

1.0 EXECUTIVE SUMMARY

1.1 DESCRIPTION OF THE PROPOSED PROJECT

1.1.1 PROJECT LOCATION

The East Area 1 Specific Plan (“Specific Plan”; “proposed project”; “property”; or “project site”) is comprised of 501 acres located in unincorporated Ventura County, California. Specifically, the project site is located within Sections 1 and 2, Township 3 North and Range 21 West of the United States Geological Survey’s (USGS) Santa Paula, California topographical quadrangle (1951, photo-revised 1967).

The project site is located immediately east of the City of Santa Paula (City). The City of Santa Paula is generally located directly north of State Route 126 (SR-126), west of the City of Fillmore, and east of the City of San Buenaventura. The property is bounded by hillside agricultural land to the north, Haun Creek to the east, Main Street and the Fillmore & Western Railway Railroad (FWRR) right-of-way to the south, and Santa Paula Creek to the west. Direct access to the project site from the surrounding region is provided by SR-126, while local access is provided via Main Street and Hallock Drive. Padre Lane is the main access point to the project site and connects with the on-site improved and unimproved circulation network.

1.1.2 ENVIRONMENTAL SETTING

1.1.2.1 Physiography/Topography

The project site is located within the Transverse Ranges physiographic province of California. The primary faults, folds, mountains and valleys of this region are all aligned in an east-west direction. The Transverse Ranges are a tectonically active region, with high rates of uplift, folding and sedimentation. This deformation is driven by north-south compression associated with interaction of the North American Plate and the Pacific Plate. This convergence has caused folding and faulting in the rock units and overlying sediments in the region.

The project site is generally bounded by the Santa Clara River on the south (approximately 3,000 feet), Haun Creek on the east, Santa Paula Creek on the west, and the foothills of the Topatopa Mountains on the north. The topography of the project site ranges from relatively flat or gentle sloping in the south to rugged in the northern portion of the project site. The on-site elevations range from 300 feet above mean sea level (AMSL) in the south to 800 feet AMSL in the north or an elevation difference of approximately 500 feet.

A USGS un-named blue line stream bi-sects the northern portion of the property. Santa Paula Creek (channelized) and Haun Creek (natural) form the western and eastern boundaries of the property, respectively. Most of the project site is in active agricultural production with natural plant communities, including coastal sage scrub, chaparral and riparian limited to steep slopes or the mountainous areas located to the north.

1.1.2.2 Current Site Status

The project site is privately owned and managed by two entities: the Limoneira Company and Newsom Family Trust. A total of four (4) Ventura County Assessor’s Parcel Numbers (APN) comprise the project site and include the following:

- 040-0-180-565 (409.27 acres) – Limoneira Company
- 040-0-180-435 (25.18 acres) – Limoneira Company
- 107-0-200-115 (63.72 acres) – Newsom Family Trust
- 107-0-045-015 (3.00 acres) – James F. Brucker & Daniel M. Brucker

Portions of the project site have been continuously and actively farmed since 1905. At present, a total of 405 acres of the project site are in active agricultural production (lemons, avocados and row crops). The main sources of water for irrigation on-site are three (3) water wells. In addition, conveyance and ancillary support facilities were also constructed throughout the project site to support the on-site farming activities and include roads, equipment and chemical storage areas, barn, pump house, packing house, and housing for farm works and ranch foreman. Many of these facilities are located within the ranch complex area located within the south-central portion of the property.

On-site circulation within the property is achieved via a series of improved and unimproved roadways. The improved roads consist of Padre Lane (north/south access) and Loop Lane (west/northwest access). The un-improved (i.e., non-paved) roads are comprised of a series of roads used to access various agricultural parcels located on-site.

Agricultural Operations

Currently, approximately 405 acres of the project site are in lemon and avocado (Hass variety) orchards. A total of nine (9) acres are comprised of row crops. The majority of the avocado production is within the western and northern portions of the project site. The lemon orchards and row crops are within the southern and eastern area of the project site.

A review of the California Department of Conservation's Farmland Mapping and Monitoring Program Maps shows that a total of approximately 154 acres of the project site are comprised of Prime Farmland, while a total of approximately 282 acres are designated as Unique Farmland. The remainder of the project site is designated as urban (five acres) and Other Lands (61 acres).

None of the project APNs noted above are subject to a Land Conservation Act of 1965 (Williamson Act) or Farmland Security Act contract.

Manufacturing Operations

APN 107-0-045-015 (packinghouse) is currently utilized for light industrial uses.

1.1.2.3 Surrounding Land Uses

Existing land uses to the north of the project site include natural lands and agriculture, while uses to the south are comprised of light industrial, highway commercial and residential. Land use located to the west (across Santa Paula Creek) include residential, while those to the east are agricultural in nature.

Ventura County

Table 1-1 shows the project site's designations based on the County of Ventura General Plan and Non-Coastal Zoning Ordinance.

**TABLE 1-1
VENTURA COUNTY GENERAL PLAN AND NON-COASTAL ZONING ORDINANCE
LAND USE & ZONING DESIGNATIONS**

APN	GENERAL PLAN LAND USE DESIGNATION	NON-COASTAL ZONING ORDINANCE ZONE DESIGNATION (MINIMUM LOT AREA)¹
040-0-180-565	Agriculture (A) (40 acre minimum)	Agricultural Exclusive (A-E), 40 acre minimum
040-0-180-435	A (40 acre minimum)	A-E, 40 acre minimum
107-0-200-115	A (40 acre minimum)	A-E, 40 acre minimum
107-0-045-015	Urban	Limited Industrial (M2)-10,000 square feet

Source: County of Ventura General Plan, November 15, 2005 and <http://maps.countyofventura.org/website/zoninglookup.htm>, accessed June 17, 2007.

¹ Note: Information derived from Ventura County Non-Coastal Zoning Ordinance (2005), page 31.

City of Santa Paula

The project site is located outside of the City’s Sphere of Influence (SOI) and City Urban Restriction Boundary (CURB). The 1998 General Plan (GP) designates this area as a proposed Expansion Area (East Area 1).

As noted in Table 1-2, the GP envisioned a number of non-agricultural uses for the project site including residential, schools, hotel and golf facilities.

**TABLE 1-2
CITY OF SANTA PAULA GENERAL PLAN LAND USE AND BUILDOUT SCENARIO FOR EAST
AREA 1**

ACREAGE/USE	BUILDOUT	GROSS DENSITY
342 acres/Single Family Residence (SFR)	742	2.2 dwelling units (du) per acre
20 acres/Multi-Family Residence (MFR)	90	5 du per acre
5 acres/MFR	68	15 du per acre
Neighborhood commercial*	76,230 square feet*	Not Stated in General Plan*
10 acres/school	One school	10 acres per school
13.5 acres active park	Park and recreation	Not Applicable (N/A)
145 to 150 acres/hotel and golf	Hotel and golf	N/A

Sources: City of Santa Paula General Plan (1998), Table LU-5 and Figure LU-5.

*Note: Table LU-5 and Figure LU-5 of the City’s General Plan are inconsistent relative to the provision of neighborhood commercial land uses within the East Area 1 Expansion Area. For instance, Figure LU-5 indicates that a total of 76,230 square feet neighborhood commercial are permitted for this area, while Table LU-5 omits this information. Similarly, there are no acreage totals or floor area ratio maximums noted within either Table LU-5 or Figure LU-5.

The City’s pre-zoning designation for the East Area 1 area is SP-3 East Area 1.

In addition to the uses noted in Table 1-2, the GP identified a number of improvements to this area including extending access to the site from Santa Paula Street across Santa Paula Creek via the construction of a bridge. A multi-purpose trail linking East Area 1 to neighborhoods in Santa Paula Canyon was also envisioned and proposed to be accomplished via a trail-only bridge spanning Santa Paula Creek. The GP also acknowledged that the existing Santa Paula-Fillmore Greenbelt Agreement would need to be modified (see discussion

below). Modifications to the City's circulation network were also acknowledged as necessary in order to accommodate growth associated with East Area 1. Briefly, these included closing Loop Lane, providing a secondary inbound access from westbound SR-126 to relieve loading at the Hallock Drive intersection and improvements to Harvard Boulevard, Main Street and Telegraph Road.

As noted in the GP, expansion areas proposed for urban development (such as East Area 1) will require preparation of a Specific Plan drafted in accordance with Government Code §§ 65450, *et seq.* and Santa Paula Municipal Code ("SPMC") Chapter 16.216. In addition, the Specific Plan must reflect the land use buildout and other development policies, as described in the GP. Details of siting, design, infrastructure, provisions of open space and financing will be established through the Specific Plan. The City will also require a market and fiscal analysis to determine the feasibility of the Specific Plan developments that are under consideration at the time of the application. Annexation would occur on a case-by-case basis after completion of the Specific Plan and the market and fiscal evaluation. Environmental review in accordance with the California Environmental Quality Act (CEQA) would be required for each annexation action.

Santa Paula-Fillmore Greenbelt Agreement

The project site is located within the Santa Paula-Fillmore Greenbelt Agreement area. The Santa Paula-Fillmore Greenbelt Agreement area was established in 1980. This agreement covers approximately 34,200 acres and is the largest greenbelt in Ventura County. The eastern boundary lies at Sespe Creek adjacent to the City of Fillmore and the western boundary runs down along Santa Paula Creek, around the City's eastern 1978 Sphere of Influence line to an extension of 12th Street. The southern boundary is the South Mountain ridgeline and Oak Ridge. The northern boundary lies at the Los Padres National Forest boundary.

1.1.3 PROJECT OBJECTIVES

The City of Santa Paula and the project applicants, Limoneira Company and the Newsom Family Trust, identified the following objectives for the East Area 1 Specific Plan based on the City's General Plan and the existing physical, environmental, demographic and market conditions:

- Help revitalize the existing built environment and economic climate of the City by permitting new investment and development in East Area 1 that reflects and complements the existing pattern and scale of development in Santa Paula.
- Cluster development to preserve the hillside portions of the site most visible from the City and surrounding areas.
- Enhance Haun Creek to provide drainage facilities that are natural in appearance, provide additional natural habitat, and create a buffer between development and agricultural uses to the east that is consistent with the visual character of the area.
- Create a compact, cohesive community consisting of residential, commercial, open space, and public facilities connected to each other and the existing downtown by a coherent network of interconnected streets, walkways and trails.
- Establish new residential neighborhoods and districts with supporting commercial and institutional uses.
- Provide a wide variety of housing types and lifestyle choices which are consistent with and embody Santa Paula traditions.
- Allow for development of a sufficient number of homes to support viable neighborhood-serving commercial uses within close proximity to residential areas.

- Provide a wide range of open space, park and recreational facilities serving residents of the City of Santa Paula and surrounding areas and reinforcing the community's identity and connection to its natural and agricultural surroundings.
- Provide sites for a wide range of educational facilities including primary, secondary and post – secondary facilities, to meet the needs of residents of the City of Santa Paula and the surrounding community.

1.1.4 PROJECT COMPONENTS

The project addressed in this EIR is the construction and implementation of the proposed “East Area 1 Specific Plan” and associated entitlements, permits, and agreements. The project information contained in this EIR is based on the development applications on file with the City, the Draft East Area 1 Specific Plan, and various technical studies prepared by the applicant.

1.1.4.1 Land Use Plan

Neighborhoods & Districts

The Specific Plan envisions the development of a number of neighborhoods and districts that are integrated through complimentary land uses and which are easily accessible and within close proximity to City residents. The Specific Plan provides for a variety of dwelling units within the proposed neighborhoods and districts and includes:

- Single-family Detached (SFD) – These dwelling units consist of free-standing residential buildings generally built on land larger than the building and containing yards.
- Single-family Attached (SFA) - These dwelling units consist of attached residential buildings generally built on land larger than the building and containing yards. These residences generally include town homes, duplexes and triplexes.
- Multi-Family (MF) - These dwelling units consist of attached residential buildings generally built on land larger than the building and containing yards. These residences generally include apartment buildings (four or more units).
- Work/Live Units (LWU) – These include a structure designed primarily for nonresidential uses with secondary residential uses above. Work/Live buildings have a separation of occupancy between the nonresidential and residential floors.

A description of the proposed neighborhoods and districts and the residential unit type(s) proposed is contained below.

Santa Paula Creek Neighborhood - The Santa Paula Creek Neighborhood is located in the northwest quadrant of the Specific Plan area, along the east bank of Santa Paula Creek, north of the Santa Paula Creek Civic District and west of the foothills. This neighborhood will include a range of residence types, but will be characterized by a predominance of single-family residences, some attached but most detached. The neighborhood is flanked by parks – along Santa Paula Creek, along Hallock Drive, and along the north edge of the Santa Paula Creek Civic District – with trail heads leading to the foothills and along the Santa Paula Creek to the Santa Paula Branch Line Trail. The neighborhood also contains a neighborhood park and a neighborhood green, both of which are to be surrounded by homes for which special design criteria are defined in the Development Standards (discussed below). A total of 326 residential units are proposed within this neighborhood and include 191 SFD, 115 SFA and 20 MF.

