kept on-site and provided to all employees working within the Agricultural Preserve. Compliance is confirmed by the Planning Director, or designee, through review and approval of the Health and Safety Plan as provided in Mitigation Measure HM-1, and through site inspections through</p>	<p>Throughout life of the Project</p>	<p>Planning Director, or designee, in consultation with the Fire Chief</p>	

	the life of the operations by the Fire Chief, or designee, and Planning Director, or designee.			
HM-5	<p>Before a building permit is issued by the City for any development project under the EA1 SPA, a Fire Protection Plan (FPP) is prepared and submitted for review and approval by the Santa Paula Fire Department Fire Chief (or designee). Evidence of the Fire Chief (or designee) approval is provided to the City Planning Director (or designee) for review and approval before building permits are issued. The FPP at a minimum will be required to address the following:</p> <ul style="list-style-type: none"> • Fuel Management Program incorporating fuel modification at the community edge and irrigated landscaping and maintenance of the community landscape • Landscape palettes approved by the Fire Chief, or designee, in the fuel modification zones. • Design and building construction fire safety features including: <ul style="list-style-type: none"> - Automatic fire sprinkler systems (per state requirements) in all enclosed, occupied structures, community wide - Class A roofs community wide - Additional building construction features, including boxed-in eaves, on sides of structures adjacent to fuel modification zones 	Before issuance of building permit	Planning Director, or designee, in consultation with the Fire Chief	
HM-6	<p>Before a building permit is issued by the City for any development project under the EA1 SPA, a Fuel Modification Plan (FMP) is prepared and submitted for review and approval by the Fire Chief, or designee. Evidence of the approval is provided to the Planning Director, or designee, for review and approval before building permits are issued. The following additional</p>	Before issuance of building permit	Planning Director, or designee, in consultation with the Fire Chief	

<p>requirements must also be adhered to and included with any FMP as appropriate:</p> <ul style="list-style-type: none"> • Combustible fencing must not occur within 20 feet of the property line or immediately adjacent to fuel modification zones to reduce the threat of fire spreading to the structure. • Backyard restrictions <ul style="list-style-type: none"> - Homeowners must remove portions of trees that extend within 10 feet of the outlet of the chimney - Homeowners must maintain trees adjacent to or overhanging a building free of deadwood. - Homeowners must maintain the roof of a structure free of leaves, needles, or other dead vegetative growth. • Off-site fuel modification is required where 200 feet of fuel modification is not provided within the Project boundary. The plan must identify the methods to provide a total of 200 feet band of fuel modification, or provide an alternative design with justification to the SPFD. The off-site fuel modification requirements is coordinated with and approved by the SPFD. • Provide a blending of the fuel modification areas and ornamental plantings where they are adjacent to each other to visually provide for a seamless transition of plantings. Those areas identified on the landscape plan as ornamental plantings will be treated as fuel modification where they are adjacent to open space. • The plans must demonstrate how the irrigation will maintain moisture in the vegetation in the irrigated zones. • A fuel modification plant palette is submitted for 			
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<p>review and approval by the SPFD. The plant palette can be developed by utilizing approved plant material from regionally approved plant lists or by modifying the community plant palette.</p> <ul style="list-style-type: none"> • Trees may be grouped in clusters of 3 to 5 maximum, with minimum separation of 35 feet. • Maintain roadway clearance where fuel modification, natural or open space is adjacent to the roadway. Ten feet on each side of portions of roadways is cleared of flammable vegetation and other vegetative growth. • Interior slopes are maintained and irrigated by the Home Owners Association (HOA). Plans must demonstrate the detail the proposed maintenance practices. These must include removal of dead and dying plant material. • A 20-foot minimum structure setback is required where lots are immediately adjacent to fuel modification zones, to reduce the threat of structure ignition from radiant and convective heat. <p><u>Submittal Criteria: Conceptual Fuel Modification Plans</u></p> <p>A Conceptual fuel modification plan is submitted to and approved by the SPFD concurrent with review and approval of any final map for development included as part of the Project. Three (3) sets of plans, prepared by a licensed landscape architect or other design professional with equivalent credentials is submitted to the SPFD for review and approval.</p> <p>The following is included on the conceptual fuel modification plan:</p> <ol style="list-style-type: none"> 1. Delineation of each fuel modification zone (irrigated, and thinning) with a general description of each zone’s dimensions and character, i.e., 70’ Zone 2, with 			
