ATTACHMENT B

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Environmental Impact Report, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the Mitigation Monitoring and Reporting Program (MMRP).

Several of the mitigation measures recommend revisions to the draft Community Plan and would be implemented by incorporation into the final Community Plan. Other mitigation measures—those that would not be implemented by changes to the Community Plan—would be monitored by County staff for implementation, often on a project by project basis. These on-going mitigation measures are listed in the following table.

The following list shall be used as a checklist to determine compliance with required mitigation measures for the Santa Ynez Valley Community Plan and projects under the Community Plan. The numbering of the mitigation measures pertains to the associated Impact discussion, so numbered mitigation measures in the list may skip numbers if the impact was not found to be significant for the particular site, or if the mitigation measures would be implemented by changes to the Community Plan. Where mitigation is recommended, rather than required, this is indicated in parentheses following the measure.

Table 10-1 Mitigation Measures Required for the Santa Ynez Valley Community Plan

Applicable Mitigation Measure	Plan Requirements and Timing	Monitoring	Compliance Verification		
			Initial	Date	Comments
PUBLIC SERVICES					
PS-4.1 Solid Waste Management Plan. Applicants for individual discretionary projects in the Plan Area shall develop and implement a solid waste management plan to be reviewed and approved by Public Works Solid Waste Division. The management plan shall include one or more of the following measures: 1. Provision of space and/or bins for storage of recyclable materials within the plan area. 2. Implementation of a curbside recycling program to serve the plan area. 3. Development of a plan for accessible collection of materials on a regular basis (may require establishment of private pick-up depending on availability of County sponsored programs.) 4. Implementation of a monitoring program (quarterly, bi-annually) to ensure a 50% minimum participation in recycling efforts, requiring businesses to show written documentation in the form of receipts. 5. Development of Source Reduction Measures, indicating method and amount of expected reduction. 6. Implementation of a program to purchase recycled materials used in association with the proposed project (paper, newsprint etc.). This could include requesting suppliers to show recycled material content. 7. Implementation of a backyard composting yard waste reduction program.	A Solid Waste Management Plan that, at a minimum, contains measures listed above shall be submitted by the applicant to the Public Works Department and Planning and Development for review and approval prior to zoning clearance.	Prior to the approval and issuance of zoning clearance, Planning Department staff shall verify review and approval of the Solid Waste Management Plan by the Public Works Department.			

PS-4.2 Development Fees. Residential and commercial development that would occur under the Community Plan shall be subject to Tajiguas landfill user fees upon adoption of such fees. The exact fee amount shall be determined by County Board of Supervisors. The fees are intended to cover additional operational costs resulting from Community Plan development. Upon closure of Tajiguas Landfill, development fees shall be used to supplement costs of new solid waste disposal facilities (i.e. landfills), waste to energy facilities, or other newly developed technologies that are intended to reduce overall solid waste generation.	The Public Works Department Resource Recovery and Waste Management Division, shall recommend the amounts of the new fee. The fee shall be paid by the developer prior to building permit issuance. Upon closure of Tajiguas, the County shall determine how to allocate the developers fees towards solid waste reducing programs or facilities.	Upon the adoption of developer fees, Planning Department staff shall verify payment of fees prior to the approval and issuance of a Land Use Permit for a project within the Plan Area.			
TRAFFIC AND CIRCULATION					
T-2.1 SR 154 Corridor Operations with Roundabout Intersections. One option that could be considered for the SR 154 corridor is the installation of modern roundabouts at the major cross street intersections. Evenly spaced roundabouts along the corridor would provide acceptable levels of service. Based on future traffic volume forecasts, intersection spacing, and forecasted levels of service, single-lane roundabouts could be considered at the following four locations to accommodate the peak hour flows along the SR 154 corridor: • SR 154/Figueroa Mountain Road-Grand Avenue • SR 154/Roblar Avenue • SR 154/Edison Road • SR 154/SR 246-Armour Ranch Road	Applicants for development projects under the Community Plan shall contribute fair share fees toward the installation of improvements prior to occupancy clearance, upon adoption of a Santa Ynez Valley Traffic Improvement Plan (SYVTIP).	County Public Works shall ensure payment of fees prior to occupancy clearance.			
T-2.2 SR 154 Corridor with Signalized Intersections. Another option that could be considered for the SR 154 corridor is the installation of evenly spaced signals at the major cross street intersections. Based on future traffic volume forecasts, intersection spacing, forecasted levels of service, and	Applicants for development projects under the Community Plan shall contribute fair share fees toward the installation of	County Public Works shall ensure payment of fees prior to occupancy clearance.			