Foothill Neighborhood - The Foothill Neighborhood occupies the northeast quadrant of the Specific Plan area. This neighborhood rises from the relatively flat terrain of the southerly half of the project site up the shallower portions of the slopes of the hills to the north. Development is limited to those portions of the foothills that require only moderate grading, leaving the steeper and more visible portions of the hills untouched and in agricultural production. This neighborhood will be characterized by almost exclusively single-family detached residences, many with dramatic views of the Santa Clara River valley below and the hills above. At the center of the neighborhood is Foothill Neighborhood Park, which will provide play areas and unimproved areas. Along the north edge of this neighborhood, multiple trail heads are to be provided leading to recreational trails in the foothills. A total of 359 residential units are proposed within this neighborhood and include 323 SFD and 36 SFA. No MF units are proposed within this neighborhood.

Santa Paula Creek Civic District - The Santa Paula Creek Civic District, located in the southwest quadrant of the Specific Plan area, is substantially reserved for a high school, community college or other post-secondary educational institution, community facilities and community play fields. Alternatively, the area could be developed with a housing and care facility for seniors, providing a continuum of care that might include skilled nursing care and other medical facilities.

Haun Creek Neighborhood - The Haun Creek Neighborhood is located on the historic Teague-McKevett Ranch site, in the southeast corner of the Specific Plan area. This neighborhood is intended to include a wide variety of residence types, ranging from single-family detached residences along the creek, to residential and livework rowhouses, to apartments and condominiums, some of which will be in mixed-use buildings with ground-floor commercial uses. The center of this neighborhood is organized around a public green in which the historic Ranch Pumphouse will be a central landmark, and along the westerly edge of the neighborhood a mixed-use neighborhood-serving commercial center is located along Hallock Drive. This neighborhood is the preferred location for senior housing and assisted living uses for which an alternate site is provided in a portion of the Civic District. A total of 745 residential units are proposed within this neighborhood and include 93 SFD, 115 SFA and 537 MF.

East Santa Paula Railroad District - The Santa Paula Railroad District abuts the Ventura County Transportation Commission railroad right-of-way along the south edge of the Santa Paula Creek Civic District. This area is provided with this designation for a number of specific reasons. First, the property abuts the Santa Paula Branch Line Railroad, and the development and uses must be compatible with the noise created by that line. Second, the property flanks the south side of Santa Paula Street, the main direct connection between Downtown Santa Paula and East Area 1. Third, this property lies across Santa Paula Street from both the Santa Paula Creek Civic District and from the mixed-use core of the Haun Creek Neighborhood. Accordingly, this District is intended to include a mix of light industrial, office, and limited retail uses, with the possibility of limited residential uses in the form of work-live units, or upper floor residences over commercial space. The Development Standards establishes special standards for this District to help ensure that this mix of uses is realized in buildings that are compatible with the Railroad. This District also has the potential to accommodate additional postsecondary educational facilities, or related commercial and light industrial uses. A total of 70 work/live units are proposed within this district.

Table 1-3 contains a summary of proposed land uses by neighborhood and district within the Specific Plan.

**TABLE 1-3
SUMMARY OF PROPOSED LAND USES BY NEIGHBORHOOD & DISTRICT**

PLANNING AREA	LAND USE/NEIGHBORHOOD	ACREAGE	LIGHT INDUSTRIAL	COMMERCIAL	CIVIC	DWELLING UNITS
A	<i>Santa Paula Creek Neighborhood:</i>					
	Residential	33.1				326
	Agricultural Preserve	14.3				
	Open Space – Park	5.1				
	Open Space – Roads, Medians	21.4				
	Subtotal	73.9				326
B	<i>Foothill Neighborhood:</i>					
	Residential	66.4				359
	Open Space	79.4				
	Agricultural Preserve	40.7				
	Open Space – Parks, Greenways	11.4				
	Open Space – Roads, Medians	26.0				
	Subtotal	223.9				359
C	<i>Santa Paula Creek Civic District:</i>					
	Civic – School	8.3			110,400	
	Civic – Shared Facilities	5.6			65,000	
	Civic – Community College	11.6			165,000	
	Open Space – Shared Athletic Fields	23.2				
	Open Space – Parks, Greenways	12.0				
	Open Space – Roads, Medians	13.1				
	Subtotal	73.8			340,400	0
D	<i>Haun Creek Neighborhood:</i>					
	Residential	28.0				745
	Commercial – Assisted Living	3.0		75,000		
	Commercial – Office/Retail	10.0		150,000		
	Civic – School	10.8			35,400	
	Open Space – Parks, Greenways	37.3				
	Open Space – Roads, Medians	21.0				
	Subtotal	110.1		225,000	35,400	745
E	<i>East Santa Paula Railroad District:</i>					
	Work/Live	7.3				70
	Work – Light Industrial/Employ.	7.3	150,000			
	Commercial – Office/Retail	2.4		60,000		
	Open Space – Roads, Medians	2.4				
	Subtotal	19.4	150,000	60,000		70
TOTAL SPECIFIC PLAN AREA		501.1	150,000	285,000	375,800	1,500

Source: East Area 1 Specific Plan, September, 2007

1.1.4.2 Development Standards

In order to ensure orderly implementation of the Specific Plan, land uses would be governed by Development Standards. The Development Standards will also regulate architectural styles, building materials and other requirements.

Regulating Zones

A series of Regulating Zones are proposed and would include:

Neighborhood Edge (NE) - The NE zone is applied to areas appropriate for detached houses on larger lots. The NE zone provides the transition between the developed area and the undeveloped open space.

Neighborhood General 1 (NG-1) - The NG-1 zone is applied to areas appropriate for a mix of houses on medium to large lot sizes. Detached houses and some duplexes are appropriate.

Neighborhood General 2 (NG-2) - The NG-2 zone is applied to areas appropriate for a mix of houses, duplexes, and rowhouses, on a wide variety of lot sizes.

Neighborhood General 3 (NG-3) - The NG-3 zone is applied to areas appropriate for a mix of detached houses on small lots, rowhouses, duplexes, tri-plexes, and quadplexes.

Neighborhood Center (NC) - The NC zone is applied to areas appropriate for a variety of retail, office and residential uses in mixed-use buildings, as well as courtyard housing and apartment buildings.

Railroad District (RD) - The RD zone is applied to areas focused on employment uses in a variety of configurations, including office buildings, workshops, and work/live buildings.

Civic/Institutional (CV) - The CV zone allows for a variety of civic and quasi-civic uses, including public and private schools and related civic uses, religious institutions, community college, library, senior housing and care facilities, and medical facilities.

Open Space 1 (OS-1) - The OS-1 zone is applied to areas intended to remain undeveloped. Pedestrian, bicycle and equestrian trails are permissible.

Open Space 2 (OS-2) - The OS-2 zone is applied to areas intended for passive and active recreation and accommodates a range of greenways, community parks, and neighborhood parks and squares. Development is limited to trails, unlit athletic fields, playground equipment, small open structures such as picnic shelters, and structures necessary to support the specific purposes of each individual open space site.

Open Space 3 (OS-3) - The OS-3 zone is applied to areas reserved for athletic facilities associated with the adjacent K-12 schools and may include lit athletic fields and structures for indoor and outdoor athletic activities.

Neighborhoods & District Overlays

In addition to Regulating Zones, the Development Standards also utilize a number of Neighborhood and District Overlays. The purpose of these overlays is to provide residents and visitors with a “sense of place.” Building styles and types would be applied to specific neighborhoods, as follows:

Foothill Neighborhood - 100% of the buildings in this overlay must be designed in one of the following architectural styles: Monterey, Spanish Revival, Tudor, Craftsman, or Victorian, as defined in the Architectural Standards.

Santa Paula Creek Neighborhood - At least 85% of the buildings in this overlay must be primarily clad in wood and designed in one of the following architectural styles: Victorian, Italianate, Craftsman, or Monterey, as defined in the Architectural Standards.

Haun Creek Neighborhood - At least 75% of the buildings in this overlay must be primarily clad in stone, brick or stucco, and designed in one of the following architectural styles: Monterey, Spanish Revival, Tudor, Italianate, or Art Deco, as defined in the Architectural Standards.

Santa Paula Creek Civic District - Civic and institutional buildings. Buildings in the Civic District must be primarily clad in stone or stucco, and designed in one of the following architectural styles: Monterey, Spanish Revival, or Art Deco, as defined in the Architectural Standards.

East Santa Paula Railroad District - 100% of the buildings in this overlay must be primarily clad in stone, stucco, concrete, concrete block, or metal, and designed in one of the following architectural styles: Spanish Revival, Art Deco, or Contemporary Industrial, as defined in the Architectural Standards.

Special Address Overlays

The Development Standards would also employ Special Address Overlays such as the following:

Foothill Center - At least 75% of the buildings in this overlay must be designed in the Victorian Style.

Santa Paula Creek Center - At least 75% of the buildings in this overlay must be designed in the Craftsman Style.

Park Blocks - At least 75% of the buildings in this overlay must be designed in the Spanish Revival or Monterey Style.

Central Park - 100% of the buildings in this overlay must be 2 to 3 stories tall and designed in the Spanish Revival or Monterey Style.

Hallock Green - At least 75% of the buildings in this overlay must be work-live or live-work buildings with shopfronts.

Hallock Main Street - 100% of the buildings in this overlay must be at least two stories tall and have either Shopfronts with awnings or Galleries with storefronts along at least 80% of each building’s Hallock Main Street frontage.

1.1.4.3 Open Space, Parkland, Trails & Agricultural Preserve

The GP sets forth the maximum standard under state law of five acres of parkland per 1,000 residents.¹ As shown in Table 1-4, utilizing the January 2006 City population estimate of 29,133 persons (California Department of Finance) and its existing parkland acreage of 35.9 acres, there is a parkland shortfall of approximately 109.8 acres.

**TABLE 1-4
PARKLAND CALCULATION**

2006 City Population	29,133
Existing Parkland Acreage	35.9
Citywide Parkland Acreage Goal	145.7
Parkland Shortfall Acreage	109.8

Source: P&D Consultants, 2007.

¹ City of Santa Paula General Plan, Government Code § 66477

The Specific Plan would substantially reduce the City's overall parkland shortfall.

Open Space

A total of approximately 80 acres of natural lands located immediately north of the Agricultural Preserve (see below) and the Santa Paula Creek and Foothill Neighborhoods would be dedicated as Open Space under the Specific Plan.² These areas are mountainous, containing south-trending minor canyons comprised of native plant communities including coastal sage scrub and chaparral.

Parkland

The Specific Plan proposes constructing approximately 66 acres of parkland and greenways. Of this total, 64.4 acres is proposed as passive park space and greenways, while the remaining 1.4 acres would be active parkland containing basketball courts and ball fields. The Specific Plan would also provide a total of approximately 23 acres of shared athletic facilities.

Trails

Recreational trails are proposed to be located along the Santa Paula Creek and Foothill Neighborhoods. Along the north edge of the Foothill Neighborhood, multiple trail heads are to be provided leading to recreational trails in the foothills. Similarly, within the Santa Paula Creek neighborhood, trail heads leading to the foothills and along Santa Paula Creek to the Santa Paula Branch Line Trail would be constructed. Trailheads would be constructed in a number of parks and/or greenway areas including the proposed Santa Paula Creek Recreational Park, Santa Paula Creek Linear Park, Hallock Trailhead Park and Haun Creek Greenway.

Agricultural Preserve

An Agricultural Preserve (Preserve) is proposed for the areas comprising the Santa Paula Creek and Foothill Neighborhoods. The Preserve would be comprised of approximately 55 acres of existing avocado orchards located immediately north of these neighborhoods. These orchards would continue to be actively farmed.

1.1.4.4 Circulation Network

Thoroughfares & Roadways

The Specific Plan includes the development of an extensive circulation network designed to accommodate the use of all travel modes including automobiles, pedestrians, bicycles, and transit. The Specific Plan identifies specific thoroughfare design standards for both the traveled way (parking lanes, travel lanes, medians) and the pedestrian way (sidewalks, trails, curbside landscaping). Hallock and Santa Paula Creek Drive provide the primary north-south vehicular access, while Teague- McKevevett and Santa Paula Boulevards provide primary east-west vehicular access. All thoroughfares are designed to encourage an attractive and comfortable pedestrian environment. Hallock's right-of-way and alignment are designed to accommodate its future function as a connection across Santa Paula Creek to the neighborhoods in the north. A total of approximately 84 acres of roadways and medians are proposed on-site.

² Note: The approximately 80 acres of open space would be dedicated to the City by the Limoneira Company.

