

DRAFT ENVIRONMENTAL IMPACT REPORT

30th Street West and Avenue K Projects

Lancaster, California

Prepared for:

**City of Lancaster
Planning Department**

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Environmental Planning and Research

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I. INTRODUCTION/SUMMARY

A. INTRODUCTION

Purpose of the EIR

The purpose of this Environmental Impact Report (EIR) is to inform decision makers and the general public of the potential environmental impacts resulting from the proposed 30th Street West and Avenue K Projects (Proposed Projects), two projects at this intersection including a commercial development on the southwest corner and a commercial and townhome development on the southeast corner. The project applicants are Marinita Development Company, located at 3835 Birch Street, Newport Beach, CA 92660 (southwest corner) and JP Eliopulos Enterprises, Inc., located at 42225 10th Street West, Suite 101, Lancaster, CA 93534 (southeast corner). A detailed description of the Proposed Projects is contained in Section II, Project Description, of this EIR.

The Proposed Projects will require approval of certain discretionary actions by the City of Lancaster and other governmental agencies. Therefore, the Proposed Projects are subject to environmental review requirements under the California Environmental Quality Act (CEQA). For purposes of complying with CEQA, the City of Lancaster Planning Department is the Lead Agency under the California Environmental Quality Act (CEQA).

As described in Section 15121(a) and 15362 of the Guidelines for CEQA, an EIR is an informational document which will inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize any significant effects, and describe reasonable alternatives to the project. Therefore, the purpose of this EIR is to focus the discussion on those potential effects on the environment of the Proposed Projects which the Lead Agency has determined are or may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce or avoid significant environmental impacts.

This EIR was prepared in accordance with Section 15151 of the State CEQA Guidelines, which defines the standards for EIR adequacy:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

EIR Process

Notice of Preparation/Scoping Meeting

In compliance with Sections 15082 and 15375 of the State of California CEQA Guidelines, a Notice of Preparation (NOP) was prepared by the City of Lancaster Planning Department and distributed to the State Clearinghouse, Office of Planning and Research, Trustee and Responsible Agencies and other interested parties on February 19, 2007 and was circulated for 30 days, until March 21, 2007. The NOP was also provided to property owners located within 500 feet of the project sites. A public scoping meeting was held on February 26, 2007. Appendix A to this EIR contains a copy of the NOP and Initial Study and Appendix B to this EIR contains the written responses to the NOP that were received by the City in writing.

Environmental Issues to be Analyzed in the EIR

Based on public comments in response to the NOP and a review of environmental issues by the City of Lancaster Department of City Planning, this EIR analyzes the following impact areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

Environmental Review Process

The Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for a period of 45 days. During the 45-day review period, a hearing will be held before the Planning Commission to take comments on the Draft EIR. After completion of the 45-

day review period, a Final EIR will be prepared that responds to comments on the Draft EIR submitted during the review period and modifies the Draft EIR as required. Public hearings on the Proposed Projects will be held after completion of the Final EIR. The City will make the Final EIR available to agencies and the public prior to considering certification of the EIR. Notice of the time and location will be published prior to the public hearing date. All comments or questions about the Draft EIR should be addressed to:

Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

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Organization of the Draft EIR

The Draft EIR is organized into seven sections as follows:

Section I (Introduction and Summary): This section provides an introduction to the environmental review process and a summary of the project descriptions, alternatives, environmental impacts, and mitigation measures.

Section II (Project Description): A complete description of the Proposed Projects including project location, project site characteristics, project characteristics, project objectives, and required discretionary actions is presented.

Section III (Environmental Setting): An overview of the environmental setting of the Proposed Projects is provided including a description of existing and surrounding land uses, and a list of related projects.

Section IV (Environmental Impact Analysis): The Environmental Impact Analysis section is the primary focus of this EIR. Separate discussions are provided to address the potential environmental effects of the Proposed Projects. Each environmental issue contains a discussion of existing conditions, an assessment and discussion of the significance of the impacts associated with the Proposed Projects, mitigation measures, cumulative impacts, and the level of impact significance after mitigation.

Section V (General Impact Categories): This section provides a summary of significant and unavoidable impacts of the Proposed Projects, a discussion of potential growth inducing effects, and an explanation of the significant irreversible environmental changes.

Section VI (Alternatives to the Proposed Projects): This section includes an analysis of a range of reasonable alternatives to the Proposed Projects. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the projects and alternatives that would avoid or substantially lessen any of the significant effects of the projects.

Section VII (Preparers of the EIR and Persons Consulted): This section presents a list of City and consultant team members that contributed to the preparation of the EIR.

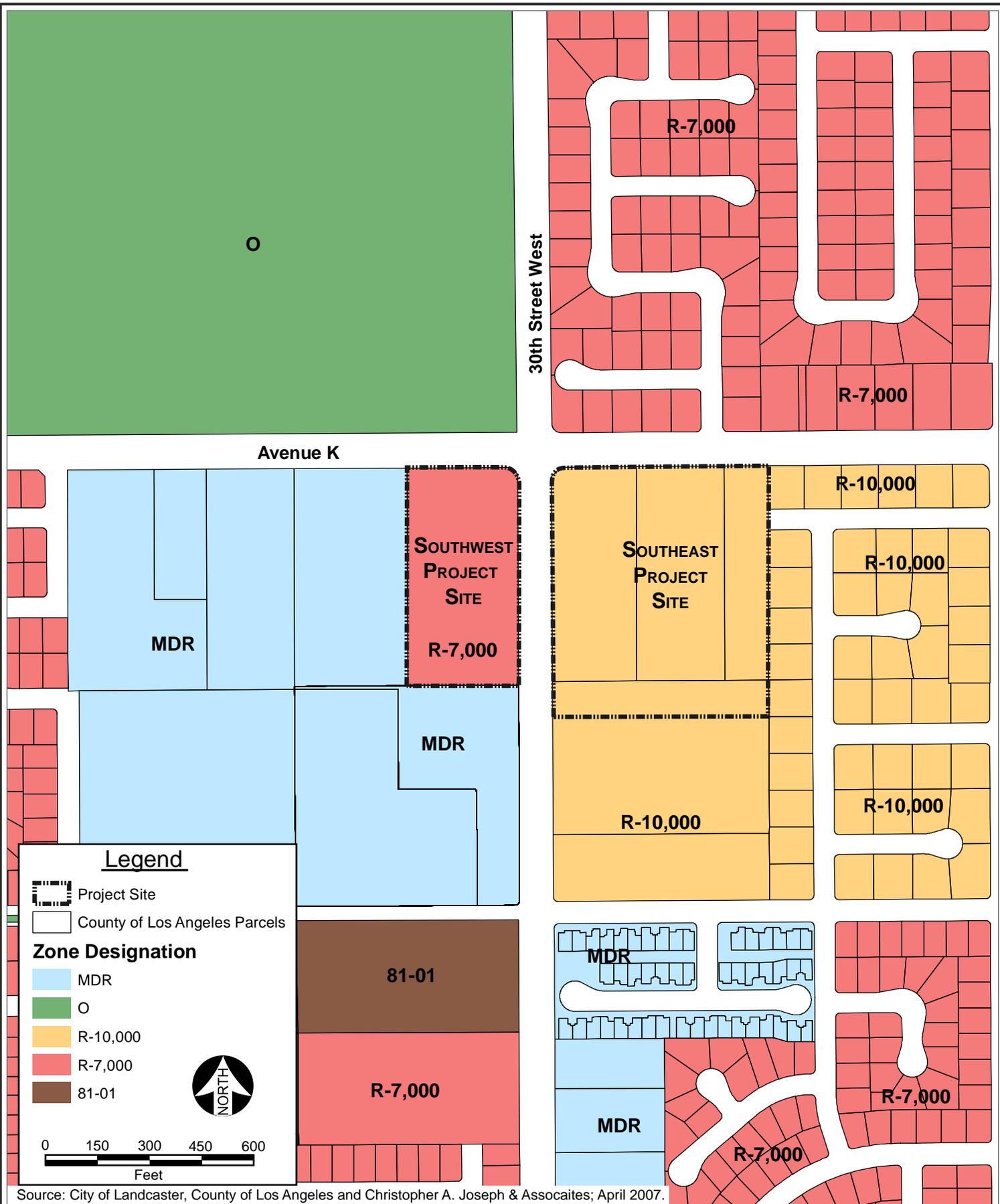
VIII (References): This section includes a list of written materials used in the preparation of this Draft EIR.

B. PROPOSED PROJECTS

The Proposed Projects would redesignate, rezone, and develop commercial and residential uses on the two project sites. The City of Lancaster General Plan designates both project sites as Urban Residential (UR) and the zoning code designates the southwest corner as single family residential, minimum lot size 7,000 square feet (R-7,000) and the southeast corner as single family residential, minimum lot size 10,000 square feet (R-10,000). Both sites are currently vacant and undeveloped. Site-specific project descriptions are provided below.

Southwest Project Site

The Proposed Project would include a general plan amendment and zone change to redesignate the southwest project site from UR to Commercial (C) and rezone the site from R-7,000 to Commercial Planned Development (CPD) (refer to Figure I-1, Parcel Map). In addition, a conditional use permit (CUP) would be required for the construction of a commercial development over two acres and for the sale of alcohol. Development on the southwest project site would include approximately 25,800 square feet of commercial retail facilities and 10,500 square feet of high-turnover restaurant facilities, within six individual structures for a total of 36,300 square feet of development. Retail structures would be oriented along 30th Street West and Avenue K, with surface parking provided at the interior of the site. One structure would be located at the southern site boundary and one structure would be located at the western site boundary. Development on the southwest project site would include approximately 216 parking spaces, and access to the development would be provided via both 30th Street West and Avenue K. No demolition would occur, as the project site is currently vacant and undeveloped.



Southeast Project Site

The Proposed Project would include a general plan amendment and zone change request to redesignate the southeast project site from UR to Multiple-Family Residential High Density (MR2) and C and rezone from R-10,000 to High Density Residential (HDR) and CPD. In addition, a CUP would be required for both the commercial development and residential development. A parcel map would also be required. The Proposed Project would develop the site with commercial and residential uses, including approximately 42,867 square feet of commercial retail uses in three structures. Specifically, the commercial development would include a grocery-type store (approximately 15,000 square feet), a drugstore (approximately 17,272 square feet), and another structure with other retail shops (totaling approximately 10,595 square feet). The commercial component would include 264 parking spaces, and access to the commercial site would be provided from both 30th Street West and Avenue K.

The Proposed Project would also include a residential development on the southeast project site, consisting of 50 townhomes on individual lots with common open space. Each townhome would be two stories and include a two-car garage. The residential development would total approximately 90,819 square feet, and would include 124 parking spaces. Access would be provided from 30th Street West, and emergency access would be available towards the commercial development to the north. The Proposed Project would not require any demolition, as the project site is currently vacant and undeveloped.

C. AREAS OF CONTROVERSY

Concerns raised in letters submitted to the Planning Department in response to the NOP include (but are not limited to) the following:

- **Aesthetics** – Concerns were raised regarding the potential impacts to views of and beyond the project sites from homes in the vicinity of the project. Concerns were also raised regarding walls and/or easements between existing residential and proposed commercial uses, and the proposed building heights, signage, lighting and glare associated with proposed uses. Visual compatibility between residential and commercial uses, including loading docks, was also an issue. Suggestions for project design were made to increase visual compatibility with the natural environment and reduce the sense of massing. These issues are addressed in Section IV.B (Aesthetics) of this Draft EIR.
- **Air Quality** – Concerns were raised regarding the potential impact of the Proposed Projects' construction-related and operational air emissions on the existing ambient air environment, including construction-related dust and the effects on adjacent residences. Odors at the project sites from the commercial uses, including a grocery store, were also a concern. These issues are addressed in Section IV.C (Air Quality) of this Draft EIR.

- **Biological Resources** – Concerns were raised regarding the potential impacts to wildlife species (including coyotes, rabbits, quail, ground squirrels, and other birds) and maintaining a biological link to the Prime Desert Woodland Preserve. Residents were also concerned that construction on the project sites could affect the trees on their property, if roots were disturbed. This issue is addressed in Section IV.D (Biological Resources) of this Draft EIR.
- **Hazards and Hazardous Materials** – Concerns were raised regarding the potential for rodents associated with the commercial developments, particularly relating to waste from the proposed grocery store. There was also a concern that prevailing winds would carry pollutants and waste generated at the project site. This issue is addressed in Section IV.G (Hazards and Hazardous Materials) of this Draft EIR.
- **Hydrology and Water Quality** – Concerns were raised regarding the potential for the Proposed Projects' to contribute runoff to the existing storm drain system, as storm drain problems currently exist in the immediate area. In addition, concern over the use of (Best Management Practice) BMP units was raised. It was requested that BMPs, which retain water for less than 72 hours, be used and properly maintained and that the cumulative impacts of multiple BMPs on a project sites be addressed. Concern was raised over the increase in impervious surface as it pertains to groundwater recharge. These issues are addressed in Section IV.H (Hydrology and Water Quality) of this Draft EIR.
- **Land Use** – Concerns were raised about whether the Proposed Projects would preclude the use of the project sites for public facilities in the future. It was stated that the change in zoning requested by the Proposed Projects would be incompatible with the existing residential zone of the site and surrounding residential and school uses, and that quality of life and property value would be decreased with such a zone change. Concerns were also raised about the increase in density that would result from the proposed land uses, and the potential for alcohol sales at the proposed uses. Residents were concerned with access between the adjacent residential neighborhoods and the proposed commercial areas. These issues are addressed in Section IV.I (Land Use and Planning) of this Draft EIR.
- **Noise** – Concerns were raised regarding the potential for the Proposed Projects to cause increased noise levels during the construction and operation of the project, including noise from increased traffic and the operational land use of the Proposed Projects in a residential area. Noise levels at adjacent residences would also be affected. These issues are addressed in Section IV.J (Noise) of this Draft EIR.
- **Public Services** – Concerns were raised regarding the potential for the Proposed Projects to result in increased crime rates at and around the project sites due to the type of uses proposed. Concerns were also raised that the increase in population would place increased demand on

- public services. In addition, concern over decreased response time for emergency vehicles due to increased traffic was raised. This issue is addressed in Section IV.L (Public Services) of this Draft EIR.
- **Population and Housing** – Concerns were raised regarding the increase in population on the projects sites and associated traffic, noise, and crime. These issues are addressed in their respective sections of this Draft EIR.
 - **Traffic and Parking** – Concerns were raised regarding the potential for the Proposed Projects to impact traffic and parking in the project area. Traffic related to Antelope Valley College, at the northwest corner of 30th Street West and Avenue K, is a particular concern, including peak school traffic hours and future growth of the college. Additionally, questions were raised regarding intersection effects, access to the project sites, required road improvements, and the speed limits on 30th Street West and Avenue K. Queuing of cars entering the townhome development was also a concern, as the queue could back up onto 30th Street West, and the provision of adequate parking at all associated uses. Concern over how the Proposed Projects would effect local transit operations was also raised. Indication of the proposed pedestrian circulation as it related to transit facilities as well as any proposed transit amenities was requested. The increase in pedestrian traffic was also raised as a concern. It was stated that the intersection of 30th Street West and Avenue K is dangerous and that increased traffic would worsen this condition. In addition, concern was raised over impacts to the ingress and egress to Marbella Villas. These issues are addressed in Section IV.M (Traffic and Transportation) of this Draft EIR.
 - **Utilities and Service Systems** – Concerns were raised regarding the potential for the Proposed Projects to consume more water than the existing water supply system would allow. The issue of water pressure was also raised. Solid waste generation, maintenance, and collection were also issues of concern. These issues are addressed in Section IV.N (Utilities and Service Systems) of this Draft EIR.

D. ISSUES TO BE RESOLVED

Issues to be resolved include whether or how to mitigate potentially significant environmental impacts from the Proposed Projects, and whether one of the alternatives should be approved rather than the Proposed Projects.

E. ALTERNATIVES

This Draft EIR considers a range of alternatives to the Proposed Projects to provide informed decision-making in accordance with Section 15126.6 of the State CEQA Guidelines. The alternatives analyzed in

this Draft EIR include: A. No Project Alternative, B. Reduced Density Alternative, and C. No Project-Existing General Plan.