signal warrants, signalized intersections could be considered at the following four locations to accommodate the peak hour flows along the SR 154 corridor: • SR 154/Figueroa Mountain Road-Grand Avenue • SR 154/Roblar Avenue • SR 154/Edison Road • SR 154/SR 246-Armour Ranch Road	improvements prior to occupancy clearance, upon adoption of the SYVTIP.				
T-2.3 SR 246 Corridor Operations with Roundabout Intersections. One option that could be considered for the SR 246 corridor is the installation of evenly spaced roundabouts at the major cross street intersections. Based on future traffic volume forecasts, intersection spacing, and forecasted levels of service, two-lane roundabouts could be considered at the following four locations to accommodate the peak hour flows along the SR 246 corridor: • SR 246-Armour Ranch Road/SR 154 • SR 246/Refugio Road • SR 246/Edison Road • SR 246/Alamo Pintado Road It is noted that the SR 246/Alamo Pintado Road intersection lies within the City of Solvang and the City has prepared a Project Study Report to address the existing deficiency forecast for the intersection.	Applicants for development projects under the Community Plan shall contribute fair share fees toward the installation of improvements prior to occupancy clearance, upon adoption of the SYVTIP.	County Public Works shall ensure payment of fees prior to occupancy clearance.			
T-2.4 Improved Signalized Intersections along the SR 246 Corridor. Currently there are three signals along the SR 246 corridor between SR 154 and the City of Solvang. Another option that could be considered would be to widen SR 246 to provide two eastbound and two westbound through-lanes on the signalized approaches. The following intersections along the corridor could be widened to accommodate the peak hour flows along the SR 246 corridor: • SR 246-Armour Ranch Road/SR 154 (currently unsignalized) • SR 246/Refugio Road	Applicants for development projects under the Community Plan shall contribute fair share fees toward the installation of improvements prior to occupancy clearance, upon adoption of the SYVTIP.	County Public Works shall ensure payment of fees prior to occupancy clearance.			

• SR 246/Edison Road • SR 246/Alamo Pintado Road					
T-2.5 Reversible Lane Option. A reversible lane (sometimes called a counterflow lane or contraflow lane) is a lane in which traffic may travel in either direction, depending on certain conditions. Typically, it is meant to improve traffic flow during peak hour periods. For SR 246, the reversible lane would be used for traffic in one direction at morning peak period, the opposite direction in the afternoon peak period, and as a turning lane at most other times. The 20-Year Buildout traffic forecast show 1,228 eastbound vehicle and 785 westbound vehicles during the A.M. peak hour period; and 1,127 eastbound vehicle and 1,421 westbound vehicles during the P.M. peak hour period. The capacity of a highway lane is 1,600 to 1,900 vehicles per hour, depending on roadway conditions. Based on the projected flows, the center left-turn lane could be utilized as a second eastbound lane during the A.M. peak period and then reversed and used as a second westbound lane during the P.M. peak period. Traffic volumes would dictate the direction of the reversible lane and the hours of day that it would be employed. Based on the HCM multi-lane highway LOS methodology, the SR 246 segment between Solvang and Buellton would operate at LOS B during the A.M. and P.M. peak hour periods under the reversible lane option. It is important to note that there is the potential for vehicle queues extending into the free flow segments if additional capacity is not provided on the segments to the east within the City of Solvang and to the west within the City of Buellton. Further study and cooperation amongst the various jurisdictions (including Caltrans) will be required if this option is selected. Further study will be required if this option is selected.	Applicants for development projects under the Community Plan shall contribute fair share fees toward the installation of improvements prior to occupancy clearance, upon adoption of the SYVTIP.	County Public Works shall ensure payment of fees prior to occupancy clearance.			