The right-of-way (ROW) widths for thoroughfares would vary within the Specific Plan are dependent upon their intended use. The ROW widths are designed to accommodate such components as travel lanes, medians, parking, bicycle lanes, street lights and landscaping (although some components may not be present for some thoroughfares). Principal access points to the project site (i.e., major commercial/commercial/industrial street classifications) are proposed to be constructed with between 78 foot and 92 foot ROW widths. Similarly, neighborhood streets (residential collector classification) would contain ROWs varying from 60 to 92 feet. Roadway grades are proposed to vary between two percent and eight percent with some limited roadway reaches approaching ten percent.

Alleys are also proposed and would be located in the rear of lots. These thoroughfares would provide the primary vehicular access to residential property. The ROW widths are proposed to be 20 feet.

Thoroughfare ROWs would be designed to accommodate walkways. These facilities would range from five feet in width (neighborhood streets) to a maximum of 14 feet (major commercial streets).

Santa Paula Street Bridge

Santa Paula Creek Bridge would serve as the eastern Gateway from downtown Santa Paula and would require extending Santa Paula Street east across Santa Paula Creek. This facility is proposed as a single-span bridge and would not require the construction of support pilings within Santa Paula Creek. It features a two-way bicycle trail, separated from vehicular and pedestrian traffic, which links with the multi-use trail running north parallel to Santa Paula Creek. The ROW width would be 60 feet with two travel lanes and turn lane.

1.1.4.5 Infrastructure Plan

The implementation of the Specific Plan would require the construction and/or extension of both on- and off-site infrastructure including sewer, storm drains, potable water, electricity, natural gas and other facilities associated with urban development. Additional on-site public services such as fire, police and trash pick up and disposal would also be needed.

Water Supply & Conveyance

Domestic Water Supply

At present, water supplies for irrigation are derived from three on-site wells. These wells draw from the Santa Paula and Fillmore Groundwater Basins and supply the domestic and agricultural needs of the project site. Currently, a total of 405 acres are under agricultural production with the remainder comprised of non-irrigated open space. Over the last five years, the average annual groundwater consumption has been 816.3 acre-feet per year (AFY). The property owners have a combined on-site groundwater allocation of 1,283.1 AFY.

An analysis prepared by the City's Public Works Department and contained within the Water Supply Assessment and Verification for the East Area 1 Specific Plan (see Appendix Q of this EIR) indicates that the proposed land uses would require from 1,744.4 AFY to 1,359.2 AFY of potable water.³ Of this total, between 866.0 AFY and 1,050.5 AFY is potable water demand and 308.7 AFY is non-potable water demand for irrigation of parks, athletic fields, and agricultural preserve. The City would supply the portions of the project overlying the respective groundwater basins with water from those basins. This

³ Note: The demand estimate uses a range for domestic demand of 132 gallons per day person and 163 gallons per day person, respectively.

will require between 854.0 AFY and 983.5 AFY of groundwater production from the Santa Paula Basin and between 320.7 AFY and 375.3 AFY of groundwater production from the Fillmore Basin.

The total demand for domestic and non-domestic purposes, between 1,174.7 AFY and 1,359.2 AFY, would be greater than the amount of water currently used for agricultural purposes, 816 AFY, and less than the current allocation of groundwater available for this site, 1,283.1 AFY from the Santa Paula Basin plus the 329 AFY historically withdrawn from the Fillmore Basin (a total of 1,612.1 AFY).

Domestic Water Conveyance

Domestic water supplied on-site is limited to small diameter pipes which serve the packinghouse and residences located along Padre Lane. The project would require the construction of a domestic water backbone and internal facilities system, water wells and domestic water tanks. Two (2) domestic water supply scenarios are contemplated under the Specific Plan and include:

Scenario 1

Project Backbone Facilities – A looped system in the major north-south road (Hallock Drive) and the major east-west road (Central Boulevard) will serve as the internal backbone domestic water system. These domestic water lines are 10-inch and 12-inch diameter facilities. Additionally, a ring around the outside of the project's five main phases will complete the project backbone looped system. These domestic water lines are 10-inch and 12-inch diameter facilities as well. Since the phasing of the project would be dependent upon market conditions and other factors, the backbone system has been designed to allow maximum flexibility. The backbone system rings all Phases of the Specific Plan, thus allowing development to occur independent of the system as a whole.

Project Internal Facilities– Within each of the Specific Plan Phases are several other domestic water lines. Typically these will be the lines that individual customers will hook up to. The majority of these internal facilities are eight-inch diameter pipes. A few reaches of internal facilities at the northern end of in the northeast district have been upsized to 12-inch.

Wells - A total of five (5) new wells (three duty and two standby) are proposed. Water supplied from these wells would be treated at the City's existing Steckel Conditioning Facility and distributed via the City existing distribution system and the East Area 1 project site.

Water Tanks - A new domestic water tank is proposed to service the Specific Plan. The domestic water tank would be capable of holding three million gallons and would be located at an elevation of 555 feet above mean sea level. In order to provide system redundancy necessary in the event of an emergency and/or necessary repairs, a secondary tank capable of holding two million gallons would be required and will be located at an elevation of 400 feet above mean sea level.

Scenario 2

Scenario 2 is similar to Scenario 1 with the following exceptions:

Project Backbone Facilities –Pressure reducing valves would be implemented creating two zones. Zone 1 would be comprised of the higher elevation located at the northeast portion of the project site, while the remainder of the site would form Zone 2. Both Zone 1 and 2 would be constructed within the City's existing water supply zones, respectively.

Project Internal Facilities – No changes proposed.

Wells - No changes proposed.

Water Tanks – These tanks would be comprised of one tank capable of holding two million gallons and one tank capable of holding three million gallons. The two tanks would be constructed at elevations of 488 and 658 feet above mean sea level.

Recycled Water Plan

The Specific Plan proposes to install a recycled water backbone and internal facilities system capable of utilizing future supplies made available by the City's planned Water Recycling Facility.⁴

Project Backbone Facilities – This system would follow the same routes as those proposed for Scenarios 1 and 2 of the Potable Water Plan noted previously. The recycled water pipeline diameters would vary from six to eight-inches in diameter.

Project Internal Facilities – This system would follow the same routes as those proposed for Scenarios 1 and 2 of the Potable Water Plan noted previously. The recycled water pipeline diameters would be six-inches in diameter and would serve homeowner associations and public agencies (e.g., Public Works Department, etc.).

Wastewater Conveyance

Domestic Sewer Plan

Sewer service on-site is currently provided via septic systems. The Specific Plan requires construction of a sanitary sewer backbone and internal facilities system, force main and sewer lift station. A series of pipes ranging in diameter from eight to 15-inches would serve the project site. A six-inch force main would be constructed to serve the project site and would cross Santa Paula Creek. In addition, a new sewer lift station capable of conveying a daily average of 0.5009 million gallons per day (MGD) and a peak flow of 1.2524 MGD would also be constructed in the vicinity of Hallock Drive and Main Street.⁵

Stormwater Conveyance and Detention

The project site is located within the greater Santa Clara River watershed. The project site drainage is tributary to the Santa Clara River, and is divided into three drainage sub-areas: Orcutt Canyon Creek, Farm Creek Drainage, and Overland Drainage areas. Combined, these areas drain an area of over 2,600 acres. The terrain of the project site is relatively flat or gentle sloping in the south (two to seven percent slopes) to rugged terrain (in excess of 25 percent slopes) in the northern portion. Haun Creek forms the project site's eastern boundary (un-channelized), while Santa Paula Creek (channelized) forms its western boundary. Earth berms have been built on both sides of the creeks by the property owners to provide flood protection. South of the project site in the vicinity of SR-126, flooding is problematic during storm events and periodically requires the closure of this major east/west roadway.

⁴ Note: The City of Santa Paula will begin construction of a new Water Recycling Facility in 2008 which will be capable of producing California Code of Regulations Title 22, unrestricted reuse water. However, no conveyance facilities are in place to serve the recycled water needs of the East Area 1 Specific Plan project.

⁵ Note: The sewer lift station capacity was designed to address future development associated with the East Area 2 expansion area.

Existing conditions for Haun Creek include extreme flow velocities during rain events that are created north of the project site. Flows in excess of 7,000 cubic feet per second are experienced within Haun Creek. In order to control these flows and decrease velocities, on-site weirs and detention basins have been designed and incorporated into the project and include:

- Haun Creek Weirs – A weir (low dam) would be constructed parallel to the western bank of Haun Creek in order to divert some of the Creek's flow. It would then flow within a trapezoidal channel, before entering an additional weir and finally into two proposed detention basin.
- Northern Detention Basin – This approximately 10.3 acres facility would retain approximately 51 acre-feet (ac-ft) of water; and
- Southern Detention Basin – This approximately 12.2 acres facility would retain approximately 50 ac-ft of water.

Both basins have been designed to accommodate flows from Haun Creek up to and including a 100-year (Q_{100}) storm event. The outlet structure of the detention basin will permit flows to enter Santa Paula Creek or Haun Creek. These detention basins are necessary to solve the existing flooding problem downstream at the SR-126 bridge at Haun Creek.

Tributary flows or streams north of the project site originating in the Topatopa foothills and mountains would necessitate the construction of debris basins (located north of the Santa Paula Creek Neighborhood) in order to capture these flows. The debris basins would be include trash grates, designed to remove large fragments and convey these flows into a storm drain pipe to the underground storm drain system within the project site.

Future site runoff will be conveyed through via surface drainage and underground structures from the northern portions of the project site south. The site will drain into Haun Creek and Santa Paula Creek along the east and west perimeters, respectively.

Utilities & Service Systems

Solid Waste Collection & Disposal

Solid waste collection within the project site is provided by private commercial services. Agricultural waste is periodically burned in accordance with the Ventura County Air Pollution Control District rules. Once annexation/reorganization of the project site is approved by the Ventura Local Agency Formation Commission, residential (single-family residences) solid waste would be collected and disposed of by the City's Public Works Department. Multi-family residential and commercial land uses would be required to contract with outside private service providers approved by the City. All residences and business would be subject to the City's solid waste recycling regulations.

Utilities

Utilities (e.g., natural gas, electricity, telephone) are currently available on-site via existing service providers. Implementation of the Specific Plan would require upgrades to both existing on- and off-site facilities by local service providers. Section 4.15 (Utilities & Service Systems) of this EIR contains a detailed description of existing conditions and required upgrades.

Police & Fire

Law enforcement and fire suppression are currently provided on-site by the Ventura County Sheriff's Department and Ventura County Fire District. Once annexed to the City, these services would be

provided by the City of Santa Paula Police Department and Santa Paula Fire Department, respectively. The analysis contained within Section 4.13 (Public Services) indicates that a total of 5.5 sworn officers (and associated equipment, civilian support staff and on-site office space) would be needed to serve the project site. In addition, a new on-site fire station, engine (pumper), 12 full time fire personnel and two fulltime civilian personnel would be needed in order to meet fire and medical emergency response times and suppression requirements.

Schools and Post-Secondary Educational Facilities

The Santa Paula Creek Civic District (District) is intended to serve the greater Santa Paula community as well as the residents of the East Area 1 neighborhoods. The District is intended to accommodate a High School and a Community College with shared athletic and community facilities. Alternate uses for a portion of this area include institutional uses such as senior housing, assisted living and medical care facilities. As currently proposed, the following educational facilities could be accommodated on-site:

- Community park, High School/shared athletic fields and structures (24 acres)
- Community College buildings, High School/shared athletic fields and structures (14.1 acres)
- High School building and parking (8.3 acres)
- Community College buildings, shared community facilities (such as library or meeting hall), and parking (5.6 acres)
- Community College buildings and parking (8.3 acres)

1.1.5 OFF-SITE IMPROVEMENTS, COVENANTS & CAPITAL IMPROVEMENT PROGRAMS

In addition to the facilities proposed for the Specific Plan, a number of off-site improvements, recorded covenants, and participation in City Capital Improvement programs would be required, as conditions of project approval and would include, without limitation:

- Sewer Lift Station located at Hallock Drive/Telegraph Road
- Six-inch Sewer Force Main to be constructed across Santa Paula Creek
- Recycled Water Line Point of Connection at Hallock Drive/Telegraph Road
- A domestic water supply line will be constructed across Santa Paula Creek to supply potable water to the project site (within the City's 400 foot elevation zone) and in order to provide water supply redundancies in the event the on-site water tank(s) require maintenance.
- Roadway improvements, including widening, re-striping and signalization of intersections (see Section 4.4 (Transportation & Circulation) of this EIR for a complete discussion of proposed improvements)
- Improvements to Harvard Boulevard, Main Street and Telegraph Road as outlined in the Traffic Study (see Appendix D (Traffic Study) of this EIR).
- Recordation of an agricultural covenant on 34 acres (located southwest of the City, within the Santa Paula-San Buenaventura Greenbelt and within its Area of Interest) to address impacts associated with loss of agricultural lands within the Fillmore-Santa Paula Greenbelt.
- The Project Applicant will also be required to participate in the City's future Recycled Water Infrastructure Capital Improvements project.