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<p>existing vegetation removed, irrigated, and planted with drought-tolerant and fire-resistant plant material.</p> <ol style="list-style-type: none"> 2. The removal of undesirable plant species as determined by the SPFD. 3. The design of the proposed development, showing all property lines, contour lines, and the proposed location of all structures nearest to the fuel modification area, if available. 4. Photographs of the area that show the type of vegetation that currently exists, including height and density, and the topography of the site. 5. Description of the methods to be used for vegetation removal, if appropriate (i.e., mechanical or manual). 6. Location of emergency and maintenance access easements, to the satisfaction of the Fire Chief, or designee, every 500 feet of the fuel modification area is suggested. The main and primary purpose is to provide maintenance access in to the fuel modification areas. Access easements must have a minimum 10-foot width and relatively flat and clear of obstructions to provide pedestrian and hand equipment access. If the access point is to be required on private homeowner lots, gates are placed adjacent to the fuel modification areas. 7. Identification of what exists 300 feet beyond the development property lines in all directions (e.g., construction, natural vegetation, roads, and parks). <p><u>Submittal Criteria: Final Fuel Modification</u></p> <p>Final fuel modification plans must include all information required on conceptual fuel modification plans and the following additional information:</p> <ol style="list-style-type: none"> 1. Location and detail of permanent zone markers. 2. Completed planting plans and specifications, 			
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<p>including both the botanical and common names of existing vegetation within the fuel modification area and plantings. The design must provide spacing requirements as determined by the Fire Chief, or designee.</p> <ol style="list-style-type: none"> 3. Irrigation plans and specifications. 4. Building footprints or statement that clearly indicates the limits of proposed development. 5. All applicable maintenance requirements and assignment of responsibility. 6. Tract or project conditions; covenants, conditions, and restrictions (CC&Rs); and/or deed restrictions relative to fuel modifications. <p><u>Delineation</u></p> <p>Exact delineation of the fuel modification zones with respect to topographical features and wildland exposure is required. All zone dimensions are measured on a horizontal plane; however, the actual dimensions of the zones on a slope will vary from the horizontal dimensions on the plans.</p> <p>Fuel modification zones should be located within common lettered lots owned and maintained by association representing common ownership (e.g., homeowners' associations).</p> <p><u>Plant List</u></p> <p>A plant palette is submitted containing both the botanical and common names of all plant materials that are to be used. In the irrigated zone areas (which commonly serve as a screening buffer between development and open space/parkland), plant material is fire resistant and drought tolerant. Plant materials used outside of the irrigated zones are fire resistant. Plants prone to fire (as determined by the Fire Chief or designee) must not be introduced into the fuel</p>			
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<p>modification areas. All plants is reviewed and approved by the Fire Chief, or designee.</p> <p><u>Fuel Modification Zones</u></p> <p>The following criteria apply to fuel modification zones:</p> <p>Zone 1—Irrigated Zone (30 feet wide)</p> <p>This portion of fuel modification consists of irrigated landscaping. The Fuel Modification Plans must identify that portion of the fuel modification area that will be permanently irrigated. Plant material selection, irrigation system design, and the landscape maintenance management plan must sensitively address water conservation practices and include methods of erosion control to protect against slope failure. This irrigated zone is a minimum of 30 feet in width and may be increased as conditions warrant. Zone 1 is cleared of all undesirable plant species, irrigated, and planted with plants approved by the Fire Chief, or designee. Exceptions to save desirable species may be submitted for approval by the Fire Chief, or designee, on a site-specific basis. Combustible construction is not allowed in Zone 1.</p> <p>Zone 1—Specific Requirements</p> <ol style="list-style-type: none"> 1. Groundcover is maintained at a height not to exceed 24 inches. 2. Native grasses, when used, are cut after annual seeding. Heights cannot exceed 12 inches. 3. Permanent irrigation is designed to supplement native vegetation and to establish and maintain planted natives and ornamentals. 4. Any plants selected for planting in this zone is selected from the approved plant list for the fuel modification plan. 			