T-2.6 Four-Lane Highway Option. Widening the facility to a four-lane highway would provide LOS A–B based on the HCM multi-lane highway LOS methodology under 20-Year Buildout conditions during the P.M. peak hour. The current roadway section is comprised of one 12-foot travel lane in each direction, 4- to 8-foot shoulders, and a 12-foot center left-turn lane, totaling 44 to 52 feet. The four-lane highway built to standards would require 64 feet (four 12-foot lanes plus 8-foot shoulders), thus requiring about 12 to 20 feet of widening. It is noted that there are trees that line each side of the highway that may be affected by the roadway widening. Further study will be required if this option is selected. It is noted that queues will continue to extend into free flow segments and will continue to degrade operations at the end points of the four-lane lane segment. It is important to note that there is the potential for vehicle queues extending into the free flow segments if additional capacity is not provided on the segments to the east within the City of Solvang and to the west within the City of Buellton. Further study and cooperation amongst the various jurisdictions (including Caltrans) will be required if this option is selected. Further study will be required if this option is selected.	Applicants for development projects under the Community Plan shall contribute fair share fees prior to the installation of improvements toward occupancy clearance, upon adoption of the SYVTIP.	County Public Works shall ensure payment of fees prior to occupancy clearance.			
T-2.7 By-Pass Option. Constructing a parallel bypass route would relieve traffic loading on SR 246. The bypass option is illustrated on Figure 4.4-18. This option has been studied in some detail in the past. The Traffic Model and Analysis for the Santa Ynez Valley[1] prepared by the County in the 1990's included analyses of three southern by-pass alternatives. The following text is taken from the 10-Year Buildout section of the report and discusses the three alternatives that include a southern bypass from U.S Highway 101 at the Santa Rosa Road interchange to reduce traffic on SR 246 from Solvang to Buellton.	Applicants for development projects under the Community Plan shall contribute fair share fees toward the installation of improvements prior to occupancy clearance, upon adoption of the SYVTIP.	County Public Works shall ensure payment of fees prior to occupancy clearance.			

[1] *Traffic Model and Analysis for the Santa Ynez Valley, Pacific Traffic and Transportation Engineers, 1990-1992.*

Alternative 3 would add a new road from U.S. Highway 101 at the Santa Rosa Road interchange to Alisal Road paralleling the Santa Ynez River. Based on future traffic projections, Alternative 3 will reduce traffic volumes on SR 246 west of Alisal Road by 18 percent. Under this alternative the bypass is forecast to carry 5,800 ADT under 20-Year Buildout conditions. The segment of SR 246 from Solvang to Buellton is forecast to carry 26,400 ADT under 20-Year Buildout conditions with this bypass route from U.S. Highway 101 to Alisal Road. *Alternative 4* would add a new road from U.S. Highway 101 at the Santa Rosa Road interchange to Refugio Road paralleling the Santa Ynez River. Based on future traffic projections, Alternative 4 will reduce traffic volumes on SR 246 west of Alisal Road by 19 percent. Under this alternative the bypass is forecast to carry 6,100 ADT under 20-Year Buildout conditions. The segment of SR 246 from Solvang to Buellton is forecast to carry 26,100 ADT under 20-Year Buildout conditions with this bypass route from U.S. Highway 101 to Refugio Road. *Alternative 5* would add a new road from U.S. Highway 101 at the Santa Rosa Road interchange to SR 154 paralleling the Santa Ynez River. Based on future traffic projections, Alternative 5 will reduce traffic volumes on SR 246 west of Alisal Road by 30 percent. Under this alternative the bypass is forecast to carry 9,700 ADT under 20-Year Buildout conditions. The segment of SR 246 from Solvang to Buellton is forecast to carry 22,500 ADT under 20-Year Buildout conditions with this bypass route from U.S. Highway 101 to SR 154. This alternative would improve conditions along SR 246 between Solvang and Buellton to similar to those of today (the segment carries 22,400 ADT under Existing conditions).					