1.2 SUMMARY OF IMPACTS

Section 4.0 (Existing Conditions, Impacts, Mitigation Measures and Level of Significance After Mitigation) of this EIR document the technical analyses of the potential impacts of the proposed project related to land use and planning, agricultural resources, mineral resources, transportation and circulation, air quality, noise, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, aesthetics, cultural and historic resources, public services, recreation, utilities and services, and population and housing. The Alternatives that were considered are described in Section 5.0 (Alternatives to the Proposed Project) and are summarized in Section 1.3. Sections 6.0 (Growth Inducing Impacts) and 7.0 (Cumulative Impacts) describe the potential for the proposed project to result in growth inducing and cumulative impacts, respectively. Section 9.0 (Unavoidable Adverse Impacts) summarizes the potentially significant adverse impacts of the proposed project which cannot be avoided or mitigated to below a level of significance.

The potential for the proposed project to result in adverse impacts related to these environmental parameters is summarized in Table 1-5.

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Summary of Impacts Related to Land Use and Planning		
The proposed project would result in significant adverse impacts related to land use.	LU-1 Before approval of the East Area 1 Specific Plan (SP3), an amendment to the General Plan Land Use Element must be approved by the City Council and ratified by a majority of registered voters within the City of Santa Paula.	Significant and Unavoidable.
	LU-2 The General Plan must be amended to change the CURB boundaries (Figure LU-4a) in accordance with Section III(G) of the General Plan Land Use Element to include the 501 acres comprising the East Area 1 Specific Plan (SP3) project site.	
	LU-3 The City must prepare and process a Sphere of Influence Amendment request with Ventura LAFCO.	
	LU-4 To mitigate the impact from creating islands of unincorporated territory that would result from annexing the East Area 1 project site to the City, the City must submit an East Area 2 reorganization request to LAFCO to seek annexation of any remainder island parcels resulting from an East Area 1 annexation.	
Summary of Impacts Related to Agricultural Resources		
Implementation of the proposed project would result in significant adverse impacts related to agricultural resources since it would remove existing lands from agricultural cultivation. In addition, it would place urban uses within close proximity to agricultural uses which could result in conflicts between these uses.	A-1 The applicant must record a conservation covenant, in a form approved by the City of Santa Paula, on the 55 acres of land currently in agricultural production in the proposed agricultural preserve located along the northern portion of the East Area 1 site that restricts activities to agricultural operations. 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 and odors.	Significant and Unavoidable.

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>Implementation of the proposed project would result in significant adverse impacts related to agricultural resources since it would remove existing lands from agricultural cultivation, permanently eliminate 352 acres of Prime and Unique Farmland and require amendment of the Fillmore-Santa Paula Greenbelt.</p>	<p>A-2 The applicant must record an agricultural conservation covenant, in a form approved by the City of Santa Paula, on 34 acres of other agricultural land owned by the applicant and currently under agricultural production within the City of Santa Paula's Area of Interest.</p>	<p>Significant and Unavoidable.</p>
Summary of Impacts Related to Mineral Resources		
<p>Implementation of the proposed project will not result in a significant adverse impact related to mineral resources.</p>	<p>No mitigations measures are required.</p>	<p>No Impact.</p>
Summary of Impacts Related to Transportation and Circulation		
<p>Implementation of the proposed project has the potential to significantly impact the Level of Service (LOS) at the intersection of SR-126 and Hallock Drive.</p>	<p>T-1 <u>SR-126 and Hallock Drive (Intersection 1)</u> – The applicant must pay its pro rata costs to widen and reconfigure the intersection on all four approaches. The northbound approach on Hallock Drive may require additional right-of-way to accommodate the proposed lane configurations. SR-126 would be widened on both approaches to accommodate an additional through lane at the intersection.</p> <p>The southbound approach would provide two left-turn lanes, one through lane, one shared through/right-turn lane, and one right-turn lane. The westbound approach would provide one left-turn lane, three through lanes and one right-turn lane. The northbound approach would provide one left-turn lane, one through lane and one right-turn lane. The eastbound approach would provide two left-turn lanes, three through lanes and one right-turn lane. These recommended mitigation measures would require coordination with and approval by Caltrans. The design and construction of Mitigation Measures T-1 and T-2 should be closely coordinated because of their proximity to one another.</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of Telegraph Road and Hallock Drive.	T-2 <u>Telegraph Road and Hallock Drive (Intersection 2)</u> – The applicant must pay its pro rata cost to install a traffic signal and to reconfigure the intersection on all four approaches as follows: (1) the southbound approach must provide one left-turn lane, two through lanes and one right-turn lane; (2) the westbound approach must provide one left-turn lane and one shared through/right-turn lane; (3) the northbound approach must provide one left-turn lane, one through lane and one shared through/right-turn lane; and (4) the eastbound approach must provide one left-turn lane, one through lane and one right-turn lane. The design and construction of Mitigation Measures T-1 and T-2 should be closely coordinated because of their proximity to one another.	Less than Significant.
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of 12th Street and Santa Paula Street.	T-3 <u>12th Street and Santa Paula Street (Intersection 4)</u> – The applicant must pay its pro rata cost to install a traffic signal, to reconfigure the intersection on three approaches, and to widen the west leg. The westbound approach must provide one left-turn lane and one shared through/right-turn lane. The northbound approach must provide one shared through/left-turn lane and one right-turn lane. The eastbound approach must provide one left-turn lane, one through lane and one right-turn lane. The west leg of the intersection must be widened to provide 50 feet from curb to curb as recommended in the Circulation Element.	Less than Significant.
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of Ojai Road (SR-150) and Richmond Road.	T-4 <u>Ojai Road (SR-150) and Richmond Road (Intersection 9)</u> – The applicant must pay its pro rata cost to restrict southbound on-street parking during the A.M. peak period and northbound on-street parking during the P.M. peak period, to restrict the westbound left-turn movement during both peak periods, and to widen Ojai Road. The parking restrictions must provide one additional southbound through lane during the A.M. peak period and one additional northbound through lane during the P.M. peak period. Ojai Road must be widened to provide 50 feet from curb to curb as recommended in the Circulation Element. These recommended mitigation measures would require coordination with and approval by Caltrans.	Less than Significant.

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of Ojai Road (SR-150) and Orchard Road.	T-5 <u>Ojai Road (SR-150) and Orchard Road (Intersection 10)</u> – The applicant must pay its pro rata cost to install a traffic signal and to restrict southbound on-street parking during the A.M. peak period and northbound on-street parking during the P.M. peak period. The parking restrictions must provide one additional southbound through lane during the A.M. peak period and one additional northbound through lane during the P.M. peak period. These recommended mitigation measures require coordination with and approval by Caltrans.	Less than Significant.
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of Ojai Road (SR-150) and Saticoy Street.	T-6 <u>Ojai Road (SR-150) and Saticoy Street (Intersection 11)</u> – The applicant must pay its pro rata cost to restrict southbound on-street parking during the A.M. peak period and northbound on-street parking during the P.M. peak period and to restrict the westbound left-turn movements during both peak periods. The parking restrictions must provide one additional southbound through lane during the A.M. peak period and one additional northbound through lane during the P.M. peak period. These recommended mitigation measures require coordination with and approval by Caltrans.	Less than Significant.
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of Ojai Road (SR-150)/10th Street and Santa Paula Street.	T-7 <u>Ojai Road (SR-150)/10th Street and Santa Paula Street (Intersection 12)</u> – The applicant must pay its pro rata cost to restrict southbound on-street parking during the A.M. peak period and northbound on-street parking during the P.M. peak period, to reconfigure the intersection and to widen Ojai Road/10 th Street. The parking restrictions must provide one additional southbound through lane during the A.M. peak period and one additional northbound through lane during the P.M. peak period. The five-legged intersections must be reconfigured to a typical four-legged intersection. The southbound and northbound approaches must provide one left-turn lane and one shared through/right-turn lane during the off-peak periods. The eastbound and westbound approaches must provide one left-turn lane, one through lane and one right-turn lane. The fifth leg of the intersection, 10 th Street north of Santa Paula Street, must be restricted to right turn only to and from Ojai Road. Ojai Road must be widened to provide 50 feet from curb to curb as recommended in the Circulation Element. These recommended mitigation measures require coordination with and approval by Caltrans.	Less than Significant.

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of 10th Street and Harvard Boulevard.	T-8 <u>10th Street and Harvard Boulevard (Intersection 15)</u> – The applicant must pay its pro rata cost to restrict the southbound on-street parking during both peak periods and to reconfigure the northbound approach. The parking restriction must provide one additional southbound lane during both peak hours. The northbound approach must provide one left-turn lane, one through lane and one right-turn lane.	Less than Significant.
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of 8th Street and Santa Paula Street.	T-9 <u>8th Street and Santa Paula Street (Intersection 18)</u> – The applicant must pay all costs to widen and reconfigure the northbound approach. The northbound approach must provide one shared through/left-turn lane and one right-turn lane.	Less than Significant.
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of Palm Avenue and Santa Paula Street.	T-10 <u>Palm Avenue and Santa Paula Street (Intersection 22)</u> – The applicant must pay all costs to reconfigure the northbound and westbound approaches. The northbound approach must provide one shared through/left-turn lane and one right-turn lane. The westbound approach must provide one left-turn lane and one shared through/right-turn lane.	Less than Significant.
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of Steckel Drive and Santa Paula Street.	T-11 <u>Steckel Drive and Santa Paula Street (Intersection 28)</u> – The applicant must pay all costs to reconfigure the westbound approach. The westbound approach must provide one left-turn lane and one shared through/right-turn lane.	Less than Significant.
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of Peck Road and Main Street and Harvard Boulevard.	T-12 <u>Peck Road and Main Street and Harvard Boulevard (Intersection 32)</u> – The applicant must pay its pro rata cost to reconfigure the northbound and southbound approaches to provide one additional through lane. The northbound approach must provide one left-turn lane, two through lanes and one right-turn lane. The southbound approach must provide one left-turn lane, one through lane and one shared through/right-turn lane.	Less than Significant.

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of Peck Road and SR-126 Eastbound Ramps.	T-13 <u>Peck Road and SR-126 Eastbound Ramps (Intersection 34)</u> – The applicant must pay its pro rata cost to install a traffic signal. This mitigation measure requires coordination with and approval by Caltrans.	Less than Significant.
Implementation of the proposed project has the potential to significantly impact the LOS at the intersection of Faulkner Road and SR-126 Westbound Ramps.	T-14 <u>Faulkner Road and SR-126 Westbound Ramps (Intersection 35)</u> – The applicant must pay its pro rata cost to reconfigure the westbound approach by converting one through lane to one left-turn lane. The westbound approach must provide two left-turn lanes and one shared through/right-turn lane. This mitigation measure requires coordination with and approval by Caltrans.	Less than Significant.
Implementation of the proposed project has the potential to significantly impact the LOS at SR-16 between Peck Road and Briggs Road.	T-15 <u>SR-126 between Peck Road and Briggs Road</u> – The applicant must pay its pro rata cost to widen SR-126 to provide three travel lanes in each direction for a total of six lanes. The freeway widening can be completed within the existing right-of-way. This mitigation measure requires coordination with and approval by Caltrans.	Less than Significant.
Implementation of the proposed project has the potential to result in significant parking impacts at Ojai Road from Richmond Road to Santa Paula Street and on 10 th Street north of Harvard Boulevard.	T-16 <u>Restricted parking on Ojai Road/10th Street during the peak periods</u> – The City must monitor the parking situation on Ojai Road from Richmond Road to Santa Paula Street and on 10 th Street north of Harvard Boulevard during the A.M. and P.M. peak periods to determine if the implementation of the parking restrictions on Ojai Road and 10 th Street will create an indirect significant adverse parking impact. If necessary, the City will construct additional parking and the applicant must pay its pro rata cost to provide additional parking spaces during the A.M. and P.M. peak periods near the vicinity of Ojai Road and 10 th Street.	
Implementation of the proposed project has the potential to create a significant adverse impact related to emergency access.	T-17 <u>Emergency Access Impacts</u> – The applicant must submit emergency access plans to the SPFD for review and approval. The applicant must comply with the recommendations provided by the SPFD.	Less than Significant.

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Implementation of the proposed project has the potential to create a significant adverse impact related to parking.	T-18 <u>Parking Impacts</u> – The applicant will prepare a parking study if the proposed project does not provide parking spaces per the Santa Paula Municipal Code.	Less than Significant.
Summary of Impacts Related to Air Quality		
Implementation of the proposed project has the potential to result in significant adverse impacts related to an increase in emissions during the construction phase.	AQ-1 During clearing, grading, earth-moving, or excavation operations, excessive fugitive dust emissions must be controlled by regular watering or other dust-preventive measures using the following procedures, as specified by the VCAPCD (including, without limitation, to VCAPCD Rule 50 (Opacity) and Rule 51 (Nuisance): <ul style="list-style-type: none"> • On-site vehicle speed is not to exceed 15 miles per hour (the site will contain posted signs with the speed limit); • All on-site construction roads with vehicle traffic must be watered periodically; • Streets adjacent to the project reach must be 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 must be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day; • 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 must be either sufficiently watered or securely covered to prevent excessive amounts of dust; and • The area disturbed by clearing, grading, earth moving, or excavation operations must be minimized so as to prevent excessive amounts of dust. 	Significant and Unavoidable.