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<ol style="list-style-type: none"> 5. Planting will be in accordance with planting guidelines and spacing standards established in this guideline. 6. Sensitive and/or protected plant species in all zones is identified on the fuel modification plans and tagged in the field for further disposition. 7. Trees and large tree-form shrubs (e.g., oaks, sumac, toyon) that are being retained with the approval of the SPFD are pruned to provide clearance of three times the height of the understory plant material or 10 feet, whichever is higher. Dead plant materials must also be removed. 8. Trees and tree-form shrubs may be grouped in clusters of 3–5 maximum, with a minimum separation of 35 feet. 9. A distance of 20 feet must separate all existing plants or plant groupings, except cacti, succulents, trees, and tree-form shrubs. 10. All irrigation is kept a minimum of 20 feet from the drip line of any existing native Quercus (oak) species. 11. Special consideration should be given to rare and endangered species, geological hazards, and tree lists submitted for Project approval, upon further review. 12. Removal of undesirable plant species (as determined by the SPFD). 13. Debris and trimmings produced by the removal process should be removed from the site, or if left, is converted into mulch by a chipping machine and evenly dispersed to a maximum depth of (6) inches. 			
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<p>Zone 2—Irrigated Zone (70 feet wide) This portion of fuel modification consists of irrigated landscaping a minimum of 70 feet in width. The fuel modification zone has the same requirements of Zone 1; however, the plantings selected from this zone include a higher percentage of low-growing, spreading plant material and fewer ornamental plants, which provide a visual transition to the grasslands beyond in the open space areas.</p> <p>Zone 2—Specific Requirements</p> <ol style="list-style-type: none"> 1. The irrigation plan must demonstrate the methods to ensure that the perennials and annuals are kept in a healthy, turgid state. 2. Requirements listed for Zone 1 also apply to Zone 2 areas. <p>Zone—Thinning Zones, Non-Irrigated Zone 3 is 100 feet in width and requires the first 50 feet to include 50 percent removal of the existing vegetation, including removal of all dead and dying undesirable species. The next 50 feet in width requires 30 percent removal of existing vegetation, including all dead and dying growth and undesirable species. Remaining plant material will be selectively pruned to remove 30–40 percent of the plant mass.</p> <p>Zone 3—Specific Requirements</p> <ol style="list-style-type: none"> 1. Remove all dead and dying vegetation, with all fine fuels reduced to a maximum of 12 inches in height. 2. Native grasses, when used, are cut after annual seeding. Heights must not exceed 12 inches. 3. Any plants selected for planting in this zone will be chosen from the approved plant list for the fuel modification plan (as 			
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<p>determined by the Fire Chief, or designee). To the extent feasible the plant list must include native species.</p> <ol style="list-style-type: none"> 4. The Fuel Modification Plan must incorporate native species and must not include substantial fuel thinning within the Haun Creek that could result in significant adverse effects on the quality of riparian and wetland habitats. Also, the Fuel modification must not increase erosion potential. 5. Reduce fuel loading by reducing the fuel in each remaining shrub or tree without substantial decrease in the canopy cover or removal of tree holding root systems. 6. In Zones 1-3, sensitive and/or protected plant species is identified in the fuel modification plans and tagged in the field for further disposition. 7. Trees and large tree-form shrubs (e.g., oaks, sumac, toyon) which are being retained with the approval of the Fire Chief, or designee, is pruned to provide clearance of three times the height of the understory plant material or 10 feet, whichever is higher. Dead branches and vegetation must also be removed. 8. A distance of 20 feet must separate all existing plants or plant groupings except cacti, succulents, trees, and tree-form shrubs. 9. Maintain sufficient cover to prevent erosion without being requiring planting. 10. Debris and trimmings produced by the 			