AIR QUALITY					
AQ-1.1 Trip Reduction Measures. To reduce overall trip generation and associated air contaminant emissions, future commercial tenants requiring more than fifty employees will be required to establish and maintain employee trip reduction programs that should consider the following elements: • Install bicycle racks and/or bicycle lockers at a ratio of 1 bicycle parking space for every 10 car parking spaces for customers and employees, or at a ratio otherwise acceptable the SBCAPCD to be determined prior to occupancy clearance; • Post carpool, vanpool and transit information in employee break/lunch areas; • Employ or appoint an Employee Transportation Coordinator; • Implement a Transportation Choices Program. Project applicants should work with the Transportation Choices Coalition partners for free consulting services on how to start and maintain a program. Contact Traffic Solutions; • Provide for shuttle/mini bus service; • Provide incentives to employees to carpool/vanpool, take public transportation, telecommute, walk, bike, etc.; • Implement compressed work schedules; • Implement telecommuting program; • Implement a lunchtime shuttle to reduce single occupant vehicle trips; • Include teleconferencing capabilities, such as web cams or satellite linkage, which will allow employees to attend meetings remotely without requiring them to travel out of the area; • Provide on-site eating, refrigeration and food vending facilities to reduce employee lunchtime trips; • Provide preferential carpool and vanpool parking spaces; and • Provide shower and locker facilities to encourage	Future commercial developers under the Santa Ynez Valley Community Plan shall incorporate the listed provisions into development plans or shall submit proof of infeasibility prior to initiation of construction.	The Planning and Building Department shall site inspect to ensure development is in accordance with approved plans prior to occupancy clearance. Planning and Building staff shall verify installation in accordance with approved building plans.			

employees to bike and/or walk to work (typically one shower and three lockers per every 25 employees). • Provide off-site improvements to offset contaminant emissions, including: retrofitting existing homes and businesses with energy-efficient devices, replacing transit or school buses, contributing to alternative fueling infrastructure, and/or improving park and ride lots. The specific components of a trip reduction program that will be required for a particular commercial development will be at the discretion of the Planning and Building Department, based on the recommendations of the APCD.					
AQ-2.1 Odor Abatement Plan. Future applicants for wineries or other odor generators, based on the nature of the operations (*Scope and Content of Air Quality Sections in Environmental Documents*, July 2007) shall develop and implement an Odor Abatement Plan (OAP). The OAP shall include the following: • Name and telephone number of contact person(s) responsible for logging and responding to winery odor complaints; • Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the responsible party on how to respond to an odor complaint; • Description of potential odor sources (i.e. fermentation and aging processes and the resultant ethanol emissions; odors associated with a fast food restaurant may include cooking and grease aromas); • Description of potential methods for reducing odors, including minimizing potential add-on air pollution control equipment; and • Contingency measures to curtail emissions in the event of a continuous public nuisance.	This plan shall be prepared prior to issuance of grading permits.	Planning and Building shall review the OAP prior to issuance of grading permits.			

AQ-3.1 Fugitive Dust (PM_{10}) Control. Fugitive dust control shall include measures designed to reduce particulate matter (PM_{10}) emissions from project construction. Controls shall include, but not be limited to, the following measures: • *During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible, but should not be used in or around crops for human consumption.* • *Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.* • *Gravel pads must be installed at all access points to prevent tracking of mud on to public roads.* • *If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.* • *After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.* • *The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.*	P&D shall review grading and building plans for all project components prior to grading and construction.	Permit Compliance inspectors shall perform periodic spot checks during construction to ensure compliance with requirements. APCD inspectors shall respond to nuisance complaints.			