A. No Project Alternative-No Development

The No Project Alternative is the circumstance under which the project does not proceed. The CEQA Guidelines (Section 15126.6(e)) provide that the “no project” analysis shall discuss the existing conditions at the time the Notice of Preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if the Proposed Projects are not approved based on current plans and consistent with available infrastructure and community services. In the event the projects are not approved, it is expected that the project sites will remain in their current condition. Under the No Project Alternative, the project sites would remain vacant.

B. Reduced Density Alternative

Southwest Project Site

Under the Reduced Density Alternative, the density of development on the project site would be reduced by approximately 25 percent. This would result in the construction of approximately 19,350 square feet of commercial retail facilities and 7,875 square feet of high-turnover restaurant facilities, within six individual structures for a total of 27,225 square feet of development. Like the Proposed Project, the Reduced Density Alternative would require a general plan amendment and zone change to redesignate the southwest project site from UR to Commercial (C) and rezone the site from R-7,000 to CPD.

Southeast Project Site

Under the Reduced Density Alternative, the density of development on the project site would be reduced by approximately 25 percent. The southeast project site would be developed with approximately 32,150 square feet of commercial retail and 204 associated parking spaces, along with 38 townhomes, comprising approximately 68,114 square feet in total, with approximately 86 parking spaces (2 per townhome plus 10 guest spaces). Like the Proposed Project, the Reduced Density Alternative would require a general plan amendment and zone change request to redesignate the southeast project site from UR to MR2 and C and rezone from R-10,000 to High Density Residential (HDR) and CPD. In addition, CUPs would be required for the commercial and residential uses.

C. No Project-Existing General Plan

Southwest Project Site

Under this alternative, a development would be constructed that would be consistent with the density and building-envelope limitations of the existing general plan designations and zoning. The City of Lancaster

General Plan designates the project site as Urban Residential (UR) and the zoning code designates the project site as single family residential, minimum lot size 7,000 square feet (R-7,000).

The project site is approximately 4.40 acres. These designations would allow for development of approximately 28 single-family residences on the project site. The maximum height allowed for such residential uses is 35 feet, which would typically allow for one- to two-story residences. For a conservative assumption, all residences will be evaluated as two-stories.

Southeast Project Site

Under this alternative, a development would be constructed that would be consistent with the density and building-envelope limitations of the existing general plan designations and zoning. The City of Lancaster General Plan designates the project site as Urban Residential (UR) and the zoning code designates the project site as single family residential, minimum lot size 10,000 square feet (R-10,000).

The southeast project site is approximately 8.52 acres. These designations would allow for development of approximately 37 single-family residences on the project site. The maximum height allowed for such residential uses is 35 feet, which would typically allow for one- to two-story residences. For a conservative assumption, all residences will be evaluated as two-stories.

F. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The following table summarizes the various environmental impacts associated with the construction and operation of the Proposed Projects. Mitigation measures are recommended for significant environmental impacts, and the level of impact significance after mitigation is also identified.

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
AESTHETICS		
<p><i>Southwest Project Site</i></p> <p>The Proposed Project would be visually compatible with the surrounding community. Because the project would not introduce any incompatible visual elements into the neighborhood, the project would have a less than significant impact with regard to visual character.</p> <p>The Proposed Project would not block views of the San Gabriel Mountains and therefore, impacts associated with blockage of views would be less than significant.</p> <p>The Proposed Project would introduce new sources of light and glare to the currently undeveloped project site. Impacts associated with light and glare would be potentially significant.</p> <p>The height of the proposed structures would not create significant shade or shadow impacts on any nearby receptors; impacts related to shade and shadow would be less than significant.</p>	<p><i>Southwest Project Site</i></p> <p>B-1 Project lighting shall be directed onto the site, and all lighting shall be shielded from adjacent roadways and off-site properties.</p> <p>B-2 Atmospheric light pollution shall be minimized by utilizing lighting fixtures that cut-off light directed to the sky.</p> <p>B-3 Expansive areas of highly reflective materials, such as mirrored glass, shall not be permitted.</p> <p>B-4 Non-reflective building materials shall be used to the extent feasible to reduce potential glare impacts.</p> <p>B-5 The proposed buildings shall incorporate non-reflective exterior building materials (such as plaster and masonry) in their design. Any glass to be incorporated into the façade of the building shall be either of low-reflectivity, or</p>	<p><i>Southwest Project Site</i></p> <p>With the implementation of the mitigation measures, impacts to light and glare would be less than significant. Impacts of the Proposed Project related to views of and through the project site, as well as shade and shadow would be less than significant.</p>

<p><i>Southeast Project Site</i></p> <p>The Proposed Project would be visually compatible with the surrounding community. Because the project would not introduce any incompatible visual elements into the neighborhood, the project would have a less than significant impact with regard to visual character.</p> <p>The Proposed Project would not block views of the San Gabriel Mountains and therefore, impacts associated with blockage of views would be less than significant.</p> <p>The Proposed Project would introduce new sources of light and glare to the currently undeveloped project site. Impacts associated with light and glare would be potentially significant.</p> <p>The height of the proposed structures would not create significant shade or shadow impacts on any nearby receptors; impacts related to shade and shadow would be less than significant.</p>	<p>accompanied by a non-glare coating.</p> <p><i>Southeast Project Site</i></p> <p>See mitigation measures B-1 through B-5.</p>	<p><i>Southeast Project Site</i></p> <p>With the implementation of the mitigation measures, impacts to light and glare would be less than significant. Impacts of the Proposed Project related to views of and through the project site, as well as shade and shadow would be less than significant.</p>
<p>AIR QUALITY</p>		
<p><i>Southwest and Southeast Project Sites</i></p> <p>The 2004 Ozone Attainment Plan, discussed previously, is the applicable air quality plan for the AVAQMD and consequently the project area. Development of the Proposed Projects would require a</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>C-1. Apply approved non-toxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for four days</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>The Proposed Projects would not conflict with or obstruct</p>

<p>general plan amendment and zone change. As such, the Proposed Projects have not been accounted for in the City’s General Plan.</p> <p>Although the Proposed Projects have not been accounted for in the City’s General Plan, the development of the proposed commercial and residential uses on the project sites would serve to reduce vehicle emissions in the City by providing housing and retail facilities on the two currently underutilized project sites to serve the local community. In addition, the Proposed Projects would also serve to generate employment opportunities for the local area. The Proposed Projects would also serve to decrease the distance City residences would have to travel for consumer goods. This in turn would reduce the trip lengths residents would need to travel and the emissions associated with those vehicle trips. Thus, although development of the Proposed Projects would not be consistent with the growth projected in the City’s General Plan, it would not conflict with or obstruct implementation of the 2004 Ozone Attainment Plan. Therefore, this impact would be less than significant.</p> <p><i>Construction Impacts</i></p> <p>During construction, preparation and grading of the project site and construction of the proposed retail buildings and townhomes would occur. Overall, construction activities at the project site would occur over an approximate 12-month period, with the beginning of construction beginning approximately in October of 2007. Emissions generated during the site preparation/grading phase would exceed the regional emissions threshold for PM₁₀. During the building phase, the construction emissions would exceed the</p>	<p>or more).</p> <p>C-2. Apply chemical soil stabilizers according to manufacturers’ specifications to all unpaved parking or staging areas or unpaved road surfaces.</p> <p>C-3. Water active grading sites at least three times daily.</p> <p>C-4. Enclose, cover, water three times daily, or apply approved soil binders to exposed piles (i.e., gravel, sand, and dirt) according to manufacturers’ specifications.</p> <p>C-5. Replace ground cover in disturbed areas as quickly as possible.</p> <p>C-6. Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).</p> <p>C-7. Provide temporary wind fencing consisting of 3- to 5-foot barriers with 50 percent or less porosity along the perimeter of sites that have been cleared or are being graded.</p> <p>C-8. Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.</p> <p>C-9. Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.</p>	<p>implementation of the 2004 Ozone Attainment Plan. This impact would be less than significant without mitigation.</p> <p>The Proposed Projects’ construction-related PM₁₀ and NOx impacts would be temporarily significant and unavoidable.</p> <p>The Proposed Projects’ impacts on regional air quality resulting from operational emissions would be less than significant without mitigation.</p>
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<p>regional emissions threshold for NOx. As such, a significant and unavoidable air quality impact associated with construction of the Proposed Projects would occur.</p> <p><i>Operational Impacts</i></p> <p>Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Operational emissions associated with the Proposed Projects would not exceed the established AVAQMD threshold levels for VOC, NOx, CO, SOx or PM₁₀ during either the summertime (smog season) or wintertime (non-smog season). Therefore, impacts associated with regional operational emissions from the Proposed Projects would be less than significant.</p> <p><i>Southwest Project Site</i></p> <p><i>Objectionable Odors</i></p> <p>During the construction phase, paving of the project sites would entail the application of asphalt that would produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to residents located adjacent to the project sites, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact.</p> <p><i>Southeast Project Site</i></p> <p><i>Objectionable Odors</i></p> <p>During the construction phase, paving of the project sites would entail the application of asphalt that would produce discernible</p>	<p>C-10. Enforce traffic speed limits of 15 mph or less on all unpaved roads.</p> <p>C-11. The project applicants shall require in the construction specifications for the Proposed Projects that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, are turned off when not in use for an extended period of time (i.e., 5 minutes or longer). The contract specifications shall be reviewed by the City prior to issuance of a grading permit.</p> <p>C-12. The project applicants shall require in the construction specifications for the Proposed Projects that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. The contract specifications shall be reviewed by the City prior to issuance of an excavation permit.</p>	
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<p>odors typical of most construction sites. Such odors would be a temporary source of nuisance to residents located adjacent to the project sites, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact. However, due to the potential restaurant uses proposed on the southwest project site, cooking odors from grill exhaust fans would be generated. Based on the project design features for the southwest project site, all future restaurant(s) would be installed with a horizontal discharge system in the kitchen(s) that would handle the exhaust air generated from the restaurant(s). Thus, given this project design feature for all future restaurant uses, residents in the project area would not be exposed to substantial objectionable odors associated with restaurant uses. Therefore, a less than significant impact is anticipated.</p>		
<p>BIOLOGICAL RESOURCES</p>		
<p><i>Southwest and Southeast Project Sites</i></p> <p>Given the broad range of the bird species with potential to forage on-site, and the availability of large areas of higher quality foraging habitat in the region, impacts to bird foraging habitat from the Proposed Projects are considered to be less than significant. However, construction activities including vegetation removal, noise and vibration have a potential to result in direct (i.e. death or physical harm) and indirect (i.e. nest abandonment) adverse impacts to nesting birds; these impacts would be considered significant.</p> <p>Although focused surveys for burrowing owl were negative, the site contains several suitable burrows, which could potentially be colonized by burrowing owls in the region prior to site construction. The removal of occupied burrowing owl burrows during vegetation</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>D-1 To avoid impacting nesting birds, the following shall be implemented: A qualified wildlife biologist shall conduct a pre-construction nesting bird survey no more than 5 days prior to initiation of grading to provide confirmation on presence or absence of active nests in the vicinity (at least 300 feet around the project sites). If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFG and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of the nest shall be deferred until the young birds have fledged. A</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>With implementation of mitigation measures D-1 and D-2, project specific and cumulative impacts to biological resources would be reduced to less than significant levels.</p>

<p>removal and grading associated with site development would be considered a significant impact.</p> <p>None of the three plant communities present on-site are considered sensitive by CDFG. Therefore, project impacts from the removal of vegetation due to site construction will result in a less than significant impact to sensitive natural communities. In addition, project compliance with City Ordinance 848, which requires payment of a per-acre biological impact fee, will contribute toward City-wide preservation of biological resources, including desert woodland habitats.</p> <p>No wetlands are present on the project sites; therefore, the project would have no impact on federally protected wetlands.</p> <p>It is unlikely wildlife species use the project sites as a movement or migration corridor or as a native nursery site. Therefore, the project is expected to result in less than significant impacts to wildlife movement, migration corridors, or native nursery sites.</p> <p>The City of Lancaster does not have an ordinance specifically protecting tree species; therefore, neither the Joshua trees nor California junipers on-site are protected by local ordinances.</p> <p>The project sites are not located in an area, which is covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The West Mojave Plan has not yet been approved by regulatory agencies and currently only covers lands</p>	<p>minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by the qualified biologist verifying that (1) no active nests are present, or (2) that the young have fledged, shall be submitted to the City prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.</p> <p>D-2 In order to avoid adverse impacts to burrowing owls, a pre-construction survey for burrowing owls shall be performed on the project sites within 30 days prior to ground disturbance. The survey shall be performed according to accepted burrowing owl survey protocols by a qualified biologist. The results of the survey shall be reported to CDFG and the City of Lancaster prior to ground disturbance. If any burrowing owls are found on-site during the pre-construction surveys, passive relocation of the owls shall be completed outside of the nesting</p>	
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<p>owned by the Bureau of Land Management. Therefore, the projects will result in no impacts regarding conflicts with conservation plans.</p>	<p>season according to California Burrowing Owl Consortium guidelines; a report shall be prepared by a qualified biologist following any passive relocation efforts documenting the methods and results of the relocation activities. All ground disturbance associated with site development and construction shall be postponed until passive relocation efforts have been completed and the associated report has been submitted to CDFG.</p>	
<p>CULTURAL RESOURCES</p>		
<p><i>Southwest Project Site</i></p> <p>The records search found no listed historic properties (sites) or potential historic structures for the project site. Impacts would be less than significant.</p> <p>Two cultural resource sites (trash deposits) were identified, one on each project site. Recordation and submittal of findings fulfills all requirements for the discovered site, as they are not considered significant. However, because the potential exists for other archeological resources to exist, impacts are considered potentially significant.</p> <p>There are no known or anticipated paleontological resources on the project site or in the project area, nor would development of the Proposed Project be expected to impact existing paleontological resources. Impacts would be less than significant.</p>	<p><i>Southwest Project Site</i></p> <p>E-1. A qualified archaeologist shall be retained to conduct limited monitoring during grading activities in order to observe and retrieve any buried artifacts that may be uncovered.</p> <p>E-2. The archaeological monitor shall have the authority to temporarily divert or direct grading to allow time to evaluate any exposed prehistoric or historic material.</p> <p>E-3. If human remains are found during the excavation, the Native American Graves Protection Act Guidelines and State law [Health and Safety Code Sec.7050.5 and Public Resources Code Sec.15064.5 (f)] require that</p>	<p><i>Southwest Project Site</i></p> <p>With implementation of the mitigation measures, impacts would be less than significant.</p>

<p>Investigations of prehistoric archaeological site CA-LAN-765, located a half mile to the west of the project sites, identified three prehistoric components, one of which included a possible human burial. It is estimated that the prehistoric occupation of this site dates sometime after AD 1000. Because there is potential for human remains to be present on the project site, impacts would be potentially significant.</p>	<p>construction personnel:</p> <ul style="list-style-type: none"> • Halt the work in the immediate area; • Leave the remains in place; and • Contact the project personnel, and the Los Angeles County Coroner. <p>Until a representative of the Coroner’s office reviews the remains in the field, they must not be removed. If the Coroner determines that the remains are prehistoric, the Coroner shall contact the Native American Heritage Commission and the most likely descendent from the Native American community is informed. The final deposition of remains is coordinated by representatives of the property owner and the most likely descendent.</p> <p>E-4. If prehistoric artifacts or a buried deposit is uncovered, the qualified archaeologist shall temporarily halt construction activities in the immediate area until the archaeologist can evaluate the significance of the find. Implementation of a recovery program would follow, if the remains are determined potentially eligible to the California Register.</p> <p>E-5. A final monitoring report, including an itemized inventory and pertinent field data, shall be sent</p>	
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	<p>to the property owner and to the South Central Coastal Information Center at California State University Fullerton, and the City of Lancaster Planning Department.</p> <p>E-6. Any recovered artifacts shall be offered to a repository with a retrievable collection system and an educational and research interest in the materials. One local repository that currently would be appropriate to receive any artifacts collected in the study area is the Anthropology Department at the University of California, Los Angeles; others include the Antelope Valley Community College and the Antelope Valley Indian Museum.</p>	
<p><i>Southeast Project Site</i></p> <p>As there are no known or anticipated historic resources on the project site, and development of the Proposed Project would not impact nearby historic resources, impacts would be less than significant.</p> <p>While no significant archaeological resources were identified on the southeast project site, the potential exists for other archeological resources to exist. Therefore, impacts are potentially significant.</p> <p>There are no known or anticipated paleontological resources on the project sites or in the project area, nor would development of the Proposed Projects be expected to impact existing paleontological</p>	<p><i>Southeast Project Site</i></p> <p>See mitigation measures E-1 through E-6 above.</p>	<p><i>Southeast Project Site</i></p> <p>With implementation of the mitigation measures, impacts would be less than significant.</p>