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<p>removal process is removed from the site, or if left, is converted into mulch by a chipping machine evenly dispersed to a maximum depth of 6 inches.</p> <p>Permanent Identification of Fuel Modification Zones To ensure long-term identification and maintenance, each fuel modification zone is identified by a permanent marker system meeting the approval of SPFD.</p> <p>Maintenance and Enforcement Provisions for continuous maintenance is documented on the fuel modification plans (e.g., by the homeowner’s associations, property owners, or other entities). Maintenance refers to anything needed to maintain the fuel modification area in a fire-safe condition as required by the SPFD, including the periodical removal of undesirable vegetation; replacement of dead/dying fire-resistant plantings; maintenance of the operational integrity and programming of the irrigation system; and preservation of identification markers. Written evidence indicating responsibility or maintenance is submitted to the Planning Director (or designee) and Fire Chief (or designee) with both the preliminary and final fuel modification plans. Ongoing maintenance is in accordance with the original fuel modification plan.</p> <p>Transfer of Maintenance Responsibility Before the transfer of approved and installed fuel modification zones from the project applicant and/or developer to the homeowner’s association or party(s) responsible for continuing maintenance, an inspection by the Fire Chief, or designee, in company with the project applicant and/or developer, home or property owner’s association representatives, and landscape</p>			
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<p>maintenance contractor, is made to determine if the fuel modification meets the standards and to provide fuel modification requirements to those responsible for continued maintenance. Once approved, as built fuel modification plans and specifications, maintenance manuals, documents, and photographs of the completed, established fuel modification is turned over to the party having responsibility for continuing maintenance.</p> <p>Fuel Modification Implementation and Required Inspections</p> <ol style="list-style-type: none"> 1. <u>Before Rough Grading Permit</u>: The project applicant and/or developer/builder must have approved/stamped Conceptual Fuel Modification Plan. 2. <u>Before Final Grading Permit</u>: The project applicant and/or developer/builder must have an approved/stamped Final Fuel Modification Plan, with an applicable note stating maintenance language will be provided in CC&Rs and reviewed before the City issues a certificate of occupancy for the first residential, commercial, light industrial, or civic building. 3. <u>Before Building Permit</u>: The project applicant and/or developer/builder must implement those portions of the approved fuel modification plan determined to be necessary by the Fire Chief, or designee, before the introduction of any combustible materials into the area (removal of undesirable species may meet this requirement). This generally involves the thinning of plant materials indicated on the approved plan. An inspection and/or release letter to the building 			
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	<p>department is required.</p> <p>4. <u>Before certificates of occupancy</u>: The fuel modification zones adjacent to structures is installed, irrigated, and inspected. This includes physical installation of features identified in the approved Final Fuel Modification Plan (including, without limitation, plant establishment, thinning, irrigation, zone markers, and access easements). The Fire Chief, or designee, will provide written approval of completion at the time of this final inspection.</p>			
HM-7	The Fire Chief, or designee, may require exclusionary fencing around the Agriculture Preserve and/or limit access to this area by local residents during high fire potential days (e.g., "Red Flag Days").	Before issuance of building permit	Fire Chief	
Aesthetics				
AES-1	Before the City issues a building permit, the Applicant and/or contractor must prepare and submit a Lighting Plan to the Planning Director for approval that identifies the types of shielding that will be used for outside lighting. Shielding must eliminate uplighting and ensure that light generated on the site does not spill over onto adjacent off-site properties.	Before issuance of building permit	Planning Director, or designee	
Cultural and Historic Resources				
C-1	A Paleontologist approved by the Planning Director, or designee (the "Director"), must monitor initial grading, excavation, and earthmoving activities until such time as sufficient subsurface soil is uncovered/excavated to confirm that no paleontological resources are located on the Project site.	Throughout initial grading, excavation, and earthmoving activities	Planning Director, or designee	
C-2	Before the initiation of earthmoving activities, the Paleontologist must conduct a field survey of that portion of the Project Site underlain by older alluvium to	Before issuance of a grading permit	Planning Director, or designee	

	locate and recover any larger fossil remains that might occur at currently unrecorded fossil sites, and to document the presence of strata suitable for containing larger fossil remains or for the collection and processing of sediment or rock samples to allow for the recovery of smaller fossil remains.			