• *Prior to land use clearance, the applicant shall include, as a note on a separate informational sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans.*					
FIRE HAZARDS					
FH-1.1 Fire Prevention Construction Techniques. Future applicants for residential development in the form of Residential Second Units or Agricultural Employee Housing shall abide by the following construction standards: • *All proposed residential units and/or development that requires a building permit in fire hazard areas shall comply with the requirements of the California Building Code, California Fire Code, and Santa Barbara County Fire Department Development Standards.* • *Decks, gazebos, patio covers, etc. must not overhang slopes and must be one-hour construction (e.g., by using 2 x 4's). Front doors shall be solid core, minimally 1 ¾ inch thick. Garage doors shall be noncombustible. Slatted or plastic fences or vegetation growing on fences for lots along the project site perimeter shall not be used.* • *All new power lines shall be installed underground in order to prevent fires caused by arcing wires.*	Where appropriate, all of the structural safeguards described above shall be graphically depicted on building plans submitted prior to issuance of a building permit. Facilities shall be installed prior to occupancy.	Fire Department inspectors shall inspect the site prior to issuance of the occupancy permit for each phase and annually to ensure compliance.			

FH-1.2 Fire/Vegetation Management Plan. Future applicants for residential development within designated high fire hazard areas shall, at the direction of the Fire Department, prepare fire/vegetation management plans that meet the County Fire Development Standards. The vegetation management plan shall describe all actions that will be taken to prevent fire from being carried toward the structure(s). The plan shall include: • *A copy of the site plan that indicates topographic reference lines* • *A copy of the landscape plan* • *Methods and timetables for controlling, changing or modifying areas on the property (elements of the plan shall include removal of dead vegetation, litter, vegetation that may grow into overhead electrical lines, certain ground fuels, and ladder fuels as well as the thinning of live trees)* • *A maintenance schedule for the landscape/vegetation management plan*	A Fire/Vegetation Management Plan that, at a minimum, contains the above listed components shall be submitted to the Fire Department and Planning and Development for review and approval prior to approval of grading permits for the development.	Permit compliance and/or the Fire Department shall inspect to verify landscaping is in compliance with the plan once prior to issuance of occupancy permits, and once each year to monitor landscape maintenance.			
FH-1.3 Access Roads. (Definition: A road used routinely for access into and out of an area.) Note: Developments that require multiple access roads shall comply with the "Access Road" definition. All required access roads shall be able to be used routinely for access into and out of an area. Access roads constructed within any project site shall provide for unhindered fire department access and maneuvering during an emergency. This road system must meet the requirements that are outlined and detailed within the Santa Barbara Fire Department Development Standards.	Prior to recordation of any future final tract map, the applicant shall submit revised plans subject to the review and approval by the County Fire Department. The revised plans shall illustrate the roadways and site accesses graphically and incorporate the requirements described with the development standards. Primary access for each project shall be installed during initial grading.	The Fire Department shall verify that road standards and access meet the necessary response standards.			