<p>resources. Impacts would be less than significant.</p> <p>Investigations of prehistoric archaeological site CA-LAN-765, located a half mile to the west of the project sites, identified three prehistoric components, one of which included a possible human burial. It is estimated that the prehistoric occupation of this site dates sometime after AD 1000. Because there is potential for human remains to be present on the project site, impacts would be potentially significant.</p>		
<p>GEOLOGY AND SOILS</p>		
<p><i>Southwest and Southeast Project Sites</i></p> <p>The Proposed Projects would develop the project sites with pervious and impervious. As such, the proposed development would reduce the rate and amount of erosion occurring at the project site and impacts with respect to erosion or loss of topsoil would be less than significant.</p> <p>The project sites are not within a currently established Alquist-Priolo Earthquake Fault Zone. Thus, impacts would be less than significant.</p> <p>Although the project site is located within approximately six miles of the San Andreas Fault, and by many other faults on a regional level, the potential seismic hazard to the Proposed Projects' site would not be higher than in most areas of the City of Lancaster or elsewhere in the region. Therefore, the risks associated with seismicity and seismic ground shaking would be less than significant.</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>F-1 Comprehensive geotechnical investigations for the project sites shall be conducted and submitted to the City of Lancaster as part of the permitting process for the Proposed Projects. The specific design recommendations presented in the comprehensive geotechnical reports shall be incorporated into the design and construction of the Proposed Projects.</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>With implementation of the mitigation measures, impacts would be less than significant.</p>

<p>According to the California State Seismic Hazard Map, the project sites are not within an area identified as having a potential for liquefaction. Therefore, the risks from liquefaction are would be less than significant.</p> <p>The potential for such soils subject to settlement at the project sites is low to moderate. Therefore, impacts related to seismically-induced settlement would be less than significant.</p> <p>Subsidence in the vicinity of the project sites is distributed over a wide region and the potential for subsidence to impact structures at the project sites is considered low. Therefore, the risks associated with subsidence would be less than significant.</p> <p>Testing of site soils will need to be performed during the site specific geotechnical investigation for the projects and structures and site improvements will need to be designed to resist the effects of expansive and corrosive soils in order to reduce the potential adverse effects to a less than significant level. Therefore, impacts with respect to expansive soils would be less than significant.</p>		
HAZARDS AND HAZARDOUS MATERIALS		
<p><i>Southwest and Southeast Project Sites</i></p> <p>All hazardous materials encountered or used during the grading/excavation, and construction activities would be handled in accordance with all applicable local, State, and federal regulations, which include requirements for disposal of hazardous materials at a</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>G-1 In the unlikely event any undocumented oil wells are encountered during the construction of the Proposed Projects, the project applicant shall prove to the satisfaction of the Director of</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>With implementation of the mitigation measures, impacts would be less than significant.</p>

<p>facility licensed to accept such waste. Mitigation measures G-1 through G-3 (G-3 applies to only to the Southeast Project Site) would reduce potentially significant impacts with respect to routine transport, use, and disposal of hazardous materials during construction to less-than-significant levels.</p> <p>The Phase I ESA did not identify any conditions at the project sites that could result in the accidental release of hazardous materials into the environment during the construction of the Proposed Projects. Impacts would be less than significant.</p> <p>Development of the project sites may require temporary and/or partial street closures due to construction activities. Nonetheless, they would not be expected to substantially interfere with emergency response or evacuation plans. Therefore, no impact would occur.</p> <p>The project sites are located adjacent to and in the immediate vicinity of sensitive receptors with respect to hazardous materials. With the implementation of the mitigation measures G-1 through G-3 (G-3 applies to only to the Southeast Project Site), such materials would not be expected to endanger sensitive receptors in the project vicinity.</p> <p>Potentially hazardous materials that would likely be stored and used on the project sites include typical household cleaning solvents, paints and lacquers, and household pesticides, which, when stored and used in small quantities, would not pose a risk of upset or significant environmental impact. Therefore, no impact would</p>	<p>Building and Safety that all oil wells found within the subject property have been closed and abandoned to the most current abandonment standards required by the California Division of Oil and Gas.</p> <p>G-2 The project applicant shall prepare and submit an emergency response plan for approval by the City of Lancaster Planning Department and the County of Los Angeles Fire Department. The emergency response plans shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.</p> <p><i>Southeast Project Site</i></p> <p>G-3 Soil sampling and laboratory analysis shall be conducted to determine the presence/absence of residual agricultural chemicals in the soil. In the event that residual chemicals exist in the soil above allowable levels, the soil shall be removed in accordance with all applicable regulations.</p>	
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<p>occur.</p> <p>The Antelope Valley College, which is listed on the SWEEPS UST list, is situated north of the southwest project site, beyond Avenue K. Based on topographic relations, estimate groundwater flow direction, and the absence of reported releases, this site is not anticipated to have adversely impacted the environmental integrity of the Proposed Projects.</p> <p>Operation of the Proposed Projects would not cause any permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. Furthermore, implementation of mitigation measure G-2 would ensure adequate on-site emergency access plans are developed and approved, reducing any potentially significant impacts to a less-than-significant level.</p> <p>The project sites are located adjacent to and in the immediate vicinity of sensitive receptors with respect to hazardous materials. Routine use of solvents typically associated with the cleaning and maintenance would not be expected to endanger sensitive receptors in the project vicinity. Therefore, impacts would be less than significant.</p>		
HYDROLOGY AND WATER QUALITY		
<p><i>Southwest and Southeast Project Sites</i></p> <p>A General Construction Activity Storm Water Permit will be obtained from the SWRCB prior to the start of construction. With implementation of the applicable grading and building permit</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>H-1. The project developers shall prepare and submit a Notice of Intent to comply with the Construction General Permit to the State Water</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>With implementation of the required mitigation measures,</p>

<p>requirements and the application of BMPs, the Proposed Projects would not violate any water quality standards or waste discharge requirements.</p> <p>The Proposed Projects would reduce the rate of erosion on the project sites. As noted above, the Proposed Projects would provide structural or treatment control BMPs designed to control storm water runoff contamination. Thus, the project’s operational impacts would be less than significant.</p> <p>The Proposed Projects does not involve deep excavations that have the potential to intercept existing aquifers, nor would it involve additions (with the exception of normal water percolation from rainfall/landscape irrigation) or withdrawals of groundwater. Therefore, the proposed development would not result in significant impacts related to groundwater.</p> <p>The Proposed Projects would alter the existing drainage patterns on the project sites as it would increase offsite storm water flows. However, the project sites would implement structural or treatment control BMPs. Thus, the projects’ impacts would be less than significant.</p> <p>The projects sites are located in an area susceptible to flooding. However, as much of the City of Lancaster is within federally-designated flood zones, the risks associated with flooding at the project sites is essentially the same as with most other areas of the City. In addition, as per the municipal code, the Proposed Projects developer would be required to pay drainage fees which were</p>	<p>Resources Control Board.</p> <p>H-2. The project developers shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and erosion control plan per the requirements of the Construction General NPDES Permit.</p> <p>H-3 The project developers shall implement the following SWPPP BMPs:</p> <ul style="list-style-type: none"> • During construction and operation, all waste shall be disposed of in accordance with all applicable laws and regulations. Properly labeled recycling bins shall be utilized for recyclable construction materials including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials and wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed, regulated disposal site by a licensed waste hauler. • All leaks, drips and spills occurring during construction shall be cleaned up promptly and in compliance with all applicable laws and regulations to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. 	<p>impacts related to hydrology and water quality would be less than significant.</p>
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<p>established to provide drainage improvements in the project area. Thus, the projects' impacts would be less than significant.</p>	<ul style="list-style-type: none"> • If materials spills occur, they should not be hosed down. Dry cleaning methods shall be employed whenever possible. • Construction dumpsters shall be covered with tarps or plastic sheeting if left uncovered for extended periods. All dumpsters shall be well maintained. • The project applicant/developer shall conduct street sweeping and truck wheel cleaning to prevent dirt in storm water. • The project owner/developer shall provide regular sweeping of private streets and parking lots with equipment designed for removal of hydrocarbon compounds. • The amount of exposed soil shall be limited and erosion control procedures implemented for those areas that must be exposed. • Grading activities shall be phased so that graded areas are landscaped or otherwise covered, as quickly as possible after completion of activities. • Appropriate dust suppression techniques, such as watering or tarping, shall be used in areas that must be exposed. 	
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	<ul style="list-style-type: none"> • The area shall be secured to control off-site migration of pollutants. • Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the site, by passive means such as paved/graveled roadbeds, and/or by active means such as truck washing facilities. • Truck loads shall be tarped. • Roadways shall be swept or washed down to prevent generation of fugitive dust by local vehicular traffic. • Simple sediment filters shall be constructed at or near the entrances to the storm drainage system wherever feasible. 	
LAND USE PLANNING		
<p><i>Southwest Project Site</i></p> <p>The commercial buildings would have a maximum height of 35 feet, thereby maintaining the character and height of the land uses in the project area. Therefore, the southwest project site development would not physically divide any established community or uses and impacts would be less than significant.</p> <p>There are no habitat conservation plans or natural community conservation plans that are applicable to the Proposed Project.</p>	<p><i>Southwest Project Site</i></p> <p>No mitigation measures are required.</p>	<p><i>Southwest Project Site</i></p> <p>Impacts would be less than significant without mitigation.</p>

<p>Therefore, the Proposed Project would not conflict with any habitat conservation plan or community conservation plan and impacts would be less than significant.</p> <p>With the GPA approval, the proposed uses would be considered consistent with the C development standards.</p> <p>The site redesignation and rezoning would not substantially conflict with applicable policies of the Lancaster General Plan and would work to implement a number policies described in the General Plan. With project approval, project impacts on zoning would be less than significant.</p> <p>The proposed structures are compatible with the surrounding one-to two-story residential and institutional buildings. Thus, no significant land use compatibility impacts related to the scale and massing of the Proposed Project would occur.</p> <p><i>Southeast Project Site</i></p> <p>The commercial buildings and residential would have a maximum height of 35 feet, thereby maintaining the character and height of the land uses in the project area. Therefore, the southeast project site development would not physically divide any established community or uses and impacts would be less than significant.</p> <p>There are no habitat conservation plans or natural community conservation plans that are applicable to the Proposed Project. Therefore, the Proposed Project would not conflict with any habitat</p>	<p><i>Southeast Project Site</i></p> <p>No mitigation measures are required.</p>	<p><i>Southeast Project Site</i></p> <p>Impacts would be less than significant without mitigation.</p>
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<p>conservation plan or community conservation plan and impacts would be less than significant.</p> <p>With the GPA approval, the proposed uses would be considered consistent with the C and MR2 development standards.</p> <p>The site redesignation and rezoning would not substantially conflict with applicable policies of the Lancaster General Plan and would work to implement a number policies described in the General Plan. With project approval, project impacts on zoning would be less than significant.</p> <p>The proposed structures are compatible with the surrounding one-to two-story residential buildings. Thus, no significant land use compatibility impacts related to the scale and massing of the Proposed Project would occur.</p>		
NOISE		
<p><i>Southwest and Southeast Project Sites</i></p> <p><i>Construction Noise</i></p> <p>Construction of the Proposed Projects would require the use of heavy equipment. In general, site preparation and grading, involving the use of scrapers, would generate the loudest noise levels during construction. As such, construction activities would generate significant short-term noise impacts at the Prestige Assisted Living Community, the Marabella Villas townhomes, and the single family residences to the east of the Proposed Projects. These impacts would be temporary in nature and would not</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>J-1. The Proposed Projects shall comply with Section 8.24.040 of the City of Lancaster Municipal Code, which prohibit construction activity within 500 feet of an occupied dwelling on Sundays and between the hours of 8:00 p.m. and sunrise on other days.</p> <p>J-2. Noise and groundborne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>With implementation of the mitigation measures, impacts with respect to construction vibration, on-site non-vehicular noise, and HVAC noise would be less than significant. Construction noise impacts would be reduced to the extent feasible</p>