C-3	The Planning Director, or designee (the "Director"), must approve an agreement with a recognized museum repository, in a form approved by the City Attorney, regarding final disposition and permanent storage and maintenance of any fossil remains that might be recovered as a result of the mitigation program. The samples are prepared for identification and provided to a qualified facility for curation (e.g., the Los Angeles County Museum of Natural History).	During site clearing, grading, excavation, and construction activities	Planning Director, or designee	
C-4	The paleontologist or another mitigation program staff member must coordinate with appropriate construction contractor personnel to provide information regarding City requirements concerning the protection of paleontologic resources. Contractor personnel, particularly heavy-equipment operators, are briefed on procedures to be followed in the event that fossil remains and a currently unrecorded fossil site are encountered by earthmoving activities, particularly when the monitor is not on site. The briefing will be presented to new contractor personnel as necessary. Names and telephone numbers of the monitor and other appropriate mitigation program personnel is provided to appropriate contractor personnel.	Before issuance of a site clearing and or grading permit and earthmoving and construction activities	Planning Director, or designee	
C-5	Earthmoving activities are monitored by the paleontologist only in those areas of the Project Site where these activities will disturb previously undisturbed strata. Monitoring will be conducted on a full-time basis in areas underlain by the Saugus	During site clearing, grading, excavation, and construction activities	Planning Director, or designee	

<p>C-6 If any paleontological resources are encountered during construction in this area, activities in the immediate area of the find are halted and the discovery assessed. The paleontologist must recommend appropriate steps to identify and secure the resource to avoid or reduce adversely affecting the integrity of a resource pursuant to guidelines developed by the Society of Vertebrate Paleontology (http://vertpaleo.org/).</p>	<p>During site clearing, grading, excavation, and construction activities</p>	<p>Planning Director, or designee</p>	
<p>C-7 All fossil specimens recovered from the Project site as a result of the mitigation program, including those recovered as the result of processing fossiliferous rock samples, are treated (prepared, identified, curated, and catalogued) in accordance with the agreement required by Mitigation Measure C-3.</p>	<p>During site clearing, grading, excavation, and construction activities</p>	<p>Planning Director, or designee</p>	
<p>C-8 The paleontologist must maintain daily monitoring logs that include the particular tasks accomplished, the earthmoving activity monitored, the location where monitoring was conducted, the rock unit encountered, the fossil specimens recovered, and associated</p>	<p>During initial grading and excavation activities</p>	<p>Planning Director, or designee</p>	

	specimen data and corresponding geologic and geographic site data. A final technical report of results and findings is prepared by the paleontologist and submitted to the Planning Director.		