FH-1.4 Emergency Vehicle Access (EVA) Roads. (Definition: An access that does not serve buildings and is being provided for emergency vehicles only, such as access to wildland areas. This type of access is not intended for public use.) EVA roads shall be designed according to County Fire Department Development Standards including all weather type (per the California Fire Code). These EVA roads shall be provided at acceptable (by Fire Department standards) intervals and extend to the perimeter of the vegetation management zones. These roads may be gated with a Fire Department KNOX key (A rapid entry system that provides non-destructive emergency access to property). Fire hydrants shall be located on the street near the entrance to the EVA roads.	Prior to recordation of any final tract or parcel map, the applicant shall submit plans subject to the review and approval by the County Fire Department. Plans shall illustrate the roadways and site accesses graphically and incorporate the requirements described above. Primary access shall be installed during initial grading.	The Fire Department shall verify that road standards and access meet the necessary response standards.			
FH-1.5 Structure Addresses. Project applicants shall provide reflective, non-combustible structural addresses that are a minimum of 3 inches in height, and non-combustible street signs and lights on all streets.	The design of structural addresses described above shall be described on building plans submitted prior to LUP approval. Addresses shall be installed prior to occupancy.	Fire Department inspectors shall inspect the site prior to occupancy to ensure compliance.			
FH-1.6 Street Name Review. Project applicants shall submit proposed street names for review by the County Planning Department County Fire Department, County Surveyor and 911 Dispatch center to prevent duplication of street names.	Prior to recordation of the final tract map, the applicant shall submit written verification from the County of Santa Barbara Planning Department that proposed street names do not duplicate existing County street names.	Prior to occupancy, Planning Department staff shall verify review by the County Planning and/or Fire Department.			
NOISE					
N-2.1 Noise Attenuation. For any new residential development or other sensitive receptor development that would be subject to exterior noise levels exceeding 65 dBA CNEL, the project applicant shall retain an acoustical engineer during project design to incorporate	Acoustical reports shall be submitted to P&D that detail construction and design specifications incorporated into all	Planning and Development shall review acoustical reports prior to issuance of grading permits and site			

construction/design specifications that would result in an ambient noise environment where all residents would be exposed to noise of less than 65 dBA CNEL in exterior usable spaces and 45 dBA CNEL in interior spaces. Typical design features that would be incorporated may include but are not limited to the following. • *Orientation of non-sensitive uses such as parking/garages and roadways closest the noise source.* • *Orientation of buildings such that the first row of buildings has 90% linear coverage parallel to the noise source For a building of 30 feet in height, in an ambient noise environment in excess of 70 dBA, building shielding would be anticipated to provide attenuation of 20 dBA.* • *Windows and sliding glass doors facing the noise source with a minimum Standard Transmission Class (STC) of 39 that are properly installed, weather stripped, and insulated.* • *Exterior doors facing the noise source with a minimum STC of 39 and insulated in conformance with Title 24 requirements.* • *Exterior wall facing material designed for a minimum STC of 39 (this can typically be achieved by adding absorptive insulation [i.e., fiberglass batts] in the wall cavity).* • *Roof or attic vents either facing away from the noise source or baffled.* • *Air conditioning or a mechanical ventilation system so that windows and doors may remain closed.*	project components and shown on the plans, which would result in attenuation of noises such that future residents are not exposed to noise in excess of the 65 dBA CNEL exterior standard and the 45 dBA CNEL interior standard. Prior to occupancy, noise levels in the most affected residences and exterior usable spaces shall be verified as below the 45 dBA CNEL interior and 65 dBA CNEL exterior standards by sound measurements. A report documenting the results shall be submitted to the Building Department. The acoustical report and plans shall be submitted to the Department of Planning and Development for review and approval prior to issuance of building permits. A report documenting the post construction noise levels in the most affected residences and exterior usable spaces shall be submitted prior issuance of occupancy permits.	inspect prior to issuance of occupancy clearance.			