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>AQ-2 Project grading plans must show that for the duration of construction, ozone precursor emissions from construction equipment vehicles must be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure will be subject to periodic inspections of construction equipment vehicles by the Public Works Department.</p> <p>AQ-3 All trucks that will haul excavated or graded material on-site must comply with California Vehicle Code § 23114, with special attention to subsections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.</p> <p>AQ-4 A comprehensive Fugitive Dust Control Plan must be developed by the Applicant and approved by the VCAPCD before the applicant commences grading and excavation operations. The Plan must include all feasible, but environmentally safe, dust control methods. If a particular dust control method is determined or believed not to be feasible, or if it would conflict with other regulations, justification for not including the subject method must be provided at the time the Fugitive Dust Control Plan is submitted to the VCAPCD. The Plan must identify all fugitive dust sources, the means by which fugitive dust from each identified source will be minimized, and the schedule or frequency that each dust control method will be applied for each identified source.</p> <p>AQ-5 The construction contractor must adhere to VCAPCD Rule 74.2 (Architectural Coatings) for limiting volatile organic compounds from architectural coatings. This rule specifies architectural coatings storage, clean up and labeling requirements.</p>	
<p>Implementation of the proposed project has the potential to result in significant adverse impacts related to an increase in emissions during the operation phase.</p>	<p>AQ-6 Use low emission water heaters for residential, retail, and commercial water heating (Emissions reduction of 11% for ROC and 9.5% for NO_x).</p>	<p>Significant and Unavoidable.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>AQ-7 Construct pedestrian and transit friendly facilities such as wider sidewalks, bus stops with passenger benches and shelters, and bikeways and or lanes. Sidewalks and bikeways should be landscaped with trees (an approximately 4 percent emissions reduction).</p> <p>AQ-8 Provide shuttle/minibus service between Project residential and Project retail areas and the Santa Paula downtown area.</p> <p>AQ-9 Provide 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 A.M. to 2:00 P.M.).</p> <p>AQ-10 To the extent feasible, construction employees will be hired from local populations, since it is more likely that they have been previously exposed to the fungus and are therefore immune. An individual is quite likely to be affected by valley fever if he or she lives in an area where the fungus is prevalent. A person (or animal) with a positive skin test has had a valley fever infection and has developed immunity to the fungus and therefore will never contract valley fever again. (Valley Fever Vaccine Project of America, http://www.valleyfever.com/primer.htm, June 8, 2005.)</p> <p>AQ-11 During periods of high dust in the grading phase, crews must use respirators in accordance with California Division of Occupational Safety and Health regulations.</p> <p>AQ-12 The operator cab of area grading and construction equipment must be enclosed and air-conditioned.</p>	
<p>Implementation of the proposed project has the potential to contribute to global climate change.</p>	<p>AQ-13 The Applicant and/or its contractor must plant and maintain shade trees to reduce heat build-up on structures.</p>	<p>No Significance Determination.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>AQ-14 The Applicant and/or its contractor must prepare a Transportation Demand Management Program (TDM) for review and approval by the City and VCAPCD, before the City issues building permits. The plan must incorporate reasonable and feasible measures to reduce project-related traffic and 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 prior to close of escrow, identifying local and regional non-vehicular transportation options, and providing homeowners with basic information regarding telecommuting options; and • Providing adequate setbacks and design features such that the proposed future enhancement of commuter rail opportunities is not hindered by project design. • Construct pedestrian and transit friendly facilities such as wider sidewalks, bus stops with passenger benches and shelters, bikeway or lanes. Sidewalks and bikeways should be landscaped with trees; and • Perform a traffic light synchronization study on streets impacted by project development to reduce vehicle queuing time. 	

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>The project will be required to 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 shall be 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, 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 prior to the issuance of building permits by the County. 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, prior to finalizing the environmental review process.</p> <p>AQ-15 The Applicant and/or its contractor are required to install EPA-certified wood-burning stoves or fireplace inserts. If this is not feasible, then the installation of a ceramic coating on the honeycomb inside a catalytic combustor must be utilized or the use of natural gas fireplaces may be used as a feasible alternative.</p>	
Summary of Impacts Related to Noise		
<p>Implementation of the proposed project has the potential to result in significant adverse impacts related to noise and vibration during the construction phase.</p>	<p>N-1 Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>N-2 All construction equipment must be equipped with appropriate mufflers in good working condition.</p> <p>N-3 Before any site activity, the contractor will be required to submit a material haul route plan to the City of Santa Paula and Ventura County for review and approval. The contractor must ensure that the approved haul routes are used for all materials hauling, to minimize exposure of sensitive receivers to potential adverse noise levels from hauling operations.</p> <p>N-4 Notification must be provided to all occupied residences 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 in advance of such activities.</p> <p>N-5 During all site preparation, grading and construction, the construction contractor must ensure that all stockpiling and vehicle staging areas are located away from existing residences to the extent feasible.</p>	
<p>Implementation of the proposed project has the potential to result in significant adverse impacts related to noise during the operation phase.</p>	<p>N-6 Where feasible and consistent with City standards, any paving or repaving of Santa Paula Street between 12th Street and 10th Street that must be conducted in conjunction with implementation of the proposed project should utilize asphalt rubber paving material consisting of 20 percent or more recycled rubber and 80 percent paving grade asphalt.</p> <p>N-7 Where feasible and consistent with City standards, speed limits on arterials experiencing significant noise impacts such as Santa Paula Street between 12th Street and 10th Street should be reduced. Each 5 mile per hour reduction in speed limits can decrease the CNEL level by about 1 dB(A).</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>N-8 Noise sensitive work/live and residential units proposed within Specific Plan Planning Area E must be designed so that interior noise levels attributable to exterior sources exceeding 60 dB(A) CNEL do not exceed City interior noise standard (45 dB(A) CNEL). An acoustical analysis of the effectiveness of noise insulation of proposed construction must be required and documented during permit review, showing that the building materials and construction specifications are adequate to meet the interior noise standard (45 dB(A) CNEL). Examples of building materials and construction specifications that may be used to meet the interior noise standard include the following:</p> <ul style="list-style-type: none"> • Exterior livable space, such as balconies, must be oriented northward; • South-facing windows and sliding glass doors must be 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; • Solid-core exterior doors must be constructed with perimeter weather stripping and threshold seals; and • South-facing roof or attic vents must be baffled. <p>N-9 Written disclosure of maximum exterior and interior noise levels expected at work/live and residential units and at light industrial, office, and retail uses within Planning Area E must be provided to those purchasing or leasing such uses.</p> <p>N-10 Work/live and residential units, light industrial, office, and retail uses within Planning Area E must be located a minimum of 66 feet from the railroad tracks.</p>	

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Summary of Impacts Related to Biological Resources		
<p>Implementation of the proposed project has the potential to significantly impact state-protected waters and associated vegetation and federally-regulated waters.</p>	<p>BR-1a Before the City issues a grading permit for areas that require state or federal permits, the applicant and/or its contractor must coordinate with the CDFG to verify the impact to state-protected waters and associated vegetation on the project site. A Streambed Alteration Agreement (SAA) must be obtained and mitigation measures recommended by the CDFG as part of the SAA must be implemented. The SAA must be provided to the City prior to issuance of a grading permit.</p> <p>The applicant and/or its contractor must mitigate for temporary and permanent impacts to jurisdictional waters as administered by the CDFG 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 (CSRP) to document the mitigation program. Habitat must be mitigated on-site or within the same watershed, if feasible. The goal of the CSRP will be to recreate the functions and values of the habitat being affected. These mitigation requirements will be outlined in the CSRP prepared for this project, with monitoring requirements and specific criteria to measure the success of the restoration. Guidelines for the CSRP 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 use as riparian mitigation areas. • 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 will be used for successful re-vegetation. • Impacts to jurisdictional waters must be avoided to the extent feasible in the design phase of the project. • Maintenance and monitoring requirements must be established, including quarterly and annual monitoring reports to CDFG. 	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>BR-1b Where Southern Riparian Scrub, a sensitive natural community, will be impacted as part of project implementation, mitigation for acreage impacted must be implemented at a minimum of a one to one (1:1) ratio and/or as determined appropriate by the CDFG. Acceptable mitigation will replace or enhance the existing Southern Riparian Scrub vegetation. This will be a part of the mitigation resulting from impacts to jurisdictional resources and will be the responsibility of the project applicant and/or its contractor.</p> <p>BR-1c The project applicant and/or its contractor 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) must be eradicated and controlled prior to the enhancement or replacement of the current vegetation, as in the implementation of Mitigation Measures B-1a, and B-1b.</p> <p>BR-1d Before the City issues a grading permit, for areas that require state or federal permits, the applicant and/or its contractor must coordinate with the ACOE to verify the impact to federally-regulated waters on the project site. A Section 7 Biological Consultation will be required, as Santa Paula Creek is designated critical steelhead habitat. A NWP must be obtained and mitigation measures recommended by the ACOE, and National Marine Fisheries, as part of the NWP must be implemented. The NWP must be provided to the City prior to initiating construction of the bridge crossing Santa Paula Creek.</p> <p>Areas determined to be federally regulated by the ACOE will also fall under the jurisdiction of the RWQCB, and a Clean Water Act Section 401 Water Quality Certification (401 Certification) will be required from the RWQCB for impacts to those areas. A Biological Assessment to support a Section 7 Biological Consultation will be required, as the area is within designated steelhead habitat.</p>	

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>Implementation of the proposed project has the potential to significantly impact native nesting birds.</p>	<p>BR-2a To avoid impacts to native nesting birds, the applicant and/or its contractors must retain a qualified biologist (with selection to be reviewed by the City) to conduct nest surveys in potential nesting habitat within the project site prior to 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 Game 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 many birds known to use the project area (including Cooper’s hawk and loggerhead shrike) nest during the late winter, breeding bird surveys must be 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 prior to initiation of clearance or construction work. If ground disturbance activities are delayed, then additional pre-construction surveys will be conducted such that no more than three days will 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 project site are shrub or ground nesters, including burrowing owl, California horned lark, and mourning dove.</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>BR-2b If active nests are found, clearing and construction activities within 300 feet of the nest (500 feet for raptors) must be 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 must be established in the field with flagging, fencing, or other appropriate barriers, and construction personnel must be instructed on the sensitivity of nest areas. The biologist must serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts to these nests will occur. The results of the survey, and any avoidance measures taken, must be 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>Implementation of the proposed project has the potential to significantly impact Southern California steelhead, Santa Ana sucker, and arroyo chub.</p>	<p>BR-3a Before the applicant commences construction of a bridge across Santa Paula Creek, all creek bed areas within 300 feet of the construction site and access road must be inspected by a qualified biologist for the presence of Southern California steelhead, Santa Ana sucker, and arroyo chub. The ACOE, USFWS, and the CDFG must be notified of the inspection and must have the option of attending. If any of the above agencies is not represented, the biologist must file a written report of the inspection with the agency not in attendance within 14 days of the survey and no sooner than 30 days before any construction work in the riverbed.</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>Construction work areas must be determined to be absent of Southern California steelhead, Santa Ana sucker, and arroyo chub immediately before the prescribed work is to be carried out, immediately before any equipment is moved into or through the stream or habitat areas, and immediately before diverting any stream water. The removal of such species must be conducted by a qualified biologist using procedures approved by the ACOE, USFWS, and CDFG, and with the appropriate collection and handling permits. Species must be relocated to nearby suitable habitat areas. A plan to relocate these species must be submitted to the ACOE, USFWS, and CDFG for review and approval no later than 30 days prior to construction. Under no circumstances must the Southern California steelhead be collected or relocated, unless USFWS personnel or their agents implement this measure.</p> <p>A qualified biologist must be present when any stream/river 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. Species that are collected must be relocated to suitable locations downstream of the work area. Under no circumstances must the Southern California steelhead be collected or relocated, unless USFWS personnel or their agents implement this measure.</p> <p>Blocking nets, or fences with 0.125-inch-square mesh, 18 inches high and buried 6 inches, must be placed downstream of the work area to assure that none of the species move into the construction area.</p> <p>Installation of the bridge structures must not impair movement of fish and aquatic life, and must occur during the time of year when the Southern California steelheads are not actively moving upstream (December 1 through March 30).</p>	