<p>generate consistently high noise levels. However, even with compliance with City Municipal Code limiting construction hours, construction activities would generate temporary yet significant impacts.</p> <p>These same construction activities may generate low levels of groundborne vibrations. The Prestige Assisted Living Community, the Marabella Villas townhomes, and the single family residences to the east of the Proposed Projects would be subject to vibration levels in excess of the Federal Railway Administration’s thresholds; therefore, impacts would be significant.</p> <p><i>Operational Noise</i></p> <p>An increase in traffic due to the operation of the Proposed Projects would increase ambient noise levels in the project area. However, because the buildout of the Proposed Projects would not result in an increase in ambient noise levels in excess of the three dBA CNEL threshold at any of the study intersections, impacts related to ambient noise levels would be less than significant.</p> <p>Installation of HVAC units on top of the Proposed Projects would be required to comply with all City regulations for noise limits. As such, impacts related to on-site noise would be less than significant.</p> <p><i>Loading Dock and Solid Waste Collection Noise</i> <u>Southwest Project Site</u></p> <p>For the southwest project site, the site plan shows service/loading</p>	<p>compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.</p> <p>J-3. Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.</p> <p>J-4. The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers.</p> <p>J-5. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.</p> <p>J-6. Barriers such as plywood structures or flexible sound control curtains shall be erected between the Proposed Projects and the adjacent sensitive land uses to minimize the amount of noise to the maximum extent feasible during construction.</p> <p>J-7. All construction truck traffic shall avoid residential areas and other sensitive receptors to the extent feasible.</p> <p>J-8. Two weeks prior to the commencement of</p>	<p>but would remain significant and unavoidable.</p> <p><i>Southwest Project Site</i></p> <p>Impacts associated with delivery truck loading dock activity and solid waste collection would be less than significant after mitigation.</p> <p><i>Southeast Project Site</i></p> <p>Impacts associated with small and medium delivery truck loading dock activity and solid waste collection would be less than significant after mitigation, while delivery and loading dock activities associated with large delivery trucks would be significant and unavoidable.</p>
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<p>areas at each building pad. The noise levels generated by loading dock activities involving small- to medium-sized delivery trucks at the proposed loading dock would not exceed the maximum noise level allowed for single events at the townhomes.</p> <p>The proposed site plan for the southwest corner shows the trash enclosure for Pad 1 to be located approximately 30 feet north of the southern property line of the southwest project site. Trash collection activities on the southwest project site would have the potential to exceed the 80 dBA maximum noise level threshold at the townhomes. Thus, the noise impact associated with trash collection activities at the southwest project site would be significant.</p> <p><u>Southeast Project Site</u></p> <p>For the southeast project site, two loading docks would be located on-site, one located adjacent to the proposed drug store and one adjacent to the proposed grocery store. Due to the location of the proposed grocery store's loading dock in the eastern portion of the site, noise levels generated at this loading dock would have the greatest noise impact on the single-family residences located off-site to the east.</p> <p>As trash collection activities also generate noise levels in the same range as that of loading activities involving large trucks, noise levels reaching 89 dBA at the single-family residences could also occur when trash collection occurs at the loading dock. Although an approximately six-foot cinder-block wall currently separates the single-family residences off-site from the southeast project site,</p>	<p>construction at the project site, notification must be provided to the surrounding off-site residential and school uses that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period. The contractor shall provide the name and telephone number of a contact person on the project to whom questions and complaints may be directed.</p> <p>J-9. Operation of large bulldozers shall be prohibited within 50 feet of the eastern property line and within 25 feet of the southern property line of the southeast parcel. Small rubber-tired bulldozers must be used within these areas during grading and site preparation operations.</p> <p>J-10. Operation of large bulldozers shall be prohibited within 50 feet of the southern property line of the southwest parcel. Small rubber-tired bulldozers must be used within these areas during grading and site preparation operations.</p> <p>J-11. All new mechanical equipment (i.e., air conditioning, refrigeration, heating, pumping, and filtering equipment) associated with the Proposed Projects shall be installed with proper shielding and muffling devices such that noise generated from this equipment would not exceed</p>	
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<p>which would provide a five dBA noise attenuation, the single-family residences are two story in height. As such, no noise attenuation would be available for the upper-stories of these single-family residences. Because the noise levels generated from loading dock and trash collection activities would exceed the maximum noise level of 80 dBA for residential uses, this impact would be significant.</p> <p>The noise levels associated with loading dock and trash collection activities would also affect the new townhomes proposed on the southeast project site. Based on the distance, the noise levels associated with the proposed grocery store and drugstore loading docks could reach a maximum of approximately 82 dBA and 92 dBA at the single-family residences if small- to medium-sized trucks and large trucks are used for delivery at the dock, respectively. As trash collection activities also generate noise levels in the same range as that of loading activities involving large trucks, noise levels reaching as high as 92 dBA at the new townhomes could also occur when trash collection occurs at the loading docks. Although a sound wall would be erected along the boundary of the new townhomes that would separate them from the proposed commercial uses, the wall would likely not be built high enough to shield the upper stories of the new townhomes. As such, no noise attenuation would be available for the upper-stories of the new townhomes. Because the noise levels generated from loading dock and trash collection activities would exceed the maximum noise level of 80 dBA for residential uses, this impact would be significant.</p>	<p>the ambient noise level on the premises of other occupied properties by more than five decibels.</p> <p>Southwest Project Site</p> <p>J-12. On the southwest parcel, the project applicant shall construct a concrete block noise wall along the southern property line. This wall shall be of sufficient height to block the line of sight between loading dock areas on the southwest parcel and upper story windows of the Marbella Villas townhome units that are adjacent to and face the southern property line of the southwest parcel. A landscape buffer shall be provided between the wall and the townhome units containing trees that are at least the height of the wall when initially planted.</p> <p>Southeast Project Site</p> <p>J-13. The residential uses associated with the southeast project site shall comply with the Noise Insulation Standards of Title 24 of the California Code of Regulations, which insure an acceptable interior noise environment.</p> <p>J-14. The project applicant for the southeast project site shall submit evidence, along with the application for a building permit, that sound insulation for the proposed residential units will</p>	
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	<p>be sufficient to mitigate interior noise levels to below a CNEL of 45 dBA in any habitable room.</p> <p>J-15. On the southeast parcel, the project applicant shall construct a concrete block noise wall along the eastern property line. This wall shall be of sufficient height to block the line of sight between loading dock areas on the southwest parcel and upper story windows of the single family residential units that are adjacent to and face the eastern property line of the southeast parcel. A landscape buffer shall be provided between the wall and the residential units containing trees that are at least the height of the wall when initially planted.</p> <p>J-16. Deliveries of commercial products to the proposed commercial retail facilities and grocery products to the proposed grocery store shall occur between the hours of 7:00 a.m. to 10:00 p.m., to the maximum extent feasible.</p>	
POPULATION, HOUSING AND EMPLOYMENT		
<p><i>Southwest Project Site</i></p> <p>Construction of the southwest project site would result in increased employment opportunities but would not likely result in permanent relocation of construction employees, and significant housing or</p>	<p><i>Southwest Project Site</i></p> <p>No mitigation measures are required.</p>	<p><i>Southwest Project Site</i></p> <p>Impacts would be less than significant without mitigation.</p>

<p>population impacts would not result from construction of the project.</p> <p>Operation of the proposed southwest project site would provide employment for approximately 86 persons. This would be consistent with SCAG projections for the City of Lancaster through 2010. Therefore, the southwest project site would result in a less than significant impact regarding employment.</p> <p>The proposed southwest project site would not include development of residential uses, and would not result in a direct demand for new housing in the area. Therefore, impacts regarding housing would be less than significant.</p> <p>The proposed southwest project site would not include development of residential uses or any residential zoning, and therefore would not induce population growth. The proposed southwest project site would result in less than significant impacts related to population.</p>		
<p><i>Southeast Project Site</i></p> <p>Construction of the proposed southeast project site would result in increased employment opportunities but would not likely result in permanent relocation of construction employees, and significant housing or population impacts would not result from construction of the project.</p> <p>The proposed southeast project site would provide employment for approximately 101 persons, which would be consistent with SCAG</p>	<p><i>Southeast Project Site</i></p> <p>No mitigation measures are required.</p>	<p><i>Southeast Project Site</i></p> <p>Impacts would be less than significant without mitigation.</p>

<p>projections for the City of Lancaster through 2010. Therefore, the southeast project site would result in a less than significant impact regarding employment.</p> <p>The proposed southeast project site would include the development of 50 townhome units along with the commercial development, which would be within the growth range that is planned for the City of Lancaster from the year 2000 to 2010. Therefore, impacts regarding housing would be less than significant.</p> <p>The proposed southeast project site development is expected to generate approximately 101 new jobs but is not expected to result in a direct demand for new housing in the area. Therefore, impacts regarding housing would be less than significant.</p> <p>The southeast project site would be expected to result in approximately 154 new residents, which is within the growth forecast for the City of Lancaster and SCAG. Impacts with respect to population would be less than significant.</p>		
<p>PUBLIC SERVICES-FIRE PROTECTION</p>		
<p><i>Southwest and Southeast Project Sites</i></p> <p>Construction of the Proposed Projects would increase the potential for accidental on-site fires from such sources as the operation of mechanical equipment and use of flammable construction materials. The Proposed Projects would also introduce approximately 154 new residents and 187 new employees to the project sites, along with site visitors. The payment of fire protection fees fulfills Project Applicant requirements to mitigate any potential impacts caused by</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>No mitigation measures are required.</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>Impacts would be less than significant without mitigation.</p>

<p>the Proposed Projects. Impacts would be less than significant.</p> <p>All driveways will be developed in accordance with the applicable fire access codes and standards. Thus, impacts associated with fire services and apparatus accessibility would be less than significant.</p>		
<p>PUBLIC SERVICES-POLICE PROTECTION</p>		
<p><i>Southwest and Southeast Project Sites</i></p> <p>The Proposed Projects result in an increase in residents, employees, and site visitors at the project sites, which would generate an increase in the demand for police protection services.</p> <p>With implementation design features and the LASD’s review of the project plans, the demand for officers and facilities would be reduced and impacts to the officer-to-population ratio would be less than significant. Furthermore, the payment of Sheriff’s substation facilities fees fulfills project applicant requirements to mitigate any potential impacts caused by the Proposed Projects. Impacts would be less than significant.</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>No mitigation measures are required.</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>Impacts would be less than significant without mitigation.</p>
<p>PUBLIC SERVICES-SCHOOLS</p>		
<p><i>Southwest and Southeast Project Sites</i></p> <p>The project sites are served by Nancy Cory Elementary School, Sunnydale Elementary School, Amargosa Creek Middle School, and Lancaster High School. The Proposed Projects would be required to pay school fees as per SB 50. The payment of school fees is considered to provide full and complete mitigation of school</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>No mitigation measures are required.</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>Impacts would be less than significant without mitigation.</p>

<p>facilities impacts. Impacts to schools would therefore be less than significant.</p>		
<p>PUBLIC SERVICES-LIBRARIES</p>		
<p><i>Southwest and Southeast Project Sites</i></p> <p>The Proposed Projects would introduce approximately 154 new residents and 187 new employees to the project sites. A library facilities fee is imposed on all new development in the City of Lancaster. Thus, the payment of these fees would provide for the increased demand on library facilities attributable to the Proposed Projects and impacts would be less than significant.</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>No mitigation measures are required.</p>	<p><i>Southwest and Southeast Project Sites</i></p> <p>Impacts would be less than significant without mitigation.</p>
<p>TRAFFIC, TRANSPORTATION AND PARKING</p>		
<p>The Proposed Projects would contribute to a significant impact at the intersections of 40th Street West and Avenue K, 30th Street West and Avenue K, Avenue K and Eliopulos Drive and Future Driveways e/o 30th Street West, 27th Street West and Avenue K, and 30th Street West and Avenue K-4.</p> <p>A freeway evaluation was conducted and shows the Proposed Projects would have a 0.4 – 0.5% increase in traffic on the Antelope Valley Freeway (SR-14). Therefore, no freeway impacts are anticipated with the project.</p> <p>The proposed southwest project would require 234 parking stalls by code; however, the project proposes 216 parking spaces, 18 spaces short of the code requirement. Parking impacts related to the southwest project would be significant.</p>	<p><i>40th Street West & Avenue K</i></p> <p>M-1. Currently Avenue K provides one left turn lane and one shared through/right turn lane in the eastbound direction. If sufficient right-of-way is available, widening the south side of Avenue K west of 40th Street to provide an exclusive eastbound right turn lane would reduce the significant impact to a level of insignificance. A fair share contribution shall be required from both projects to implement this mitigation measure, if both projects proceed. If one project proceeds prior to the other, Conditions of Approval for the first project approved shall reflect that the fair share contribution is required in the event the second project is approved.</p> <p><i>30th Street West & Avenue K</i></p> <p>M-2. 30th Street West and Avenue K currently provides dual left turn lanes in all directions</p>	<p>The proposed southwest project would require 234 parking stalls by code; however, the project proposes 216 parking spaces, 18 spaces short of the code requirement. Parking impacts related to the southwest project would be significant.</p> <p>Prior to implementation of mitigation, the Proposed Projects would significantly impact the traffic flow at five of the twelve study intersections. Individually, the southwest and southeast projects would significantly impact four of the twelve</p>

<p>The southeast project site would provide a total of 388 parking spaces which would exceed the city code requirements of 328 parking spaces. Therefore, impacts would be less than significant.</p>	<p>with two north & two southbound lanes and three east & westbound lanes. Right turn lanes are available on the north and southbound approaches. However, the east and westbound approaches share one of the through lanes for right turns. Evaluation was conducted to determine if an eastbound right turn lane would reduce the significant impact to a level of insignificance since there could be southwest corner project right-of-way available to implement this improvement. However, the eastbound through/right was not the critical movement and the significant impact remained. Evaluation was then conducted to determine if a westbound right turn would reduce the impact. Pulling the westbound right turn volume out of the through lanes did improve the intersection operation such that there is no longer a significant impact with this improvement. Therefore, if right-of-way is available, the north side of Avenue K east of 30th Street West should be widened to construct a dedicated westbound right turn lane. A fair share contribution shall be required for both projects to implement this mitigation measure, if both projects proceed. The first project approval shall include Conditions of Approval to require the fair share contribution for the second project in the event that the second project is approved.</p> <p><i>Avenue K & Eliopulos Drive & Future Driveway e/o 30th Street West</i></p> <p>M-3. The existing southbound Eliopulous Drive roadway is not channelized and the future driveway was evaluated as a single lane exit.</p>	<p>study intersections.</p> <p>If sufficient right-of-way is available, intersection impacts can be mitigated as described above to a less than significant level.</p>
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	<p>The intersection would be mitigated to a level of insignificance with the restriping of the southbound approach to a dedicated left turn lane and shared through/right turn lane. The exiting traffic on the two driveways would need a two lane exit with a dedicated left turn lane and shared through/right turn lane. A fair share contribution shall be required for both projects to implement this mitigation measure, if both projects proceed. The first project approval shall include Conditions of Approval to require the fair share contribution for the second project in the event that the second project is approved.</p> <p>27th Street West & Avenue K</p> <p>M-4. Design and installation of a new traffic signal at this intersection which is currently controlled with north and southbound stop signs will provide sufficient additional right-of-way to reduce the significant impact to a level of insignificance. A fair share contribution shall be required for both projects to implement this mitigation measure, if both projects proceed. The first project approval shall include Conditions of Approval to require the fair share contribution for the second project in the event that the second project is approved.</p> <p>30th Street West & Avenue K-4</p> <p>M-5. Currently the intersection operates with stop sign control in the east and west direction with a single lane in each direction. Restriping the intersection to provide east and westbound left turn lanes and a shared through/right turn lane reduces the impact to a level of insignificance.</p>	
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	<p>A fair share contribution shall be required for both projects to implement this mitigation measure, if both projects proceed. The first project approval shall include Conditions of Approval to require the fair share contribution for the second project in the event that the second project is approved.</p>	
UTILITIES- WATER		
<p>Southwest Project Site</p> <p>According to the 2005 Integrated Urban Water Management Plan for the Antelope Valley, all water purveyors, including District 40 which serves the City of Lancaster, will have enough water supplies to meet the increasing demands projected through the year 2020 under an average water year assessment and through 2030 under single dry-year and multi dry-year water assessments. As such, impacts related to water supplies would be less than significant.</p> <p>The water demands of the Proposed Projects would be served by the existing water system and the Proposed Projects would comply with State and local water conservation measures. As such, impacts to water supply infrastructure would be less than significant.</p>	<p>Southwest Project Site</p> <p>No mitigation measures are required.</p>	<p>Southwest Project Site</p> <p>Impacts to water supplies and infrastructure would be less than significant.</p>
<p>Southeast Project Site</p> <p>According to the 2005 Integrated Urban Water Management Plan for the Antelope Valley, all water purveyors, including District 40 which serves the City of Lancaster, will have enough water supplies to meet the increasing demands projected through the year 2020</p>	<p>Southeast Project Site</p> <p>No mitigation measures are required.</p>	<p>Southeast Project Site</p> <p>Impacts to water supplies and infrastructure would be less than significant.</p>

<p>under average water availability years and through 2030 under single dry-year and multi dry-year periods. As such, impacts related to water supplies would be less than significant.</p> <p>The water demands of the Proposed Project would be served by the existing water system and the Proposed Project would comply with State and local water conservation measures. As such, impacts to water supply infrastructure would be less than significant.</p>		
UTILITIES- SEWER		
<p><i>Southwest Project Site</i></p> <p>The Proposed Project is anticipated generate approximately 18,885 gallons of wastewater per day. The Proposed Project’s contribution of sewage to the existing local sewers and the Trunk F sewer line represents approximately 0.2 percent of the remaining capacity. As such, project impacts to wastewater conveyance infrastructure and treatment capacity would be less than significant.</p>	<p><i>Southwest Project Site</i></p> <p>No mitigation measures are required.</p>	<p><i>Southwest Project Site</i></p> <p>Impacts to wastewater treatment and/or conveyance would be less than significant</p>
<p><i>Southeast Project Site</i></p> <p>The Proposed Project is anticipated to generate approximately 23,632 gallons per day of wastewater. The Proposed Project’s contribution of sewage to the existing local sewers and the Trunk F sewer line represents approximately 0.3 percent of the remaining capacity. As such, project impacts to wastewater conveyance infrastructure and treatment capacity would be less than significant.</p>	<p><i>Southeast Project Site</i></p> <p>No mitigation measures are required.</p>	<p><i>Southeast Project Site</i></p> <p>Impacts to wastewater treatment and/or conveyance would be less than significant</p>