N-2.2 Truck Idling Limitations. The owners or operators of commercial uses on mixed-use development sites shall post a sign at each loading area which states that the idling time for delivery truck engines shall be limited to no more than three minutes.	A minimum of two signs stating these restrictions shall be provided by the owner or operator.	Planning and Development shall review signage and prior to issuance of occupancy permits and site inspect following construction completion.			
N-2.3 Sound Barriers for External Equipment. External noise-generating equipment associated with commercial uses (e.g., HVAC units, etc.) that are located in mixed use developments and/or adjacent to residential uses shall be shielded or enclosed with solid sound barriers.	An equipment area with appropriate acoustical shielding shall be designated on building plans. Equipment and shielding shall remain in the designated location.	Planning or Building staff shall perform site inspections to ensure compliance.			
N-2.4 Disclosure of Potential Nuisance. Upon the transfer of residential property on mixed-use sites, the transferor shall deliver to the prospective transferee a written disclosure statement which shall make prospective home buyers or renters aware that although potential impacts or conflicts between commercial and residential uses (e.g., noise) may be lessened by proper site design and maintenance, some level of incompatibility between the two uses would remain.	The written disclosure statement shall be provided to all future residents and occupants by the transferor upon the transfer of real property and execution of leases.	Planning or Building staff will verify that the written disclosure statements have been provided prior to issuance of occupancy permits.			
WATER/WASTEWATER					
W/WW-2.1 Agricultural Industrial Wastewater Treatment Structures. For developments in the Plan Area proposed under the Agricultural Industrial Overlay, the siting and design of onsite wastewater treatment and disposal facilities for agricultural industrial operations shall be protective of water resources.	The applicant shall submit engineering drawings of the onsite treatment system for review and approval by Planning and Development and shall demonstrate compliance with Waste Discharge Requirements from the Regional Water Quality Control Board prior to approval of Land Use Permits.	Planning and Development shall inspect prior to occupancy clearance.			

SEISMIC, SOIL, AND LANDSLIDE HAZARDS					
GEO-3.1 Soil Expansion Analysis and Minimization. Prior to issuance of a building permit, soil samples of final sub-grade areas and excavation sidewalls shall be collected and analyzed for their expansion index. For areas where the expansion index is found to be greater than 20, the appropriate grading and foundation designs shall be engineered to withstand the existing conditions. The expansion testing may be omitted if the grading and foundations are engineered to withstand the presence of highly expansive soils. *(recommended mitigation measure)*	Soil sampling shall be conducted prior to on-site construction. Minimization measures shall be installed prior to issuance of building permits.	Public Works shall review and approve the soil study prior to any on-site construction. A P&D building inspector shall review the study and inspect the site during and after construction of each project component.			
GEO-3.2 Soil Erosion Analysis and Minimization. Prior to issuance of a building permit, soil samples of final cut slopes and building pads shall be analyzed to determine their susceptibility to erosion. In areas, with moderate or greater soil erosion potential, the top and faces of all cut slopes shall be protected from sheet flow by installation of back drains and down drains pursuant to building code requirements. All manufactured slopes shall be protected from excessive erosion through proper landscape design. The landscape design shall include appropriate use of drip irrigation, drought tolerant plants, and netting or some other form of protection to ensure the slopes remain stable pending the establishment of the plantings. *(recommended mitigation measure)*	Soil sampling shall be conducted prior to on-site construction. Minimization measures shall be installed prior to issuance of building permits.	Public Works shall review and approve the soil study prior to any on-site construction. A P&D building inspector shall review the study and inspect the site during and after construction of each project component.			
HYDROLOGY AND WATER QUALITY					
HWQ-1.1 Construction Site BMPs. For all development requiring a grading permit, all County-required BMPs shall be implemented to reduce and or eliminate construction site water quality pollutants, such as but not limited to sediment.	BMP requirements shall be noted on all grading and building plans.	Planning and Development as well as Building and Safety shall review grading plans for adequate erosion control measures and shall site inspect during grading.			