C-9	<p>A Planning Director approved archaeologist must monitor Project implementation during the initial grading and excavation activities within the boundaries of archaeological sites L-2 through L-5 until such time as sufficient subsurface soil is uncovered and excavated to confirm that no prehistoric archaeological/cultural resources are located within the disturbance area. Duties of the monitor include:</p> <ul style="list-style-type: none"> • Authority to halt any activities impacting previously unidentified cultural resources and to conduct an initial assessment of the resource(s); recovery of uncovered artifact(s) with the appropriate locational data and include the item in the overall inventory for the site; • Authority to halt activities in the vicinity of a feature or concentration of artifacts if identified, and notify the Planning Director, • Preparing a scope for the assessment and treatment of the find(s). This treatment may range from additional study to avoidance, depending on the nature of the find(s); • Preparing a comprehensive archaeological technical report documenting the results of the monitoring program and include an inventory of recovered artifacts, features, etc. 	During initial grading and excavation activities	Planning Director, or designee
C-10	<p>The following mitigation measures were developed to avoid or minimize the potential impacts of the proposed Project related to historic resources.</p> <p>Impact A:</p> <ol style="list-style-type: none"> 1. Interpretative Plan: The Applicant and/or 	Before issuance of site clearing, grading, or demolition permits in historically significant areas	Planning Director, or designee

<p>contractor must prepare a historical interpretation plan for the property. The interpretation is submitted to the Planning Director for review and approval before the City issues any permit to conduct clearing, demolition, relocation, or otherwise remove any items identified as historically significant. This plan must include the following:</p> <ul style="list-style-type: none"> • This plan must include a permanent, on-site display within a public area that presents historic information about the founding and history of the Teague-McKevett Ranch. Historic and/or contemporary photographs and other artifacts and materials should be included within the display. The Teague-McKevett Ranch archives are used in the preparation of the exhibit and would include but not be limited to journals, annual reports, financial records, shipping records, ledgers, correspondence, maps, photographs, and architectural plans. In addition, interviews with former employees are undertaken by a historian qualified to document oral history. • Other indoor or outdoor interpretive displays are prepared as appropriate. The precise content, format, and location and design are determined by a qualified historic preservation professional and subject to the approval by the Planning Director. <p>2. Documentation: Before the City issues demolition permits for structures or landscape features, in consultation with a qualified historic preservation professional, the Applicant must produce a Documentation Report consisting of archival</p>			
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<p>quality photographs and a measured site plan of the buildings, structures and landscape features to be demolished or relocated. The Documentation Report is approved by the Planning Director before the City issues permits. As a part of the Documentation Report, the Applicant must:</p> <ul style="list-style-type: none"> • Compile a comprehensive inventory of historic features on the property, including but not limited to buildings, structures, objects, irrigation and drainage features, and landscape materials. Copies of the Documentation Report are submitted to appropriate local archives. • The Teague-McKevett Company archive must be located and a comprehensive inventory completed by a qualified archivist. The archive is donated to an appropriate public library or museum repository. Possible repositories include the Ventura County Museum library and/or the Huntington Library. <p>3. Rehabilitation/Adaptive Reuse Plan: Before the City issues demolition permits for buildings, structures, or other objects, a rehabilitation and adaptive reuse plan for all eligible buildings, structures, and objects that will be preserved is submitted to and approved by the Planning Director. The plan, must conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties, and is prepared by a qualified historic preservation professional and be based to the greatest extent feasible on historical data. To</p>			
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<p>the greatest extent feasible, the preservation and rehabilitation of historic features on the property is incorporated into the development plan.</p> <p>Impact B: Design: Before the City issues a building permit, construction is screened from the historic district in such a manner as to minimize its visual impact on the district. Screening methods may include historic landscape materials (e.g., citrus trees) planted along perimeter fences or walls, and/or tall skyline trees planted within the site to simulate windrows, or other such materials as may be effective and appropriate for the purposes of integrating the construction into the agricultural landscape to the greatest extent feasible. The design including screening methods is approved by the Planning Director before the City issues any building permit.</p>			
Utilities and Service Systems			
<p>U-1 Before construction, the Applicant must submit to the Planning Director an assessment of landfill capacities at Toland Road Sanitary Landfill and Chiquita Canyon Sanitary Landfill. The Applicant must coordinate with both landfill operators to determine whether these landfills have adequate capacity to serve the proposed Project.</p>	<p>Before issuance of a building permit</p>	<p>Planning Director, or designee, in consultation with the Public Works Director</p>	
<p>U-2 Before issuance of a demolition permit or construction permit, the Applicant and/or contractor must implement waste reduction and recycling programs to divert construction solid waste from the area landfill. A construction recycling plan is submitted and approved by the Public Works Director. A final report as to the amount recycled is provided to the Public Works Director at the completion of construction activities documenting the waste reduction efforts conducted,</p>	<p>Before issuance of a demolition permit or building permit</p>	<p>Planning Director, or designee, in consultation with the Public Works Director</p>	

<p>including a listing of solid waste diversion amounts, and the amount of waste sent to landfills. The report must also document how the construction contractor complied with applicable state and local statutes and regulations to reduce and recycle solid waste generated during construction.</p>			
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