UTILITIES-SOLID WASTE		
<p><i>Southwest Project Site</i></p> <p>Construction of the Proposed Project would generate solid waste (in the form of construction debris) that would need to be disposed of at area landfills. Because the project site is currently vacant, there would be no demolition generated solid waste. Much of the construction debris would be recycled and salvaged to the maximum extent feasible. Short-term construction impacts to landfills and solid waste service would be less than significant.</p> <p>The Proposed Project is estimated to generate approximately 208 pounds of solid waste per day prior to any recycling activities. The increase in solid waste generated by the Proposed Project would not result in the need for additional waste collection routes and recycling or disposal facilities. Therefore, impacts associated with solid waste service would be less than significant.</p>	<p><i>Southwest Project Site</i></p> <p>No mitigation measures required.</p>	<p><i>Southwest Project Site</i></p> <p>Impacts to solid waste generation would be less than significant.</p>
<p><i>Southeast Project Site</i></p> <p>Construction of the Proposed Project would generate solid waste (in the form of construction debris) that would need to be disposed of at area landfills. Because the project site is currently vacant, there would be no demolition generated solid waste. Much of this construction debris would be recycled and salvaged to the maximum extent feasible. Short-term construction impacts to landfills and solid waste service would be less than significant.</p>	<p><i>Southeast Project Site</i></p> <p>No mitigation measures are required.</p>	<p><i>Southeast Project Site</i></p> <p>Impacts to solid waste generation would be less than significant.</p>

<p>The Proposed Project is estimate to generate approximately 457 pounds of solid waste per day prior to any recycling activities. The increase in solid waste generated by the Proposed Project would not result in the need for additional waste collection routes and recycling or disposal facilities. Therefore, impacts associated with solid waste service would be less than significant.</p>		
<p>UTILITIES-ELECTRICITY</p>		
<p><i>Southwest Project Site</i></p> <p>The Proposed Project is estimated to consume approximately 2,320 kWh of electricity per day. According to Southern California Edison, the current loads levels and plans for expansion are adequate to accommodate the needs of the City of Lancaster through 2010. Therefore, impacts associated with electricity supply would be less than significant.</p> <p>According to Southern California Edison, the current infrastructure and plans for expansion are adequate to accommodate the needs of the City of Lancaster through 2010. As such, impacts associated with electricity distribution infrastructure would be less than significant.</p>	<p><i>Southwest Project Site</i></p> <p>No mitigation measures are required.</p>	<p><i>Southwest Project Site</i></p> <p>Impacts to electricity supply and electricity distribution infrastructure would be less than significant.</p>
<p><i>Southeast Project Site</i></p> <p>The Proposed Project is estimated to consume approximately 2,357 kWh of electricity per day. According to Southern California Edison, the current loads and plans for expansion are adequate to accommodate the needs of the City of Lancaster through 2010. Therefore, impacts associated with electricity supply would be less</p>	<p><i>Southeast Project Site</i></p> <p>No mitigation measures are required.</p>	<p><i>Southeast Project Site</i></p> <p>Impacts to electricity supply and electricity distribution infrastructure would be less than significant.</p>

<p>than significant.</p> <p>Southern California Edison undertakes expansion and/or modification of electricity distribution infrastructure and systems to serve future growth in the City of Lancaster as required in the normal process of providing electrical service. As such, impacts associated with electricity distribution infrastructure would be less than significant.</p>		
<p>UTILITIES-NATURAL GAS</p>		
<p><i>Southwest Project Site</i></p> <p>The Proposed Project’s estimated natural gas consumption is approximately 3,630 cubic feet per day. The existing natural gas mains would serve the site. According to the General Plan of the City of Lancaster, the Southern California Gas Company has planned for and will meet the growing demand for natural gas through the year 2020. Therefore, impacts associated with natural gas supply would be less than significant.</p> <p>The Southern California Gas Company undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. As such, impacts associated with the natural gas distribution infrastructure would be less than significant.</p>	<p><i>Southwest Project Site</i></p> <p>No mitigation measures required.</p>	<p><i>Southwest Project Site</i></p> <p>Impacts to natural gas supply and natural gas distribution infrastructure would be less than significant.</p>

<i>Southeast Project Site</i>	<i>Southeast Project Site</i>	<i>Southeast Project Site</i>
<p>The Proposed Project’s estimated natural gas consumption is approximately 10,987 cubic feet per day. The existing natural gas mains would serve the project site. According to the General Plan of the City of Lancaster, the Southern California Gas Company has planned for and will meet the growing demand for natural gas through the year 2020. Therefore, impacts associated with natural gas supply would be less than significant.</p> <p>The Southern California Gas Company undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. As such, impacts associated with the natural gas distribution infrastructure would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Impacts to natural gas supply and natural gas distribution infrastructure would be less than significant.</p>

II. PROJECT DESCRIPTION

A. PROJECT APPLICANT

The project applicants are Marinita Development Company, located at 3835 Birch Street Newport Beach, CA 92660 (southwest corner) and JP Eliopoulos Enterprises, Inc., located at 42225 10th Street West, Suite 101, Lancaster, CA 93534 (southeast corner).

B. PROJECT LOCATION

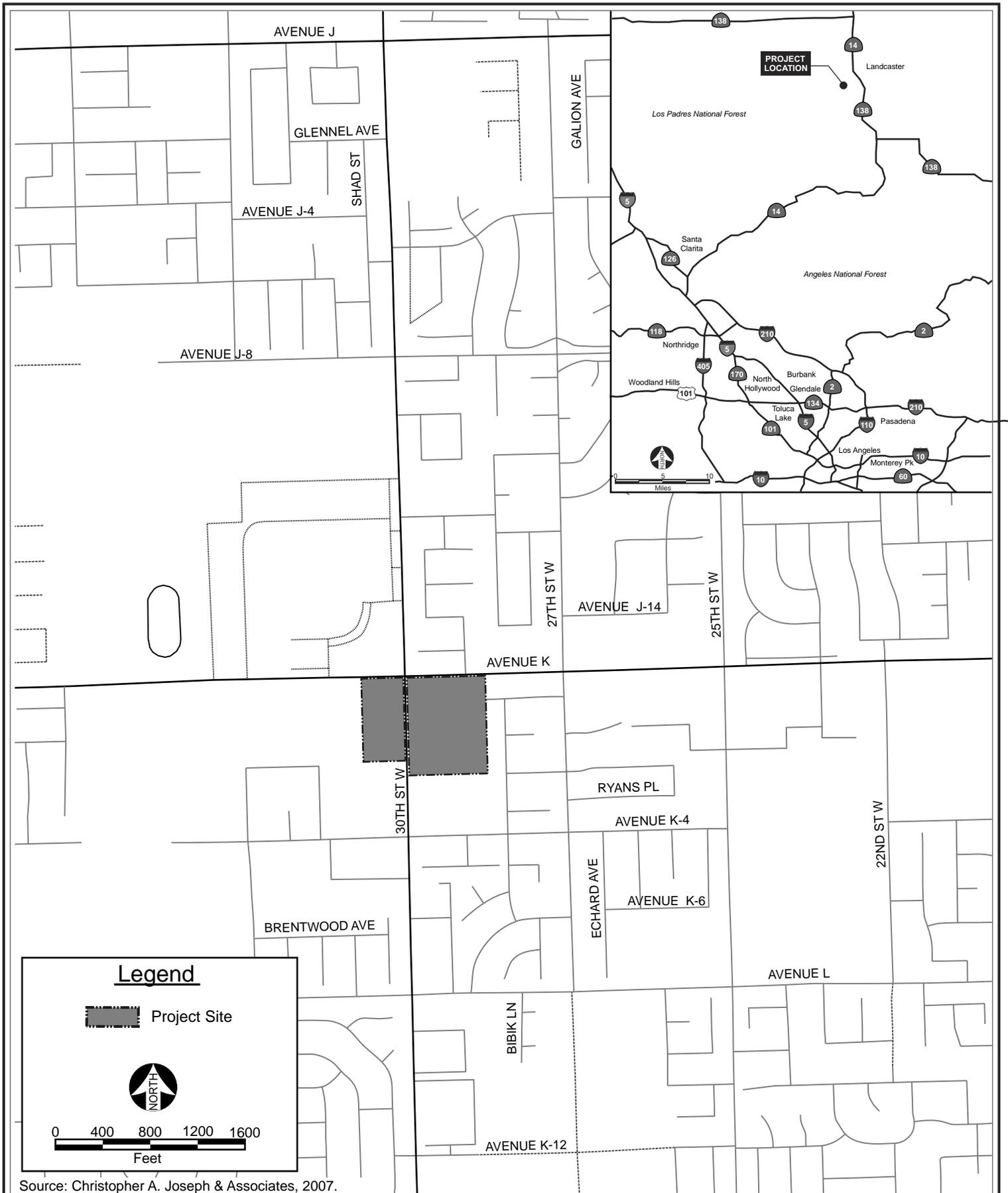
The project sites are located in the City of Lancaster, at the intersection of 30th Street West and Avenue K. The southwest project site is bound by Avenue K to the north, 30th Street West to the east, the Marbella Villas townhomes to the south, and Bethel Christian School to the west. The southeast project site is bound by Avenue K to the north, single-family residences to the east, Prestige Assisted Living Community to the south, and 30th Street West to the west. The project sites are more than one mile west of the Antelope Valley Freeway (SR-14) (see Figure II-1, Regional and Vicinity Location Map and Figure II-2, Aerial Map). Both sites are currently vacant and undeveloped.

C. PROJECT CHARACTERISTICS

The proposed 30th Street West and Avenue K Projects (Proposed Projects) would redesignate, rezone, and develop commercial uses on the two project sites and residential uses on the easterly project site. The City of Lancaster General Plan designates both project sites as Urban Residential (UR) and the zoning code designates the southwest corner as single family residential, minimum lot size 7,000 square feet (R-7,000) and the southeast corner as single family residential, minimum lot size 10,000 square feet (R-10,000). Both sites are currently vacant and undeveloped. Site-specific project descriptions are provided below.

Southwest Project Site

The Proposed Project would include a general plan amendment and zone change to redesignate the southwest project site from UR to Commercial (C) and rezone the site from R-7,000 to Commercial Planned Development (CPD). In addition, a conditional use permit (CUP) would be required for the construction of a commercial development over two acres and for the sale of alcohol. The southwest project site is approximately 4.40 acres, or 191,751 square feet. Development on the southwest project site would include approximately 25,800 square feet of commercial retail facilities and 10,500 square feet of high-turnover restaurant facilities, within six individual structures for a total of 36,300 square feet of development. Retail structures would be oriented mainly along 30th Street West and Avenue K, with surface parking provided at the interior of the site. One structure would be located at the southern site boundary and one structure would be located at the western site boundary. Development on the



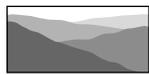
Legend

 Project Site



0 400 800 1200 1600
Feet

Source: Christopher A. Joseph & Associates, 2007.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure II-1
Regional and Vicinity Map



Legend

 Project Site

 NORTH

0 20 40 60 80
Feet

Source: IK Curtis, April 2006.

southwest project site would include approximately 216 parking spaces, and access to the development would be provided via both 30th Street West and Avenue K. No demolition would occur, as the project site is currently vacant and undeveloped. The proposed site plan for the southwest project site is provided in Figure II-3, Proposed Site Plan for Southwest Project Site.

Southeast Project Site

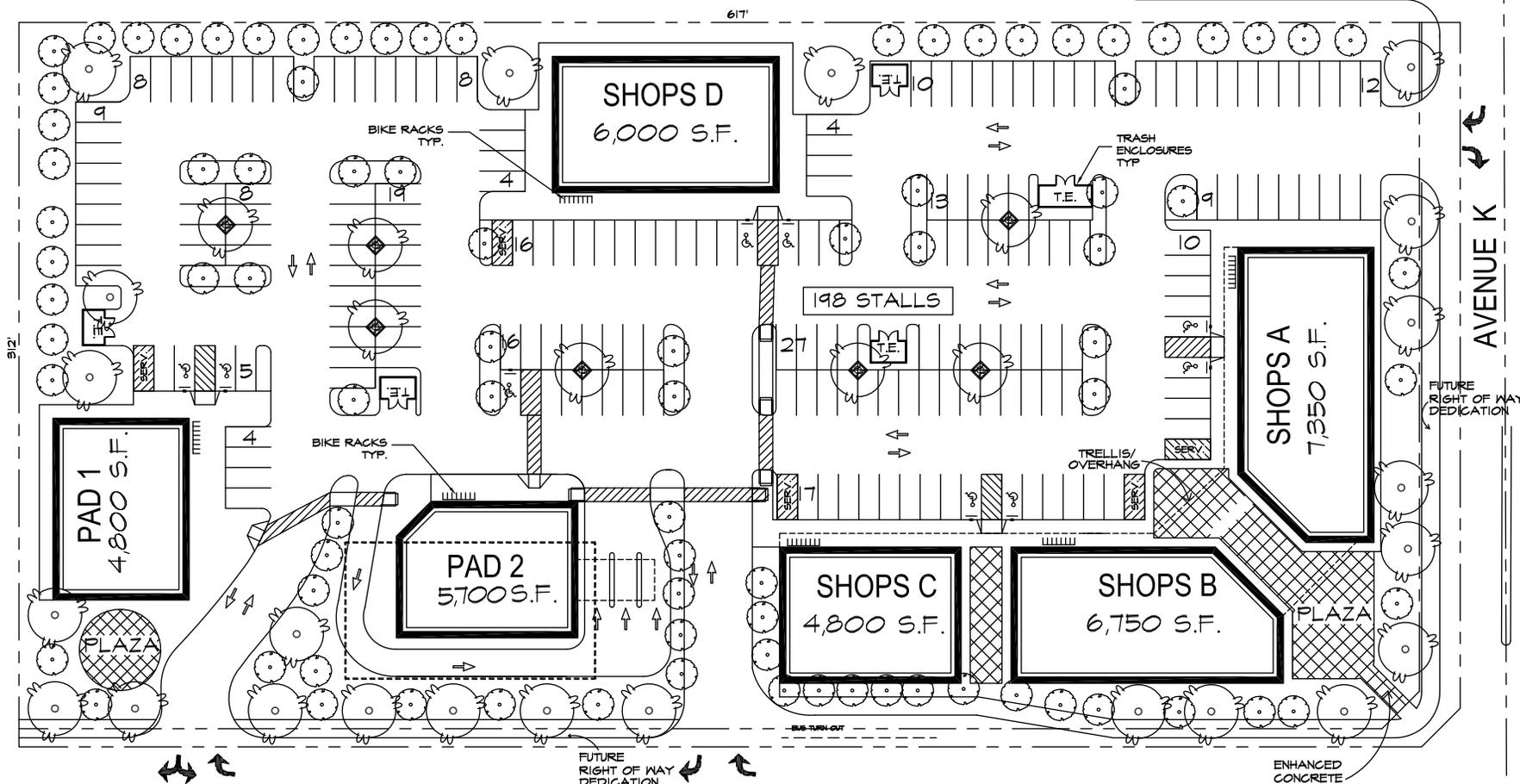
The Proposed Project would include a general plan amendment and zone change request to redesignate the southeast project site from UR to Multiple-Family Residential High Density (MR2) and C and rezone from R-10,000 to High Density Residential (HDR) and CPD. In addition, a CUP would be required for both the commercial development and the residential development. A parcel map would also be required. The southeast project site is approximately 8.52 gross acres, or 371,305 square feet. The Proposed Project would develop the site with commercial and residential uses, including approximately 42,867 square feet of commercial retail uses in three structures. Specifically, the commercial development would include a grocery-type store (approximately 15,000 square feet), a drugstore (approximately 17,272 square feet), and another structure with other retail shops (totaling approximately 10,595 square feet). The commercial component would include 264 parking spaces, and access to the commercial site would be provided from both 30th Street West and Avenue K.

The Proposed Project would also include a residential development on the southeast project site, consisting of 50 townhomes on individual lots with common open space. Each townhome would be two stories and include a two-car garage. The residential development would total approximately 90,819 square feet, and would include 124 parking spaces (100 resident spaces, 24 guest spaces). Access would be provided from 30th Street West. The Proposed Project would not require any demolition, as the project sites are currently vacant and undeveloped. The proposed site plan for the southeast project site is provided in Figure II-4, Proposed Site Plan for Southeast Project Site.

D. PROJECT OBJECTIVES

The objectives of the Proposed Projects are as follows:

- To create development on the currently underutilized project sites to provide housing and retail facilities to serve the local community.
- To provide a well-designed development that is compatible and complementary with surrounding land uses and develops land within the urban core.
- To provide adequate parking facilities to serve the proposed development residents, customers, and employees.
- To generate employment opportunities for the local area.