HWQ-5.1 Dam Inundation Notification. Upon the transfer of real property and execution of leases on properties within the dam inundation hazard area, the transferor shall deliver to the prospective transferee a written disclosure statement that shall make all prospective property owners and renters aware that the property is located within a dam failure inundation hazard area *(recommended mitigation measure)*.	The written disclosure statement shall be provided to all future residents and occupants by the transferor upon the transfer of real property and execution of leases.	The Planning and Building Department shall verify that the written disclosure statements have been provided prior to the issuance of occupancy permits.			
VISUAL AND AESTHETIC RESOURCES					
VIS-1.1 Agricultural Industrial Structures. If a process for allowing the Agricultural Industrial Overlay is implemented, the siting, design, scale and character of agricultural industrial structures shall be compatible with the rural visual character of the area. Natural building materials and colors compatible with surrounding terrain (earth tones and non-reflective paints) shall be used on exterior surfaces of all structures.	The applicant shall submit architectural drawings of the project for review and approval by the Central Board of Architectural Review (CBAR) prior to approval of Land Use Permits. Grading plans, if required, shall be submitted to P&D concurrent with or prior to CBAR plan filing. Materials shall be denoted on building plans, and structures shall be painted prior to occupancy clearance.	Planning and Development shall inspect prior to occupancy clearance.			
VIS-1.2 Architectural Guidelines. The design of future discretionary development shall, at minimum, include the components listed below. The project's architectural guidelines shall be included as notes on the project plans. • ***Roofing and Feature Color and Material.*** Development shall include darker, earth tone colors on structure roofing and other on-site features to lessen potential visual contrast between the structures and the natural visual backdrop of the area, as applicable. Natural-appearing building materials and colors compatible with surrounding terrain (earth tones and	The project's architectural guidelines shall be submitted to Planning and Development for review and approval prior to approval of building permits. For guidelines included with CC&Rs, the guidelines shall be recorded with the final map.	Planning and Development shall review and approve the guidelines prior to approval of building permits. Permit Compliance shall conduct site inspections.			

non-reflective paints) shall be used on exterior surfaces of all structures, including fences. • ***Compatibility with Adjacent Uses.*** The design, scale, and character of the project architecture shall be compatible with the scale of existing development adjacent to the site, as applicable. • ***Masonry Walls and Sound Walls.*** All masonry walls, including sound walls, shall provide color in tones compatible with surrounding terrain, using textured materials or construction methods that generate a textured effect. Clinging vines and/or native vegetation planting shall be provided directly adjacent to any walls to soften the visual effect. Vegetation that is planted along walls adjoining habitable structures shall be consistent with the requirements of an approved fire/vegetation management plan.					
VIS-1.3 Entrance Monuments. Project entrance monuments that may be provided shall be visually compatible with surrounding development, shall be consistent with the natural character of the area, and if illuminated, shall adhere to the Santa Ynez Valley Outdoor Lighting Ordinance.	Entry monument designs shall be submitted to Planning and Development and CBAR for review and approval prior to issuance of a building permit. Structures shall be installed prior to occupancy clearance.	Planning and Development shall inspect prior to occupancy clearance.			
VIS-2.1 Park and Ride Locations. Any new or expanded Park and Ride facilities located along scenic highway corridors shall be situated in such a way that prevents or minimizes the obstruction of scenic views from public viewpoints and avoids creating excessive glare or lighting. Associated landscaping and signage shall be reviewed by CBAR to ensure that the project is aesthetically pleasing and compatible with the rural aesthetic of the area.	Landscape plans and visual renderings of potential view blockage shall be components of the application submittal, and such components shall be reviewed by CBAR. Redesign or re-siting of proposed structures and improvements may be required as a result of CBAR review.	Planning and Development shall verify that these components are included in the application prior to scheduling the item for CBAR review. Planning and Development shall review plans prior to issuance of building permits. Permit Compliance staff shall inspect for compliance prior to occupancy.			

VIS-6.1 Program to Retrofit Existing Sources of Nighttime Lighting. The County of Santa Barbara should establish a program to retrofit existing sources of excessive nighttime lighting in the Santa Ynez Valley. The goal of this program would be to replace existing sources of nighttime high voltage, or unshielded lighting associated with commercial, agricultural, residential, or other uses in the Valley with lower voltage, shielded lighting in order to reduce nighttime lighting levels while providing for safe lighting level and to improve nighttime views throughout the Valley in keeping with the rural character of the area. This program would augment the design standards and restrictions within the proposed Outdoor Lighting Ordinance *(recommended mitigation measure)*.	This program would provide information on improved lighting equipment and design as well as incentives for the replacement of high-voltage and unshielded lighting with lower-voltage and shielded lighting throughout the Valley. This program would be included as a new action into the Final Santa Ynez Valley Community Plan.	County Planning staff to ensure inclusion of this program into the final Community Plan.			