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>Implementation of the proposed project has the potential to significantly impact burrowing owls.</p>	<p>BR-3b The applicant and/or its contractor must retain a qualified biologist to conduct pre-construction burrowing owl surveys (following CDFG protocols) within the fallow agricultural field located on-site prior to 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 must be conducted no more than 20 days prior to 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 must be constructed around any nest burrows (if during the breeding season) until the young have fledged. Once the young have fledged, or if grading will occur during the non-breeding season, owls must be excluded from all active burrows through the use of exclusion devices placed in occupied burrows in accordance with CDFG protocols (CDFG 1995). Specifically, exclusion devices utilizing one-way doors must be installed in the entrances of all active burrows. The devices must be 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 Specific Plan area, as determined by a qualified biologist. Consultation with the City and CDFG may also need to occur to determine if mitigation is needed to offset the loss of active burrowing owl nest habitat.</p>	<p>Less than Significant.</p>
<p>Implementation of the proposed project has the potential to significantly impact the western red bat.</p>	<p>BR-3c To avoid impacts to the western red bat the applicant and/or its contractor must retain a qualified biologist (with selection to be reviewed by the City) to conduct roosting bat surveys within the Specific Plan area prior to 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 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 must be 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</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>more than three (3) days prior to initiation of clearance or construction work. If ground disturbance activities are delayed, then additional pre-construction surveys will be conducted such that no more than three days will 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 bats found outside of the breeding season (May through August) should be 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 must be 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 must be established in the field with flagging, fencing, or other appropriate barriers and construction personnel must be instructed on the sensitivity of nest areas. The biologist must serve as a construction monitor during those periods when construction activities will occur near active roost areas to ensure that no inadvertent impacts on these roosts will occur. The results of the survey, and any avoidance measures taken, must be 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>Implementation of the proposed project has the potential to significantly impact the American badger.</p>	<p>BR-3d The applicant and/or its contractor 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 prior to any grading activity. In particular, the survey must include an examination of the fallow agricultural field in the eastern portion of the site that will be impacted during project implementation.</p> <p>If American badger is located on-site, potential loss of individual animals must be 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</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	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 CDFG, as approved by the City and CDFG.	
Implementation of the proposed project has the potential to significantly impact jurisdictional trees.	BR-4 Before the applicant can remove on-site jurisdictional trees, the applicant must submit a current tree survey report consistent with SPMC regulations detailing the species, health, and condition of all protected trees within the development area. This report will 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 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 will be impacted, the value of that tree will be 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 will coordinate specific mitigation with the City before any removal activities.	Less than Significant.
Implementation of the proposed project has the potential to result in significant indirect impacts related to human and domestic animal presence and non-native plants.	BR-5 The landscaping plan must include the planting of trees along the eastern development (Haun Creek area)/open space (natural areas located to the north) interface, where practicable, to minimize nighttime lighting and glare. The landscaping plan must be prepared by a qualified landscape architect, must use native plant and tree species, and must be approved by the City.	Less than Significant.

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>BR-6a A public awareness program must be 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 and/or its contractor must be responsible for the initial development of the public awareness program and installation of interpretive signs and fencing. The homeowners association (HOA), or an acceptable land manager/agency, as approved by the City of Santa Paula, must be responsible for maintaining this program, including signs and fencing.</p> <p>BR-6b The project applicant or its contractor must install, 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.</p> <p>BR-6c All dogs must be required to be leashed while in the designated open space areas. The HOA, or an acceptable land manager/agency, as approved by the City of Santa Paula, must add a prohibition to the covenants, conditions, and restrictions (CC&Rs) for the community against unleashed dogs in open space areas. To limit impacts associated with domestic cats, the CC&Rs must require that bells hanging from collars must be placed on all cats owned by residents of the project.</p> <p>BR-6d The HOA, or an acceptable land manager/agency must supply educational information to future residents of the project 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 outside.</p>	

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SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>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 Specific Plan area and located in the adjacent Haun Creek, the plants listed in Table 4.7-4 (See Section 4.7, Biological Resources), 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 must be reviewed by a qualified botanist who must recommend appropriate provisions to prevent other invasive plant species from colonizing remaining natural areas. 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 must be determined by a qualified botanist.</p>	
Summary of Impacts Related to Geology and Soils		
<p>Implementation of the proposed project has the potential to result in significant impacts related to seismically induced settlement.</p>	<p>G-1 Additional explorations must be performed at the tentative tract map and grading plan review stages of the development planning. The purpose of the explorations would be to establish required removal depths and delineate the transition from the finer-grained soils in the eastern portion of the project site deemed susceptible to seismically-induced settlement to the rocky soils of the western part where the soils are not deemed vulnerable to seismically-induced settlement.</p>	<p>Less than Significant.</p>
<p>Implementation of the proposed project has the potential to result in significant impacts related to seismically induced landslides.</p>	<p>G-2 Additional explorations (deep bucket auger borings or continuous core drilling) of the slope and ridgelines above the planned Santa Paula Creek neighborhood (Unit A) should be performed at the tentative tract map stage in order to verify their susceptibility to landslides, mudflows, and seismically-induced instability.</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Implementation of the proposed project has the potential to result in significant impacts related to seismically induced settlement.	G-3 To the greatest extent possible, equipment that can penetrate very boulder-rich strata should be used for the exploratory drilling.	Less than significant.
	G-4 To aid in planning and to provide data for use in analyses, water level monitoring wells should be installed at the project site. At least four monitoring wells, one well in each quadrant of the project site, should be installed. The wells should extend to at least 60 feet bgs and should be protected with vaults. The wells should be installed as soon as possible and monitored at least monthly until the basic water level patterns have been determined and at least quarterly thereafter for assessment of yearly trends.	
Implementation of the proposed project has the potential to result in significant impacts related to seismically induced landslides.	G-5 Within the northwest corner of the project site, below the slope that faces west toward Santa Paula Creek, habitable or essential service structures should not be planned within the "Preliminary Setback" zone depicted on Plate 1 of the Preliminary Geotechnical Investigation Report or the adjacent slopes. The setback line is based on the location of the toe of an imaginary slope composed of same materials as the existing slope and having a static factor of safety of at least 1.5 and a pseudo-static factor of safety of at least 1.1.	Less than Significant.
Implementation of the proposed project has the potential to result in significant impacts related to seismically induced settlement.	G-6 Water should not be allowed to pond or accumulate anywhere on the project site except in designated detention or debris basins. Pad drainage should be designed to collect and direct surface water away from structures to approved drainage facilities.	Less than Significant.
Implementation of the proposed project has the potential to result in significant impacts related to runoff erosion.	G-7 Detention basins or debris basins should be incorporated into the project design below canyon areas.	Less than Significant.
Implementation of the proposed project has the potential to result in significant impacts related to seismically induced settlement.	G-8 Grading at the project site should consist of removal and replacement of the upper on-site soils and placement of compacted fill. Over excavation of the upper soils should be performed to provide support for foundations, floor slabs, and paving. Backfills will be required for utilities, walls, and foundations.	Less than Significant.

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SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>G-9 Field investigations indicate that a significant amount of oversized material (boulders) would be encountered during grading. Oversize materials (generally greater than 8 inches; refer to “Material for Fill” below) can cause problems with utility trenching and foundations for structures. The presence of the oversize materials may make it prudent to over excavate areas where utilities and other subsurface construction will occur. The need for processing and special handling of oversized materials (i.e., screening, crushing, or disposal of) should be considered.</p> <p>G-10 Project site preparation should include the following:</p> <ul style="list-style-type: none"> • Removal of existing vegetation and debris from the project site. • Over excavation of the upper soils to remove soils disturbed by past site uses and demolition activities. • Additional over excavation to allow placement of compacted fill beneath the proposed building foundations. For preliminary planning purposes, the over excavation should be expected to extend at least 5 feet below the existing grade or as required to allow placement of at least 3 feet of compacted fill beneath the proposed building foundations. The over excavation should extend beyond the building footings in plan view at least a distance equal to the thickness of the fill underlying the footings, but no less than 5 feet. Deeper removals should be made where obviously unsuitable materials are encountered. • Generally, to provide suitable soils for support of the proposed paving, at least the upper 2 feet of the soils in those areas should be excavated. The over excavation should extend at least 2 feet beyond the paved areas in plan. However, for roads under the jurisdiction of the California Department of Transportation (Caltrans), the over excavation should comply with the Caltrans requirements. Deeper removals should be made where obviously unsuitable materials are encountered. 	

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POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<ul style="list-style-type: none"> • To facilitate installation of utilities, including storm drains, the on-site materials should be over excavated to at least one-half of the diameter/width of the utility or 1-foot, whichever is deeper, below the proposed invert of the utilities. The excavated materials should be replaced with soils containing materials less than 3 inches in size with no more than 25 percent larger than 1½ inches in size. The over excavation should extend in plan view 1 foot beyond the utility or one-half the depth of the over excavation, whichever is greater. <p>G-11 Required fill soils should be placed in accordance with the following recommendations:</p> <ul style="list-style-type: none"> • The fill soils should be placed in loose layers that do not exceed 8 inches in thickness per layer. Each layer should be spread evenly and thoroughly mixed during spreading to promote uniformity of the materials and moisture content. • The moisture content of the fill soils at the time of compaction should be brought to approximately 110 percent to 120 percent of optimum moisture content. The moisture content should be uniform throughout the soils. • Fill soils should be mechanically compacted to at least 90 percent of their maximum dry density as determined by the ASTM Designation D1557 Method of Soil Compaction. • Flooding should not be permitted. For Caltrans roads, the upper 2~ feet of the sub grade soils should be compacted to at least 95 percent. • The placement and compaction of fill materials should be under the continuous observation of the Geotechnical Consultant. <p>G-12 The on-site soils, less debris or organic matter, may be used in required fills and backfills. Soils with an expansion index of 30 or higher should not be used within 5 feet of the sub grade beneath floor slabs. The expansion index of the upper fill soils should be checked prior to and at the completion of grading. Some of the on-site clay soils are expansive and their placement in fills beneath buildings, flatwork, pools, and other structures should be avoided.</p>	

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POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>G-13 Generally, rocks larger than 8 inches in greatest dimension should not be placed in fills. However, in deeper (approximately 15- foot deep) fills, rocks up to 12 inches in size may be placed in the deeper portions of the fills in accordance with specific recommendations. Rocks larger than 4 inches in greatest dimension should not be placed in utility backfills. Gravel and cobbles incorporated into fills should be thoroughly mixed into the soil, and should not be clumped or segregated in heaps. Observations of the materials at the project site indicate a significant amount of oversize material should be expected to require processing for use in compacted fills.</p> <p>G-14 Approximately 15 percent to 20 percent shrinkage of the upper, approximately 5 feet, soils should be expected when they are over excavated and replaced as compacted fill. Crushing of oversize materials will cause apparent bulking that is not considered in the quoted shrinkage value. Shrinkage value should be revised to accommodate the crushing of oversize material.</p>	
<p>Implementation of the proposed project has the potential to result in significant impacts related to seismically induced landslides.</p>	<p>G-15 Manufactured permanent slopes should be inclined at 2: 1 or flatter.</p>	<p>Less than Significant.</p>
<p>Implementation of the proposed project has the potential to result in significant impacts related to seismically induced settlement.</p>	<p>G-16 The reworking of the upper soils and the compaction of all required fill and backfill should be observed and tested during placement by the Geotechnical Consultant of Record.</p>	<p>Less than Significant.</p>
	<p>G-17 The governmental agencies having jurisdiction over the project should be notified before commencement of grading so that the necessary grading permits can be obtained and arrangements made for the required inspection or inspections.</p>	

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>G-18 Provided that the soils loosened by clearing of the project site, together with over excavation and recompacted of the upper soils, it is expected that low- to relatively light mid-rise buildings in the western portion of the project site may be supported on conventional shallow footings underlain by compacted fill. In the eastern portion of the project site, the low-rise buildings may be supported on post-tensioned slabs or mat-type foundations. More detailed recommendations should be developed at the completion of additional explorations and testing.</p> <p>G-19 It is expected that taller or relatively heavy buildings or structures in the western portion of the project site can be supported on conventional shallow footings. In the eastern portion of the project site, building specific investigations should be performed and project specific recommendations developed.</p> <p>G-20 As with foundations, provided that the soils loosened by clearing of the project site, together with over excavation and recompacted of the upper soils, it is expected that floor slabs in the western portions of the project site may be supported on-grade. If desired, post-tensioned floor slabs may be used for these structures. Floor slabs beneath indoor living spaces, as opposed to garages or patios, in all areas of the project site should be underlain by a vapor retarder or barrier.</p>	