30th ST. WEST

EXISTING SIGNALIZED INTERSECTION

Source: Nadel Retail, 06/11/2007.

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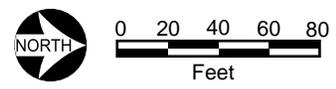
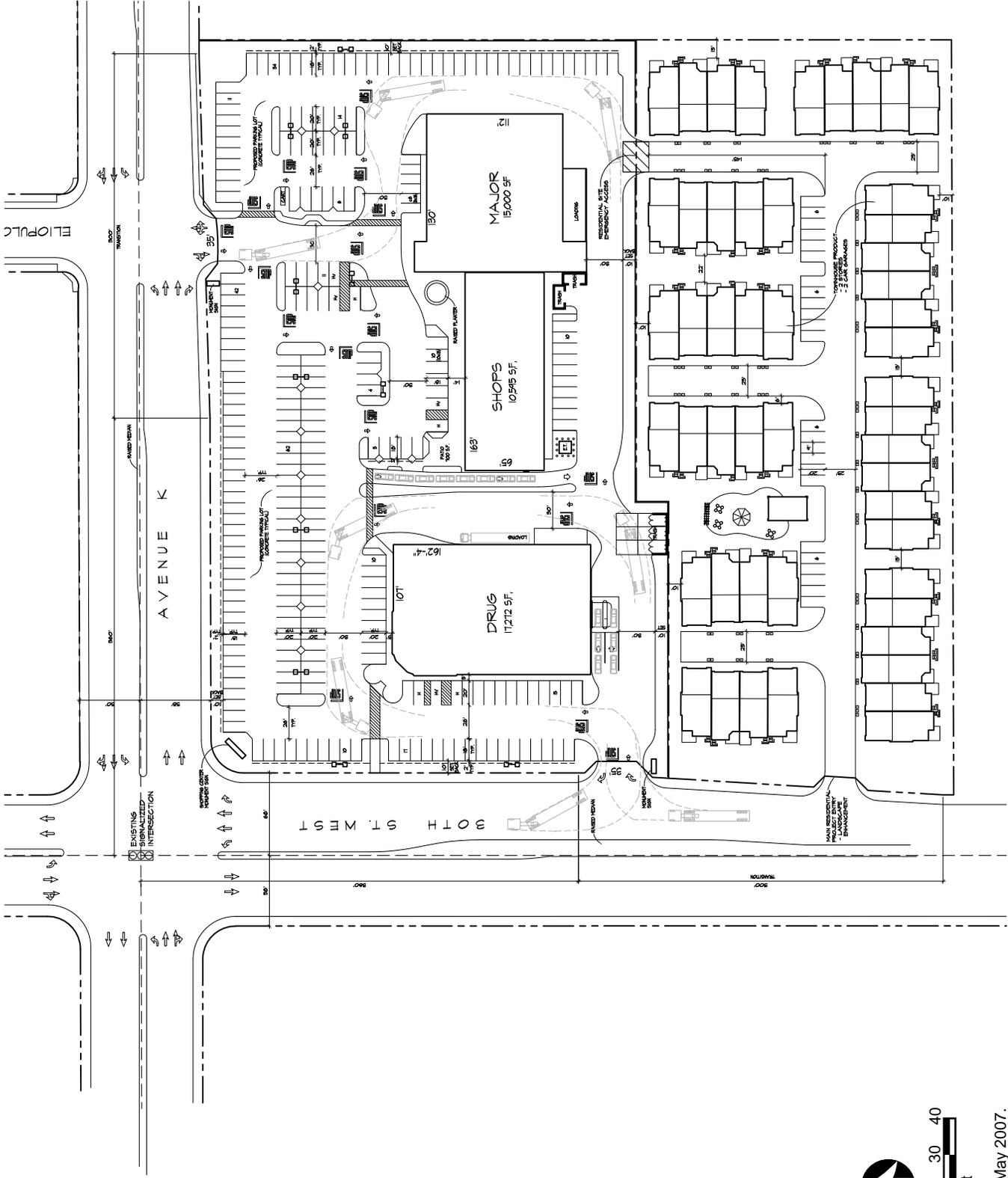


Figure II-3
Southwest Project Site
Proposed Site Plan



Source: Nadel Retail, May 2007.

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Figure II-4
 Southeast Project Site
 Proposed Site Plan

- To mitigate, to the extent feasible, the potential environmental impacts of the Proposed Projects.
- To provide development that is financially viable.

E. DISCRETIONARY ACTIONS

The City of Lancaster, Department of Planning is the lead agency for the Proposed Projects. In order to permit development of the Proposed Projects, the City may require approval of one or more of the following discretionary actions:

Southwest Project Site

- General Plan Amendment for redesignation of the project site from UR to C.
- Zone Change to change zoning from R-7,000 to CPD.
- Conditional Use Permit for commercial development over two acres.
- Conditional Use Permit for sale of alcohol.
- Other permits, ministerial or discretionary, may be necessary in order to execute and implement the project. Such approvals may include, but are not limited to: landscaping approvals, exterior approvals, permits for driveway curb cuts, storm water discharge permits, grading permits, installation and hookup approvals for public utilities and related permits. Additional discretionary or ministerial action may include sewer and water hook-up permits from Los Angeles County Sanitation District 14 and Los Angeles County Water Works District 40, respectively.

Southeast Project Site

- General Plan Amendment for the redesignation of the project site from UR to MR2 and C.
- Zone Change to change zoning from R-10,000 to HDR and CPD.
- Tentative Parcel Map.
- Conditional Use Permit for commercial development over two acres.
- Tentative Tract Map for townhomes
- Conditional Use Permit for residential development.
- Conditional Use Permit for sale of alcohol.

- Other permits, ministerial or discretionary, may be necessary in order to execute and implement the project. Such approvals may include, but are not limited to: landscaping approvals, exterior approvals, permits for driveway curb cuts, storm water discharge permits, grading permits, installation and hookup approvals for public utilities and related permits. Additional discretionary or ministerial action may include sewer and water hook-up permits from Los Angeles County Sanitation District 14 and Los Angeles County Water Works District 40, respectively.

This EIR serves as an advisory document, compliant with CEQA, intended to offer additional guidance to the lead agency for all discretionary actions associated with the Proposed Projects. This EIR is also intended to cover all State, regional and/or local government discretionary approvals that may be required in conjunction with the Proposed Projects, whether or not they are explicitly listed. Federal, State and regional agencies that may have jurisdiction over specific activities associated with the Proposed Projects include, but are not necessarily limited to:

- Antelope Valley Air Quality Management District
- Regional Water Quality Control Board, Lahontan Region

III. ENVIRONMENTAL SETTING

A. OVERVIEW OF ENVIRONMENTAL SETTING

This section provides a brief overview of the project sites' regional and local settings. Additional descriptions of the environmental setting as it relates to each of the environmental issues analyzed in this EIR are included in the environmental setting discussions contained within Sections IV.A through IV.N. A list of related projects, which is used as the basis for the discussion of cumulative impacts in Section IV (Environmental Impact Analysis), is also provided.

Regional Setting

The project sites are located in northern Los Angeles County within an urbanized area in the City of Lancaster (see Figure II-1, Regional and Vicinity Location Map). Regional access to the project area is provided via SR 14 (Antelope Valley Freeway), which is located less than one mile east of the project sites. The project sites are in the open flats of Antelope Valley northeast of Quartz Hill. The San Gabriel Mountains are located approximately seven miles south and southwest of the project sites. The Tehachapi Mountains are located approximately 25 miles northwest of the project sites.

Local Setting/Land Uses

The project sites are located at the intersection of 30th Street West and Avenue K, and combined are approximately 12.92 acres. The southwest project site is approximately 4.40 acres and the southeast project site is approximately 8.52 acres. The southwest project site is bound by Avenue K to the north, 30th Street West to the east, the Marbella Villas townhomes to the south, and Bethel Christian School to the west. The southeast project site is bound by Avenue K to the north, single-family residences to the east, Prestige Assisted Living Community to the south, and 30th Street West to the west. The City of Lancaster General Plan designates both project sites as Urban Residential (UR) and the zoning code designates the southwest corner as single family residential, minimum lot size 7,000 square feet (R-7,000) and the southeast corner as single family residential, minimum lot size 10,000 square feet (R-10,000).

Both project sites are flat, open fields with low-growing, non-native grasses, junipers, and a few Joshua trees. A number of juniper bushes grow throughout the southwest parcel. The soils at the project sites are primarily fine to course grain, silty sand with granitic gravels. Both project sites also currently contain trash and debris (i.e. paper cups, plastic bags, concrete fragments) interspersed throughout the sites. The topography of the project sites is relatively flat. Views of the project sites are shown in Figures III-1 and Figure III-2.



View 1: View from the southwest corner of Avenue K and 30th Street West looking southwest across the project site at single family residences and Bethel Christian School.



View 2: View from the southwest project site looking east toward the southeast project site.



View 3: View from 30th Street West looking northwest across southwest project site.

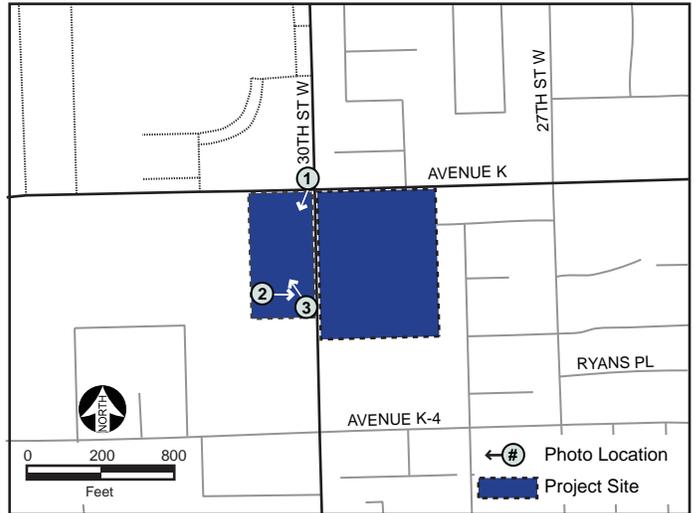


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2007.



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Figure III-1
Views of the Southwest Project Site
Views 1, 2 and 3



View 4: View from the southwest corner of the southeast project site looking north.



View 5: View from Avenue K looking south across the southeast project site toward the Prestige Assisted Living Community.



View 6: View from the southeast project site looking northwest toward the single family residences and Antelope Valley College.

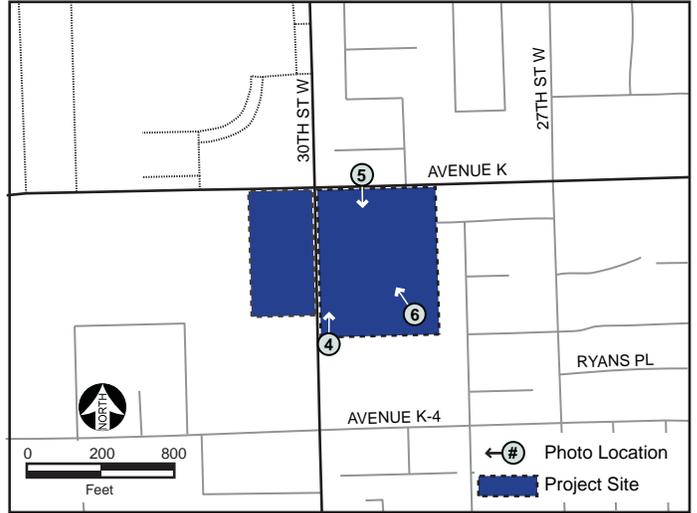


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2007.



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Figure III-2
Views of the Southeast Project Site
Views 4, 5 and 6

Surrounding Land Uses

The area surrounding the project sites is almost completely developed with urban uses. To the north of the southwest project site is Antelope Valley College, a community college. To the east is 30th Street West of the southeast project site, and immediately adjacent to the site to the south are the one- to two-story Marbella Villas townhomes. To the west of the southwest project site is Bethel Christian School recreational areas, with the associated buildings farther west. Views of the uses surrounding the southwest project site are shown in Figure III-3.

The southeast project site is surrounded by single family residential uses to the north across Avenue K and single family residences immediately adjacent to the east. To the south is the Prestige Assisted Living Community and to the west is 30th Street West, with the Marbella Villas townhomes and the southwest project site west across 30th Street West. Views of the uses surrounding the southeast project site are shown in Figure III-4.



View 1: View from the southwest project site looking south toward the Marbella Villas townhomes.



View 2: View from the southwest project site looking west toward the Bethel Christian School.



View 3: View from the southwest project site looking north across Avenue K at Antelope Valley College.

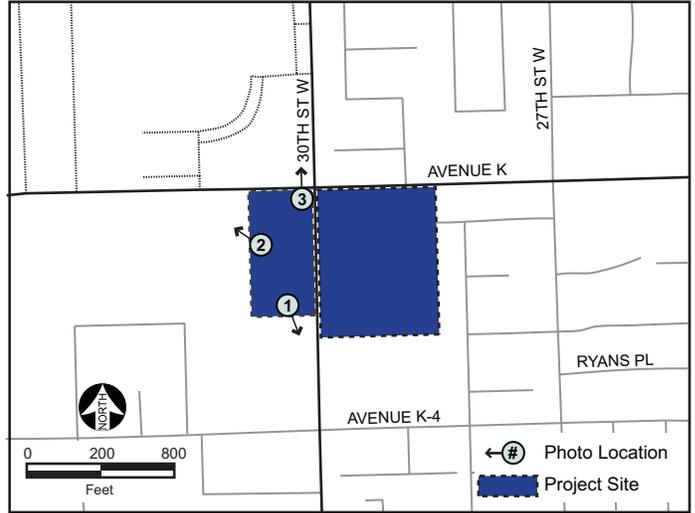


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2007.



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Figure III-3
Views of the Surrounding Land Uses
Views 1, 2 and 3



View 4: View from the southeast project site looking south at the Prestige Assisted Living Community.



View 5: View from the southeast project site looking east at the adjacent single-family residences.



View 6: View from the southeast project site looking north across Avenue K at the single-family residences.

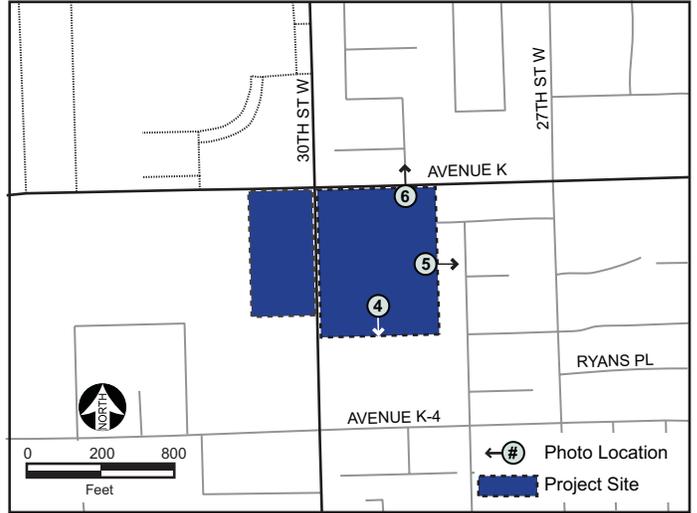


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2007.



B. RELATED PROJECTS

Sections 15126 and 15130 of the State CEQA Guidelines provide that EIRs consider the significant environmental effects of a Proposed Project as well as “cumulative impacts.” “Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (CEQA Guidelines Section 15130 (b)(1)(A)).

All proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the Proposed Projects are included in Table III-1 below. For an analysis of the cumulative impacts associated with these related projects and the Proposed Projects, cumulative impact discussions are provided under each individual environmental impact category in Chapter IV of this EIR. The locations of the related projects are shown in Figure III-5.

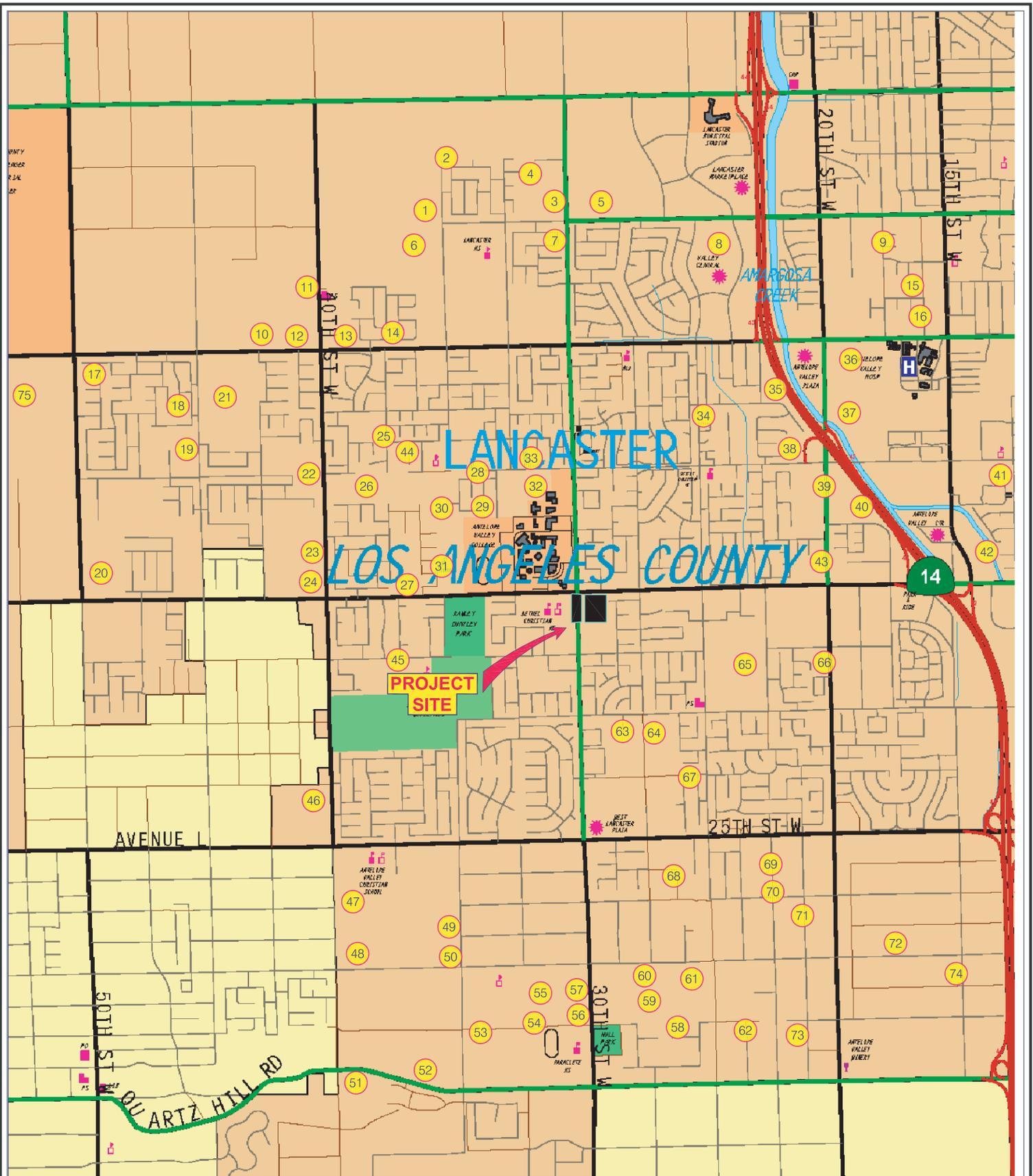
**Table III-1
Related Projects**

No.	Location	Size	Description
1	NW corner 35 th St W & Lancaster Bl	23 lots	Single Family Homes
2	N side of Lancaster Bl btwn 35 th & 32 nd St W	120 lots	Single Family Homes
3	NW corner of 30 th St W & Lancaster Bl	37 lots	Single Family Homes
4	N side Lancaster Bl btwn 32 nd & 30 th St W	84 lots	Single Family Homes
5	NE corner 30 th St W & Lancaster Bl	23 lots	Single Family Homes
6	S side Lancaster Bl btwn 40 th & 35 th St W	316 lots	Single Family Homes
7	SW corner of Lancaster & 30 th St W	158 lots	Single Family Homes
8	Lancaster, Central Ct, Valley Central Wy & 25 th St W	218,490 sf	Wal-Mart Super Center
9	Btwn 17 th & 18 th St W, S/o Lancaster Bl	62 lots	Single Family Homes
10	N side of Ave J & btwn 40 th & 45 th St W	74 lots	Single Family Homes
11	NE corner of 40 th St W & Newgrove	61 lots	Single Family Homes
12	NW corner of 40 th St W & Avenue J	96,100 sf	Shopping Center
13	NE corner of 40 th St W & Ave J	77 lots	Single Family Homes
14	NW corner of Ave J & Palo Verde St	33 lots	Single Family Homes
15	16 th St W & N side Ave J	62 lots	Single Family Homes
16	W side of 17 th St W btwn Norberry & Ave K	64 units	Medical Condos
17	SE corner of Ave J & 50 th St W	307 lots	Single Family Homes
18	Btwn 46 th & 47 th St W & N/o Ave J-8	20 lots	Single Family Homes
19	W side of 45th St W appx mid btwn Ave J & K	93 lots	Single Family Homes
20	NE corner of Ave K & 50th St W	78 lots	Single Family Homes
21	SE corner of 45th St W & Ave J	240 lots	Single Family Homes
22	SW corner of 40th St W Ave J-6	94 lots	Single Family Homes
23	W side of 40th St W & Ave J-12	87 lots	Single Family Homes
24	NW corner of 40th St W & Ave K	116 lots	Single Family Homes
25	SW corner of 37th St W & Ave J-4	36 lots	Single Family Homes
26	E side of 40th St W btwn Ave K & Ave J-8	87 lots	Single Family Homes
27	S side Ave J-11 at 37th St W	82 lots	Single Family Homes
28	NE corner 35th St W & Ave J-8	18 lots	Single Family Homes
29	N side of Ave J-8 & E/o 35th St W	18 lots	Single Family Homes
30	SE corner of 36th St W & Ave J-8	57 lots	Single Family Homes
31	N side of Ave K & E/o 36th St W	39 lots	Single Family Homes
32	SW corner of 32nd St W & Ave J-8	46 units	Condo conversion
33	NW corner Ave J-8 & 32nd St W	18 lots	Single Family Homes
34	SE corner of 25th St W & J-4	22 units	Apartment
35	NE corner of 22nd St W & Ave J-4	12 lots	Single Family Homes
36	SE corner of 20th St W & Ave J	13,000 sf	Walgreens
37	E side of 20th St W S/o Ave J & N/o Fwy	43,535 sf	Shopping Center
38	N side of Ave J-8 & W/o 20th St W	20 lots	Single Family Homes
39	SW corner of 20th St W & Ave J-8	177,831 sf	Commercial
40	E side of 20th St W btwn Ave J-8 & Ave K	131,546 sf	Shopping Center

**Table III-1
Related Projects (continued)**

41	W side of 12th St W S/o J-8	24	units	Apartment
42	E Side of 15th St W across from Youngblood Pl	2,821	sf	Car Wash
43	W side of 20th St W S/o J-13	118,104	sf	Self-storage
44	NW corner of 37th St W & Ave J-6	5	lots	Single Family Homes
45	E/o 40th St W & S/o Ave K	66	lots	Single Family Homes
46	SW corner of 40th St W & Ave K-12	29	lots	Single Family Homes
47	E side of 40th St W & S/o Ave L	26	lots	Single Family Homes
48	NE corner of 40th St W & Ave J-8	24	lots	Single Family Homes
49	SW corner 35th St W & Ave L-4	35	lots	Single Family Homes
50	NW corner of 35th St W & Ave L-8	33	lots	Single Family Homes
51	SE corner of Ave M & 40th St	28	lots	Single Family Homes
52	N side of Ave M btwn 40th & 35th St W	11	lots	Single Family Homes
53	SE corner of 35th St W & future Ave L-10	17	lots	Single Family Homes
54	NW corner of 32nd St W & Ave M	63	lots	Single Family Homes
55	NE corner of 32nd St W & Ave M	15	lots	Single Family Homes
56	42145 30th St W	36,600	sf	Bldg for High School
57	W side of 30th St W, S/o Ave L-8	5,525	sf	Religious Ctr
58	NW corner Ave M & 25th St W	54	lots	Single Family Homes
59	SE corner of 28th St W & Ave L-10	4	lots	Single Family Homes
60	SW corner of 27th St W & Ave L-8	8	lots	Single Family Homes
61	SE corner of 27th St W & Ave L-8	7	lots	Single Family Homes
62	NE corner of 25th St W & Ave M	8	lots	Single Family Homes
63	S side Ave K-8 & E/o 30th St W	14	lots	Single Family Homes
64	S side of Ave K-8 & E/o 30th St W	15	lots	Single Family Homes
65	NW corner future 22nd St & Ave K-4	23	lots	Single Family Homes
66	NE corner of 20th St W & Ave K-2	2,000	sf	Church Addition
67	W/o 25th St W btwn Ave K-12 & Ave K-14	19	lots	Single Family Homes
68	NE corner of 27th St W & Ave L-4	18	lots	Single Family Homes
69	Btwn 22nd & 23rd St W & S/o Ave L	8	lots	Single Family Homes
70	Btwn Ave L & L-4 and 22nd & 23rd St W	8	lots	Single Family Homes
71	NW corner of 21st St W & Ave L-4	2	lots	Single Family Homes
72	NE corner 25th St W & Ave L-8	2	lots	Single Family Homes
73	SW corner of 21st St W & Ave L-12	3	lots	Single Family Homes
74	SW corner of 15th St W & Ave L-8	3	lots	Single Family Homes
75	SW corner of 30th St W & Avenue J	120	lots	Single Family Homes

Source: Overland Traffic Consultants, Inc., April 2007.



Source: Overland Traffic Consultants, Inc., April 2007.



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Figure III-5
Related Projects Location Map

IV. ENVIRONMENTAL IMPACT ANALYSIS

A. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

The City of Lancaster has determined through the preparation of an Initial Study (see Appendix A) that the proposed 30th Street West and Avenue K Projects (Proposed Projects) would not result in potentially significant impacts related to the environmental topics listed below. Section 15128 of the CEQA Guidelines states:

“An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Such a statement may be contained in an attached copy of the Initial Study.”

It has been determined that there is no substantial evidence that the Proposed Projects would cause significant environmental effects in the following areas; Agricultural Resources, Mineral Resources, and Parks and Recreation. Therefore, no further environmental review of these issues is necessary for the reasons described below. For further analysis of each issue, see the Initial Study that was prepared for the Proposed Projects, which is contained in Appendix A.

The Initial Study also determined that some issues may have potential adverse impacts on the environment, including Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation and Traffic, and Utilities and Service Systems. Analyses of these issues are not included below, as each issue is analyzed in greater depth in Section IV (Environmental Impact Analysis) of this EIR.

1. AGRICULTURAL RESOURCES

The Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of “Important Farmland.” The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the project sites are not included in the Important Farmland Category.¹ The project sites are located in a developed area of the City of Lancaster and are zoned R-7,000 and R-10,000. The project sites do not

¹ *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland Map, 1998, Map.*

contain any state-designated agricultural lands. No impact on farmland or agricultural resources would occur and no further analysis is required.

The Proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract. The project sites are not currently zoned for agricultural use. As mentioned previously, the project sites are zoned as R-7,000 and R-10,000. The project proposes a zone change and General Plan Amendment on the southwest project site from R-7,000 to Commercial Planned Development (CPD) and from UR to C, respectively. The project also proposes a zone change and General Plan Amendment on the southeast project site from R-10,000 to High Density Residential (HDR) and CPD and from UR to MR2 and C, respectively. There are no agricultural fields located on the project sites. The Proposed Projects would not involve the conversion of agricultural fields to another use and the project sites are not under a Williamson Act contract.² Therefore, the Proposed Projects would not impact agricultural resources and no further analysis is required.

The Proposed Project would not involve other changes in the existing environment, which due to their location or nature, could result in the conversion of Farmland to non-agricultural use. Neither the project sites, nor nearby properties are utilized for agricultural activities and, as discussed above (Section 2(a)), the sites are not classified in any “Farmland” category designated by the State of California. Review of the historic aerial photographs between 1953 and 2002 show that the southwest project site was unimproved land and has remained vacant. Review of historic aerial photographs from between 1953 and 2002 show that the southeast project site was developed as farmland between 1953 and 1968. The 1968 photo showed what appeared to be fallow farmland, and after that, evidence of farmland was not present in the aerial photos. As the southwest site has never contained farmland and the southeast site has not contained farmland since approximately 1968, no impact related to the conversion of Farmland would occur and no further analysis is required.

2. MINERAL RESOURCES

The Proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. While the project sites are located within Mineral Reserve Zone 3, as designated by the City of Lancaster,³ the sites are not located in areas where mining of mineral resources occurs. The project sites may contain known mineral deposits that would be of value to the region and the residents of the State, but development of the Proposed Projects would not preclude or

² Williamson Act Program, California Division of Land Resource Protection, website: <http://www.consrv.ca.gov/DLRP/lca/index.htm>, March 2006.

³ City of Lancaster, Lancaster Master Environmental Assessment, Figure 2.0-9, Mineral Resources, October 1, 1997.

otherwise result in the loss of availability of these resources. The minerals would continue to exist on the project sites with development, and could be mined and used in the future. The Proposed Projects therefore would not result in the loss of availability of a known mineral resource. Impacts to mineral resources would be less than significant.

The Proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. As discussed above, are located within Mineral Reserve Zone 3, as designated by the City of Lancaster,⁴ the project sites are not used for mineral resource recovery. Development of the Proposed Projects would not preclude or otherwise result in the loss of availability of these resources, as minerals would continue to exist on the project sites with development, and could be mined and used in the future. The Proposed Projects would not result in the loss of availability of a locally-important mineral resource and therefore, a less than significant impact would occur.

3. RECREATION AND PARKS

The Proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The City of Lancaster currently maintains 500 acres of parkland. Several parks exist in the vicinity of the project sites including Rawley Duntley Park located approximately 0.5 miles west of the project sites along West Avenue K, and Lancaster City Park located approximately 3.0 miles southeast of the project sites at the intersection of West Avenue L and 10th Street West. The southwest and southeast project sites are currently zoned for residential use. The Proposed Projects' development of commercial retail and 50 residential units would result in fewer permanent residents than the potential development of the project sites under the existing R-7,000 and R-10,000 zoning. In addition, the Proposed Projects have proposed common open space for the townhomes. The Proposed Projects, therefore, would be adequately served by existing park and recreation facilities in the City and immediate area, and would not result in the deterioration of existing facilities. Impacts on park and recreation facilities would be less than significant.

The Proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. As discussed in above, the Proposed Projects would not require the construction of additional recreational facilities. The Proposed Projects would include common open space in the townhome portion of the project for use by residents. However, this would not result in a significant impact. The Proposed Projects would not

⁴ City of Lancaster, Lancaster Master Environmental Assessment, Figure 2.0-9, Mineral Resources, October 1, 1997.

require or result in new recreational facilities, which could have an adverse effect on the environment. Impacts would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

B. AESTHETICS

ENVIRONMENTAL SETTING

Existing Conditions

The project sites are located in Lancaster at the intersection of Avenue K and 30th Street West. The southwest project site is located on the southwest corner of the intersection of Avenue K and 30th Street West, and is currently vacant and undeveloped. The southeast project site is located on the southeast corner of the intersection of Avenue K and 30th Street West and is also currently vacant and undeveloped. Both of the project sites currently consist of sparse vegetation, including desert scrub with Juniper and Joshua trees. Both project sites also currently contain trash and debris interspersed throughout the sites. The topography of the project sites is relatively flat. Figures IV.B-1 and IV.B-2 depict the existing project sites.