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION																												
	<p>G-21 Under the Earthquake Design regulations of Chapter 16, Divisions IV and V of the 2001 edition of the California Building Code (CBC), the following coefficients and factors apply to lateral-force design for structures at the project site:</p> <p align="center">SEISMIC COEFFICIENTS</p> <table border="1" data-bbox="810 586 1493 821"> <tr><td>Seismic Zone, Z</td><td>0.4</td></tr> <tr><td>Soil Profile Type</td><td>S_c</td></tr> <tr><td>Near-Source Factor N_a</td><td>1.3</td></tr> <tr><td>Near-Source Factor N_v</td><td>1.6</td></tr> <tr><td>Seismic Coefficient C_a</td><td>0.57</td></tr> <tr><td>Seismic Coefficient C_v</td><td>1.02</td></tr> <tr><td>Period T_o*</td><td>0.14</td></tr> <tr><td>Period T_s*</td><td>0.72</td></tr> </table> <p>Source: Leighton & Associates, 2007. *Use with Figure 16-3 of the CBC.</p> <table border="1" data-bbox="659 911 1644 1000"> <thead> <tr> <th>Fault Type</th> <th>Nearest Fault</th> <th>Distance (km)</th> <th>Magnitude</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>San Andreas (1857 Rupture)</td> <td>52</td> <td>7.8</td> </tr> <tr> <td>B</td> <td>Oak Ridge</td> <td>1.5</td> <td>7.0</td> </tr> </tbody> </table> <p>Source: Leighton & Associates, 2007.</p>	Seismic Zone, Z	0.4	Soil Profile Type	S _c	Near-Source Factor N _a	1.3	Near-Source Factor N _v	1.6	Seismic Coefficient C _a	0.57	Seismic Coefficient C _v	1.02	Period T _o *	0.14	Period T _s *	0.72	Fault Type	Nearest Fault	Distance (km)	Magnitude	A	San Andreas (1857 Rupture)	52	7.8	B	Oak Ridge	1.5	7.0	
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Summary of Impacts Related to Hydrology and Water Quality																														
<p>Implementation of the proposed project has the potential to result in significant adverse impacts related to water quality.</p>	<p>H-1 Grading may occur during the rainy season from October 15th to April 15th, subject to approval by the City Engineer and installation of erosion control facilities. Erosion control measures must be in place and functional between October 15th and April 15th. In order to comply with the October 15 date, revised erosion control plans must be submitted to the City Engineer no later than September 15th of each year from the start of grading or clearing operations to the time of grading bond release.</p>	<p>Less than Significant.</p>																												

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>H-2 Temporary irrigation, hydroseeding, and erosion control/sedimentation control measures must be implemented on all temporary grading. Temporary grading is defined to be any grading partially completed and any disturbance of existing natural conditions due to construction activity. These measures will apply to temporary grading activity that remains or is anticipated to remain unfinished or undisturbed in its altered condition for a period of time greater than 30 days or until the beginning of the rainy season whichever comes first.</p> <p>H-3 During site preparation and construction, the Applicant and/or its contractor must minimize disturbance of natural groundcover on the project site until such activity is required for grading and construction purposes. During grading operations, the Applicant and/or its contractor must employ a full-time superintendent for NPDES compliance. If determined necessary by the City Engineer, the NPDES superintendent must be present on the project site not only during normal working hours, (e.g., Monday through Friday), but also on all other days when the probability of rain is 40 percent or higher, as well as before the start of and during all grading or clearing operations until the release of grading bonds.</p> <p>The NPDES superintendent must perform site inspections before a forecast storm, during an extended storm, and after storms. The NPDES superintendent must have full authority to hire personnel, bind the Applicant and/or its contractor in contracts, rent equipment, and purchase materials to the extent needed to effectuate BMPs. The NPDES superintendent must have certifications and training as per the Storm Water Practitioner requirements of the 2007 General Construction Permit, and must provide proof to the City Engineer of satisfactory completion of courses and certifications to meet permit requirements and any requirements imposed by the City. Proof of such attendance and completion must be provided to the City Engineer before employment of the NPDES superintendent. The project must follow requirements specified in the City of Santa Paula Municipal Code related to Stormwater Quality Management.</p>	

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>H-4 Before the City issues an initial grading permit, the Applicant and/or its contractor must have prepared a Stormwater Quality Urban Impact Mitigation Plan (SQUIMP), including Non-Structural, Source Control, and Structural BMPs. A Certified Erosion and Sediment Control Professional or qualified Civil Engineer must prepare the SQUIMP. The SQUIMP must be reviewed and approved as per the requirements of Ventura County and/or the City Engineer. The development of the SQUIMP must conform to the Ventura County NPDES permit, the SQUIMP standards, and the Technical Guidance Manual for Storm Water Quality Control Measures.</p> <p>H-5 The SQUIMP must include structural and/or treatment BMPs. The structural BMPs must focus on meeting potential TMDL and pollutant standards for residential developments. The treatment BMPs must conform to the <i>Technical Guidance Manual for Storm Water Control Measures</i>. The SQUIMP guidelines contained in the <i>National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements</i> for Ventura County.</p>	
Summary of Impacts Related to Hazards and Hazardous Materials		
<p>Implementation of the proposed project has the potential to result in significant adverse impacts related to hazards and hazardous materials.</p>	<p>HM-1 The project applicant and/or its contractor must ensure that material deliveries associated with construction of the proposed project do not contain hazardous materials that would be transported along Padre Lane or within one-quarter mile of a school.</p> <p>HM-2 The applicant and/or its contractor must coordinate in advance of construction with the Santa Paula Fire Department to ensure that road closures (temporary or permanent) are identified and that alternate access and evacuation routes are determined in the event of an emergency and/or natural disaster.</p> <p>HM-3 The applicant and/or its contractor must coordinate in advance of construction with the Santa Paula Fire Department to ensure that a Health Safety Plan or procedures are in place to address potential incidences of wildfires occurring on-site or originating off-site.</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<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, must be instituted during operational and maintenance activities associated with the Agriculture Preserve and be contained within a Health and Safety Plan located on-site and provided to all employees working within this area. In addition, the Health and Safety Plan must be developed in advance of project approvals and in coordination with the Santa Paula Fire Department.</p> <p>HM-5 A Fire Protection Plan (FPP) must be prepared in advance of construction of all phases of development of the proposed project and submitted for review and approval by the Santa Paula Fire Department. 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 Santa Paula Fire Department in the fuel modification zones • Design and building construction fire safety features including: <ol style="list-style-type: none"> 1. Automatic fire sprinkler systems (per state requirements) in all enclosed, occupied structures, community wide 2. Class A roofs community wide 3. Additional building construction features, including boxed in eaves, on sides of structures adjacent to fuel modification zones <p>HM-6 A Fuel Modification Plan (FMP) must be prepared in advance of construction of all phases of development of the proposed project and submitted for review and approval by the Santa Paula Fire Department (Please refer to Section 10.0, Hazards and Hazardous Materials, for additional requirements that must be adhered to in the FMP).</p>	

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>HM-7 If deemed necessary, the Santa Paula Fire Department may at its discretion 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").</p> <p>HM-8 A 300 foot setback will be required for all residential and parkland uses located adjacent to the Agricultural Preserve.</p>	
Summary of Impacts Related to Aesthetics		
Implementation of the proposed project has the potential to result in significant adverse impacts related to scenic vistas.	No mitigation measure available that would reduce this impact.	Significant and Unavoidable.
Implementation of the proposed project has the potential to result in significant adverse impacts related to scenic resources.	No mitigation measure available that would reduce this impact.	Significant and Unavoidable.
Implementation of the proposed project has the potential to result in significant adverse impacts related to the fundamental character of the site.	No mitigation measure available that would reduce this impact.	Significant and Unavoidable.
Implementation of the proposed project has the potential to result in significant adverse impacts related to light and glare.	A-1 Before the City issues grading permits, the applicant must prepare and submit a Lighting Plan to the City of Santa Paula, Planning Director for approval that identifies the types of shielding that will be used for outside lighting. Shielding will eliminate uplighting and ensure that light generated on the site does not spill over onto adjacent off-site properties.	Less than Significant.

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Summary of Impacts Related to Cultural and Historic Resources		
<p>Implementation of the proposed project has the potential to result in significant adverse impacts related to paleontological resources during the construction phase.</p>	<p>C-1 Before the initiation of earthmoving activities associated with the development of the project site, the services of a qualified paleontologist approved by the City and LACM will be retained.</p> <p>C-2 Before the initiation of earthmoving activities associated with the development of the project site, the paleontologist or another mitigation program staff member will conduct a field survey of that portion of the project site underlain by older alluvium to 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.</p> <p>C-3 The paleontologist will develop a formal agreement with a recognized museum repository, such as the LACM, regarding final disposition and permanent storage and maintenance of any fossil remains that might be recovered as a result of the mitigation program, the archiving of associated specimen data and corresponding geologic and geographic site data, and the level of treatment (preparation, identification, curation, cataloguing) of the remains that would be required before the entire mitigation program fossil collection would be accepted by the repository for storage.</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>C-4 The paleontologist or another mitigation program staff member will coordinate with appropriate construction contractor personnel to provide information regarding City and County requirements concerning the protection of paleontologic resources. Contractor personnel, particularly heavy-equipment operators, also will be 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 will be provided to appropriate contractor personnel.</p> <p>C-5 Earthmoving activities will be 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 Formation, on a half-time basis in areas underlain by older alluvium and, at depths greater than 5 feet below current grade, the younger alluvium. If fossil remains are encountered by earthmoving activities in an area underlain by older or younger alluvium and following approval from the City, monitoring will be increased to full time, at least in the vicinity of the fossil site. On the other hand, if no fossil remains are found once 50 percent of earthmoving activities have been completed in an area underlain by a particular rock unit, monitoring can be reduced to half time in the remainder of the area underlain by the Saugus Formation, and to quarter time in an area underlain by older or younger alluvium following approval from the City.</p> <p>C-6 If any paleontological resources are encountered during construction in this area, activities in the immediate area of the find will be halted and the discovery assessed. The paleontologist will recommend appropriate mitigation measures pursuant to guidelines developed by the Society of Vertebrate Paleontologists (SVP).</p>	

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<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, will be treated (prepared, identified, curated, catalogued) in accordance with designated museum repository requirements. Rock or sediment samples from the older and younger alluvium will be submitted to commercial laboratories for microfossil, pollen, radiometric dating, or other analysis, as appropriate.</p> <p>C-8 The paleontologist will 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 specimen data and corresponding geologic and geographic site data. A final technical report of results and findings will be prepared by the paleontologist, in accordance with any City requirement.</p>	
<p>Though the construction of the proposed project is not expected to result in significant adverse impacts related to archaeological resources, the following mitigation measure has been added to minimize impacts to the extent feasible.</p>	<p>C-9 An archaeologist monitor must be present during topsoil grading of any of the historical archaeological sites L-2 through L-5.</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>Impact A: Implementation of the proposed project has the potential to result in significant adverse impacts related to historic resources during the construction phase.</p> <p>Impact B: Implementation of the proposed project has the potential to result in significant adverse impacts related to historic resources during the construction phase.</p>	<p>C-10 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: Interpretative Plan. The applicant shall be required to produce an historical interpretation plan for the property. This plan shall include a permanent, on-site display within a public area which will provide 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. Other indoor or outdoor interpretive displays shall be produced, as appropriate. The precise content, format, and location and design shall be determined by a qualified historic preservation professional, and subject to the approval by the City of Santa Paula. The Teague-McKevett Ranch archives shall be used in the preparation of the exhibit and will 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 shall be undertaken by an historian qualified to document oral history.</p> <p>Documentation. In consultation with a qualified historic preservation professional, the applicant shall produce a Documentation Report consisting of archival quality photographs and a measured site plan of the buildings, structures and landscape features to be demolished or relocated. As a part of the Documentation Report, the applicant shall 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 shall be submitted to appropriate local archives.</p> <p>The Teague-McKevett Company archives shall be located and a comprehensive inventory completed by a qualified archivist. The archive shall be donated to an appropriate public library or museum repository. Possible repositories include the Ventura County Museum library and/or the Huntington Library.</p>	<p>Impact A: Significant and Unavoidable.</p> <p>Impact B: Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>Rehabilitation/Adaptive Reuse Plan. A rehabilitation and adaptive reuse plan for all eligible buildings, structures and objects which will be preserved shall be developed. The plan shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and be prepared by a qualified historic preservation professional and be based to the greatest extent feasible on historical data. To the greatest extent feasible, the preservation and rehabilitation of historic features on the property shall be incorporated into the development plan.</p> <p>Impact B:</p> <p>Design. The new construction shall be screened from the historic district in such a manner as to minimize its visual impact upon 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 wind rows, or other such materials as may be effective and appropriate for the purposes of integrating the new construction into the agricultural landscape to the greatest extent feasible.</p>	
Summary of Impacts Related to Public Services		
<p>Implementation of the proposed project has the potential to result in significant adverse impacts related to public services (fire and emergency).</p>	<p>PS-1 The project applicant and/or its contractor must dedicate one acre of land (at no cost to the City) within the proposed Santa Paula Creek Civic District or Railroad District, the location of which is to be determined in consultation with the SPFD. The facility must include office and living features necessary to serve assigned employees. The location must not be within a flood zone or seismic zone of concern, protected from wildfire, and have good road access unhindered from potential collapse threats such as bridges or power lines. In addition, the land must meet all facility standards within adopted code.</p> <p>PS-2 The project applicant and/or its contractor must provide a new type one fire apparatus (pumper) to meet fire suppression, medical emergency and response time requirements for the proposed project.</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>PS-3 The project applicant and/or its contractor must contribute its fare share portion for the following:</p> <ul style="list-style-type: none"> • Fire Personnel <ul style="list-style-type: none"> ➢ 12 full time fire personnel comprised of the following: <ul style="list-style-type: none"> • Three Battalion Chiefs • Three Captains • Three Engineers • Three Fire fighters • Civilian Staff <ul style="list-style-type: none"> ➢ One Fire Prevention Officer ➢ One Office Secretary <p>PS-4 Automatic fire sprinkler systems must be installed in all new construction within the project site (as required by State law). The design and installation of this automatic fire sprinkler system must follow the applicable NFPA 13, 13-D, or 13-R requirements. Before installation, plans must be submitted for approval to the City of Santa Paula Fire Department. In addition, all underground and overhead portions of fire sprinkler systems and their water supplies must be inspected, tested, and accepted as witnessed by the SPFD before occupancy.</p>	
<p>Implementation of the proposed project has the potential to result in significant adverse impacts related to public services (police).</p>	<p>PS-5 The project applicant and/or its contractor must dedicate office space totaling 2,142 square feet (at no cost to the City) within the proposed Civic District, the location of which is to be determined in consultation with the SPPD. The facility must include office and facilities necessary to serve sworn officers and civilian staff. The location must not be within a flood zone or seismic zone of concern, protected from wildfire, and have good road access unhindered from potential collapse threats such as bridges or power lines.</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Summary of Impacts Related to Recreation		
<p>Implementation of the proposed project has the potential to result in significant adverse impacts related to recreation.</p>	<p>R-1 As a project design feature, the applicant and/or its contractor must provide at least 26.4 acres of parkland within the Specific Plan project site, as identified within Section 3.0 (Project Description) (shown on Figure 3-5) and Table 4.14-3 of this EIR (see Section 4.14 (Recreation) of this EIR).</p> <p>R-2 As a project design feature, the applicant and/or its contractor must preserve at least 134.4 acres of Open Space (79.4 acres) and Agricultural Preserve (55 acres), as identified within Section 3.0 (Project Description) (shown on Figure 3-4).</p> <p>R-3 The applicant and/or its contractor must pay the impact fees to the City of Santa Paula. If agreed to by the City, the applicant’s provision of the amenities described in mitigation measures R-1 and R-2 above can be in lieu of all or a portion of the development fees payable to the City. To ensure that the City of Santa Paula has adequate funds to finance park and recreation improvements, the applicant and/or its contractor must either pay the City’s related impact fees or provide certain additional project amenities in lieu of all or a portion of such development fees, as negotiated with and agreed to by the City. If agreed to by the City, the amenities in mitigation measures R-1 and R-2 may satisfy the in-lieu-of-fees condition of this mitigation measure (i.e., R-3). The applicant will not be required to provide park or open space amenities and pay related impact fees, unless otherwise agreed to with the City.</p>	<p>Less than Significant.</p>
Summary of Impacts Related to Utilities and Services		
<p>Implementation of the proposed project could result in significant impacts related to solid waste disposal capacity for local landfills serving the project site.</p>	<p>U-1 Prior to construction, the applicant shall be responsible for the preparation of an assessment of landfill capacities at Toland Road Sanitary Landfill and Chiquita Canyon Sanitary Landfill. The applicant shall coordinate with the both landfill operators to determine whether or not these landfills have adequate capacity to serve the proposed project.</p>	<p>Less than Significant.</p>

**TABLE 1-5
SUMMARY OF IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE AFTER MITIGATION**

POTENTIAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>U-2 The applicant shall implement waste reduction and recycling programs to divert construction and operations solid waste from the area landfill. A construction recycling plan shall be submitted and approved by the Director of Public Works. A final report as to the amount recycled shall be provided to the Director of Public Works.</p> <p>U-3 Solid waste generated during construction and operation of the proposed project shall comply with all federal, state and local statutes and regulations to reduce and recycle solid waste.</p>	
<p>Implementation of the proposed project would result in significant impacts related to the provision of electricity.</p>	<p>U-4 Prior to construction, the applicant shall coordinate with SCE to determine the electricity consumption related to the proposed project. The applicant shall provide detailed site plans which will assist SCE determine the load calculations and the location and amount of new equipment (electrical lines, conduits, transmission mains) needed. SCE will then make the determination of whether the proposed project's electricity consumption is within the parameters of SCE's projected load growth.</p>	<p>Less than Significant.</p>
<p>Implementation of the proposed project would result in significant impacts related to the provision of cable televisions and internet services.</p>	<p>U-5 Prior to construction, the applicant shall coordinate with the cable and telephone/internet providers to determine the amount of new equipment and/or infrastructure and facilities needed to provide adequate service to customers within the project site.</p>	<p>Less than Significant.</p>
Summary of Impacts Related to Population and Housing		
<p>Implementation of the proposed project will not result in a significant adverse impact related to population and housing.</p>	<p>No mitigations measures are required.</p>	<p>No Impact.</p>

1.3 ALTERNATIVES

1.3.1 SUMMARY OF ALTERNATIVES

This EIR analyzes four Alternatives to the proposed project and the No Project Alternative, as required by the CEQA. Discussed below is a brief description of the Alternatives and their assumptions. For a detailed description of these Alternatives, refer to Section 5.0 (Alternatives to the Proposed Project).

1.3.1.1 Alternative 1: No Project Alternative

As shown in Table 1-6, under Alternative 1 the East Area 1 project site would continue to be actively farmed, and Ventura County General Plan and Non-Coastal Zoning Ordinance land use and zoning designations respectively would apply. The project site would not be annexed by the City of Santa Paula and would remain under Ventura County jurisdiction.

**TABLE 1-6
LAND USES PROPOSED FOR ALTERNATIVE 1: NO PROJECT**

Lands Use	Unit Counts/Size
Residential Dwelling Units	0 units
Workplace Buildings	0 sf
Retail/Office	0 sf
Assisted Living	0 sf
Elementary School	0 ac
High School/Post Secondary School	0 ac
Shared Athletic Fields	0 ac
Parks and Greenways	0 ac
Agriculture	501 ac

Source: P&D Consultants, 2007

1.3.1.2 Alternative 2: Santa Paula General Plan - 900 Dwelling Units

Alternative 2 is based on City of Santa Paula’s General Plan (1998) description for East Area 1, which would allow for the construction of 900 dwelling units, up to 76,230 square feet of neighborhood commercial, a school, parks, and a hotel and golf course. Table 1-7 summarizes the proposed land uses for this alternative.

**TABLE 1-7
LAND USES PROPOSED FOR ALTERNATIVE 2: SANTA
PAULA GENERAL PLAN – 900 DWELLING UNITS**

LANDS USE	UNIT COUNTS/SIZE
Residential Dwelling Units	900 units ¹
Workplace Buildings	0 sf
Retail/Office	76,230 sf
Assisted Living	0 sf
Elementary School	10 ac
High School/Post Secondary School	0 ac
Shared Athletic Fields	0 ac
Parks and Greenways	13.5 ac ²

**TABLE 1-7
LAND USES PROPOSED FOR ALTERNATIVE 2: SANTA
PAULA GENERAL PLAN – 900 DWELLING UNITS**

LANDS USE	UNIT COUNTS/SIZE
Agriculture	0 ac
Golf Course and Hotel	150 ac

Source: City of Santa Paula General Plan. Pgs. LU-25 and 34.

Notes:

- ¹ Includes 742 single-family dwelling units and 158 multi-family dwelling units.
- ² Total is for parks only. The General Plan does not identify the acres of greenways.

1.3.1.3 Alternative 3: East Area 1 Specific Plan - 1,000 Dwelling Units

Under Alternative 3, the Regulating Plan is the same as the Specific Plan base case but contains 500 fewer dwelling units. It contains a total of 1,000 dwellings units, as well as mix of various educational, commercial and open space uses. Table 1-8 summarizes the proposed land uses for this alternative.

**TABLE 1-8
LAND USES PROPOSED FOR ALTERNATIVE 3: EAST AREA 1
SPECIFIC PLAN – 1,000 DWELLING UNITS**

Lands Use	Unit Counts/Size
Residential Dwelling Units	1,000 units
Workplace Buildings	150,000 sf
Retail/Office	210,000 sf
Assisted Living	75,000 sf
Elementary School	10.8 ac
High School/Post Secondary School	25.6 ac
Shared Athletic Fields	23.2 ac
Parks and Greenways	65.8 ac
Agriculture	134.4 ac

Source: HDR Town Planning, 2007.

The lower number of units is achieved by changing the allowed building types and minimum lot widths in each zone. Alternative 3 contains a limited range of unit types and sizes. Multi-family units are limited to the Neighborhood Center, while the remainders of the units are predominantly detached single family buildings with some attached single family buildings mixed in. The percentage of unit types would be distributed approximately as follows:

- 564 units (56%) - single-family detached
- 188 units (19%) - single-family attached
- 248 units (25%) - multi-family

The level of development would likely not be sufficient to support the proposed commercial uses and thus might require off-site vehicle trips for daily needs.

1.3.1.4 Alternative 4: East Area 1 Specific Plan - 1,250 Dwelling Units

Under Alternative 4, the Regulating Plan is the same as the Specific Plan base case, but contains 250 fewer dwelling units. It contains a total of 1,250 dwellings units, as well as mix of various educational, commercial and open space uses. Table 1-9 summarizes the proposed land uses for this alternative.

The lower number of units is achieved by changing the allowed building types and minimum lot widths in each zone. The full range of unit types from the Specific Plan would be utilized, but Alternative 4 has more detached single family homes than the base case. Each neighborhood has a range of lot sizes and types. However, there would be fewer mid-range attached units. The percentage of unit types would be distributed approximately as follows:

- 627 units (50%) - single-family detached
- 223 units (18%) - single-family attached
- 400 units (32%) - multi-family

A range of services, commercial uses and work place facilities would be provided on-site and could be accessed by walking and/or a short drive away. Essential, daily needs would require limited off-site vehicular trips.

**TABLE 1-9
LAND USES PROPOSED FOR ALTERNATIVE 4: EAST AREA 1
SPECIFIC PLAN – 1,250 DWELLING UNITS**

LANDS USE	UNIT COUNTS/SIZE
Residential Dwelling Units	1,250 units
Workplace Buildings	150,000 sf
Retail/Office	210,000 sf
Assisted Living	75,000 sf
Elementary School	10.8 ac
High School/Post Secondary School	25.6 ac
Shared Athletic Fields	23.2 ac
Parks and Greenways	65.8 ac
Agriculture	134.4 ac

Source: HDR Town Planning, 2007.

1.3.1.5 Alternative 5: East Area 1 Specific Plan – State Route 150 Bypass

Under this Alternative, the proposed project as currently described in Section 3.0 (Project Description) of this EIR would be constructed. However, a ByPass to State Route 150 (Ojai Road) would be constructed. The ByPass would follow Hallock Road beginning at Telegraph Road and extend northwest through the project site before eventually heading west across Santa Paula Creek. The exact location of the crossing would need to be evaluated within a future study. As currently considered in the Traffic Study of this EIR, the roadway would end at Santa Paula Creek.

1.3.2 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Each of the build alternatives would result in environmental impacts greater than would occur under the No Project Alternative. Therefore, the No Project Alternative is the environmentally superior alternative, although it would not meet project objectives, as discussed earlier. Section 15126.6(e) of the CEQA

Guidelines states that if the No Project Alternative is selected as the environmentally superior alternative, then the EIR shall also identify an environmental superior alternative among the other alternatives. Of the remaining alternatives, the proposed project and Alternatives 2, 3, 4 and 5 would result in similar levels of impacts. However, there are a number of variations amongst and between the proposed project and these alternatives which would result in slightly differing levels of impacts for some environmental parameters.

Alternatives 2, 3 and 5 would generate additional traffic, noise and air quality impacts when compared to the proposed project and Alternative 4. Alternatives 2 and 3 would include the construction of 900 and 1,000 residential units, respectively. This level of development would likely not be able to support the range of commercial/office uses proposed for these alternatives. This would require most residents to travel off-site to other areas within the City or adjacent areas to the west (City of San Buenaventura) and east (Cities of Fillmore and Santa Clarita). Alternative 5 would include the construction of the proposed State Route 150 (Ojai Road) ByPass. The construction of the ByPass would result in a greater number of vehicle trips along Hallock Road connecting to SR-150 as people seek to avoid existing congestion along 10th Street and Ojai Road. Therefore, the environmentally superior alternatives are the proposed project and Alternative 4.