Surrounding Land Uses

Southwest Project Site

The area surrounding the southwest project site is generally developed. To the north of the project site across Avenue K is the Antelope Valley College, which is developed with surface parking and landscaping along the street frontages and academic buildings on the site interior. To the northeast across the intersection of Avenue K and 30th Street West are one- to two-story single-family residences and to the east across 30th Street West is the southeast project site. South of the project site are the two-story Marbella Villas townhomes and to the west of the project site is the Bethel Christian School, with recreational areas on the easternmost part of the site (nearest the southwest project site) and academic buildings farther west. Figure IV.B-3 shows views of the surrounding land uses.

Southeast Project Site

The area surrounding the southeast project site is generally developed. To the north of the project site across Avenue K and adjacent to the project site on the east are one- to two-story single-family residences. South of the project site is the Prestige Assisted Living Community and to the west across 30th Street West are the two-story Marbella Villas townhomes and the southwest project site. Antelope Valley College is located to the northwest across the intersection of Avenue K and 30th Street West. Figure IV.B-4 shows views of the surrounding land uses.

Scenic Resources

As stated above, the project sites are located within a generally developed area of Lancaster. There are no significant natural features (such as rock outcroppings, bodies of water, substantial stands of native



View 1: View from the southwest corner of Avenue K and 30th Street West looking southwest across the project site at the Marbella Villas townhomes and Bethel Christian School.



View 2: View from the southwest project site looking east toward the southeast project site.



View 3: View from 30th Street West looking northwest across southwest project site.

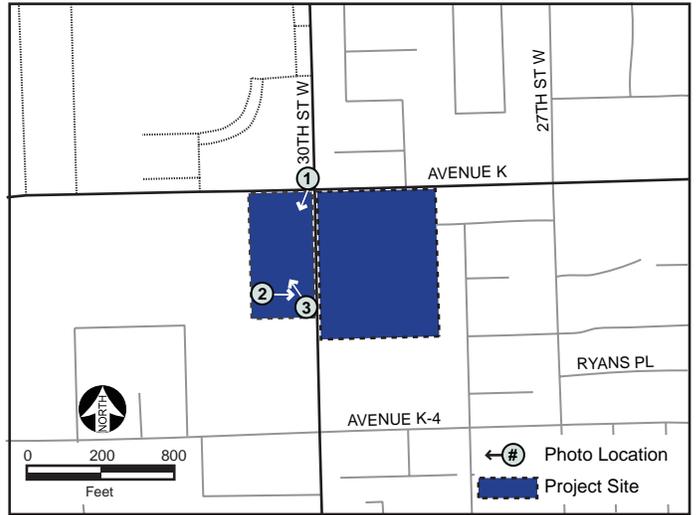


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2007.



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Figure IV.B-1
Views of the Southwest Project Site
Views 1, 2 and 3



View 4: View from the southwest corner of the southeast project site looking north.



View 5: View from Avenue K looking south across the southeast project site toward the Prestige Assisted Living Community.



View 6: View from the southeast project site looking northwest toward the single-family residences and Antelope Valley College.

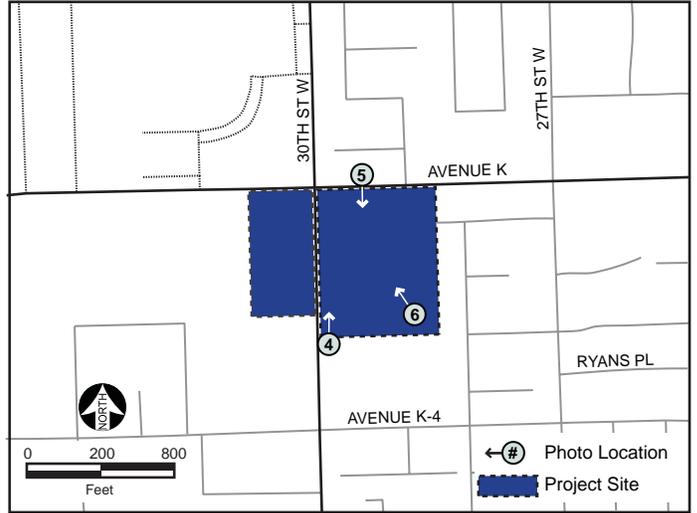


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2007.





View 7: View from the southwest project site looking south toward the Marbella Villas townhomes.



View 8: View from the southwest project site looking west toward the Bethel Christian School.



View 9: View from the southwest project site looking north across Avenue K at Antelope Valley College.

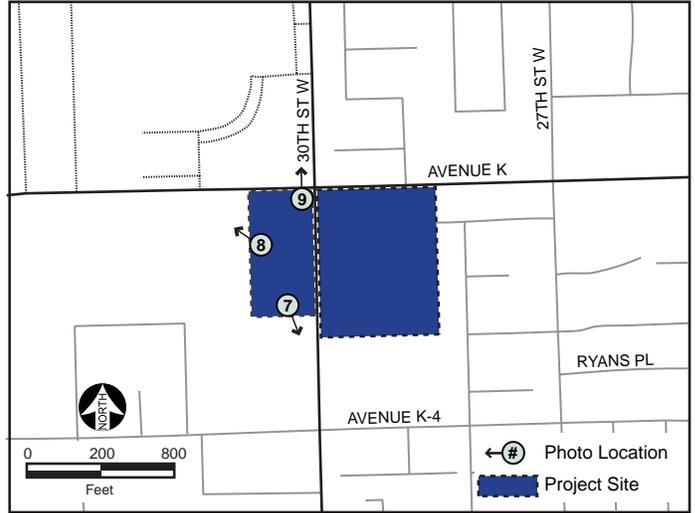


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2007.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.B-3
Views of the Surrounding Land Uses
Views 7, 8 and 9



View 10: View from the southeast project site looking south at the Prestige Assisted Living Community.



View 11: View from the southeast project site looking east at the adjacent single-family residences.



View 12: View from the southeast project site looking north across Avenue K at the single-family residences.

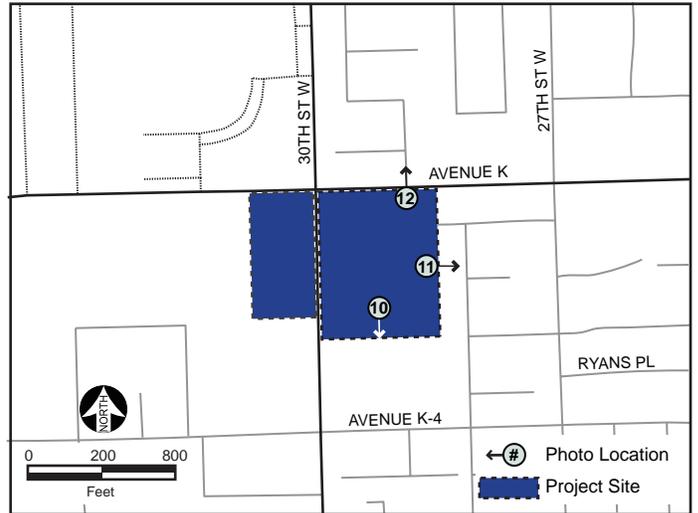


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2007.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.B-4
Views of the Surrounding Land Uses
Views 10, 11 and 12

vegetation, etc.) on either of the project sites. The project sites contain Joshua trees and California Juniper, which are identified in Objective 3.4 of the Lancaster General Plan as important biological resources. See Section IV.D, Biological Resources, for a discussion of the project sites' biological resources.

The project sites are not located on a designated State Scenic Highway.¹ According to the Lancaster General Plan, important scenic resources in and around Lancaster include: local views of the surrounding buttes, Quartz Hill, and long distance panoramas of the San Gabriel Mountains and desert expanses.² The San Gabriel Mountains are located approximately seven miles south and southwest of the project sites. The Tehachapi Mountains are located approximately 25 miles northwest of the project sites.

Existing Viewsheds

Viewsheds refer to the visual qualities of a geographical area that are defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by development that has become a prominent visual component of the area. Public views are those which can be seen from vantage points that are publicly accessible, such as streets, freeways, parks, and vista points. These views are generally available to a greater number of persons than are private views. Private views are those which can be seen from vantage points located on private property. Private views are not considered to be impacted when interrupted by land uses on adjacent blocks, specifically if the project complies with the zoning and design guidelines applicable to the site. In the area of the project sites, the existing viewsheds are defined primarily by residential and institutional (academic) uses. Long-range views of the San Gabriel Mountains are available to the south and southwest of the project sites, and long-range views of the Tehachapi Mountains are available to the northwest of the project site.

Light and Glare

Ambient light consists primarily of natural light conditions and light that spills over from surrounding uses. Glare is largely a daytime phenomenon, occurring when sunlight is reflected off the surfaces of buildings, objects (e.g., vehicle windshields), or by vehicle headlights on adjacent roadways. Excessive glare not only restricts visibility but also increases the ambient heat reflectivity in a given area. The project sites do not generate light or glare as they are both currently vacant and do not contain any structures, pavement, or lighting. Currently, light sources in the area include ambient nighttime lighting

¹ *Caltrans California Scenic Highway Program, Officially Designated State Scenic Highways, website: <http://www.dot.ca.gov/hq/LandArch/scenic/schwy1.html>, accessed February 6, 2007.*

² *City of Lancaster General Plan, City of Lancaster Planning Department, Adopted October 28, 1997.*

including street lights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures which passes through windows) and automobile headlights.

Shade and Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by on-site buildings, which affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational, churches, schools, outdoor restaurants, and pedestrian areas have expectations for direct sunlight and warmth from the sun. These land uses are termed “shadow-sensitive.”

Shadow lengths are dependent on the height and size of the building from which it is cast and the angle of the sun. The angle of the sun varies to the rotation of the earth (i.e. time of day) and elliptical orbit (i.e. change in seasons). The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months.

Existing Shadow Patterns

Shadow-sensitive uses in the immediate project vicinity include the surrounding single- and multi-family residential uses, Bethel Christian School, and Antelope Valley College. As the project sites do not contain any structures, they do not project shade or shadows onto the surrounding uses.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project may have a significant environmental impact if it were to:

- (a) Have a substantial adverse effect on a scenic vista;
- (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- (c) Substantially degrade the existing visual character or quality of the site and its surroundings;
or
- (d) Create new sources of substantial light or glare which would adversely affect day or nighttime views in the area.

Although not included in the State CEQA Guidelines, impacts related to shade and shadow have become generally recognized as necessary for evaluation in the CEQA process. The concern is particularly

important for sensitive land uses such as residential, recreational, churches, schools, outdoor restaurants, and pedestrian areas have expectations for direct sunlight and warmth from the sun.

As previously discussed, both above and in the Initial Study (Appendix A), none of the streets surrounding the project sites are designated State Scenic Highways. Therefore, the Proposed Projects would not result in impacts with respect to threshold “b” listed above, and no further analysis is necessary.

Project Impacts

Southwest Project Site

Views of the Project Site

The Proposed Project would change the character of the project site from a vacant, undeveloped lot to a site that is developed with six different structures. Development on the southwest project site would include approximately 36,300 square feet of commercial retail facilities, within six individual structures. Most retail structures would be oriented along 30th Street West and Avenue K, with surface parking provided at the interior of the site. One structure would be located at the southern site boundary and one structure would be located at the western site boundary. Development on the southwest project site would include approximately 216 parking spaces, and access to the development would be provided via both 30th Street West and Avenue K. The proposed structures would be developed at a maximum height of two stories and/or 35 feet.

The building heights and massing that would be developed with the implementation of the Proposed Project would represent a substantial change in the visual character of the project site from what currently exists. The Proposed Project would provide a visual contrast mostly in terms of use type rather than massing, with the residential uses located to the south and the school uses located to the west and north of the project site. Views of the project site would become more prominent from the surrounding land uses because of the increased height and mass of the Proposed Project compared to the existing undeveloped condition of the site.

Although the project’s commercial uses would contrast with the site’s current undeveloped character, they would not adversely contrast with the surrounding land uses. When in place, the development would blend with neighboring one- to two-story single- and multi-family residential structures and school uses. Proposed development on the project site would include structures that are designed with attention to architectural details, building configuration, variety in design, and associated landscaping as dictated by local plans for development.

The Proposed Project would be visually compatible with the surrounding community. The development would alter the current visual character of the site, but whether that alteration would degrade or improve

the visual character of the site is a subjective assessment. Because the project would not introduce any incompatible visual elements into the neighborhood, the project would have a less than significant impact with regard to visual character.

Views through the Project Site

The maximum height of the proposed development on the southwest project site would be two stories and/or 35 feet above grade. Due to the addition of development to a currently vacant site, view lines through the site would be altered. However, since the proposed structures would be a maximum of 35 feet, long-range views of the San Gabriel Mountains to the south and southwest would not be substantially altered. Considering the distance of the mountains from the project site, which is approximately seven miles, long-range views from the surrounding area would still be available above and around the proposed development. In addition, due to the location of the project site, there are no views through the project site to the north of scenic or visual resources. Therefore, impacts associated with blockage of views would be less than significant.

Light and Glare

The Proposed Project would introduce new sources of light to the currently undeveloped project site. The six proposed structures would each include indoor lighting, architectural lighting, and security lighting. Although all lighting would be shielded and focused on the project site and directed away from the neighboring land uses. However, development of the currently vacant lot with new commercial uses that require lighting creates a potential for significant light impacts on surrounding properties.

The Proposed Project would introduce new sources of glare to the project site. Development of the Proposed Project would include architectural features and facades that have a low level of reflectivity to reduce the possibility of impacts associated with glare. Overall, the building materials used would not be expected to cause glare that would be visually inconsistent with surrounding land uses, or to result in a substantial increase in glare that would affect nearby sensitive uses. However, the Proposed Project would create reflective sources where none currently exist, and would provide car parking, which would increase the amount of glare on the project site. Impacts associated with glare would be potentially significant.

Shade and Shadow

The tallest structures proposed to be developed would be 35 feet above grade. Shadows are generally cast in a westerly direction in the morning moving clockwise until being cast to the east in the later afternoon. In summer months, shadows would be cast in a southerly direction as well; in winter months, the sun is in the southern sky, and shadows would be cast in a northerly direction. During the summer months, summer shadows are relatively short, and shadows cast by the proposed building at the southernmost portion of the project site would not be expected to cast shadows that extended past the property line and

onto the Marbella Villas townhomes. Additionally, the height of the proposed structures would be similar to those of the Marbella Villas townhomes. For these reasons, the Marbella Villas townhomes located south of the project site would not be subject to significant shade or shadows produced by the Proposed Project.

Although Bethel Christian School, which is considered a sensitive use, is located west of the project site, the minimal height of the proposed structures coupled with the distance from the school create a situation where shade or shadow would not affect the school buildings. Shadows may affect the recreational areas at Bethel Christian School but not for any significant amount of time, and only during morning hours. In addition, Antelope Valley College is located across Avenue K from the project site; it would not be affected by any shade or shadow created by the proposed structures due to the distance between the two sites. Therefore, impacts related to shade and shadow would be less than significant.

Southeast Project Site

Views of the Project Site

The Proposed Project would change the character of the project site from a vacant, undeveloped lot to a site that is developed with commercial and residential structures. The Proposed Project would develop the site with approximately 42,867 square feet of commercial retail uses in three structures. Specifically, the commercial development would include a grocery-type store, a drugstore, and another structure with retail shops. The commercial component would include 264 parking spaces, and access to the commercial site would be provided from both 30th Street West and Avenue K.

The Proposed Project would also include a residential development on the southern portion of the southeast project site, consisting of 50 townhomes on individual lots with common open space. Each townhome would be two stories and include a two-car garage. The residential development would total approximately 90,819 square feet, and would include 124 parking spaces (100 resident spaces, 24 guest spaces). Access would be provided from 30th Street West, and emergency-only access would also be available towards the commercial development to the north.

The building heights and massing that would be developed with the implementation of the Proposed Project would represent a substantial change in the visual character of the project site from what currently exists. The Proposed Project would provide a visual contrast with the existing single-family residential uses located to the north and east and assisted living facility south of the project site. Views of the project site would become more prominent from the surrounding land uses because of the increased height and mass of the Proposed Project compared to the existing undeveloped condition of the site.

Although the project's commercial and townhome uses would contrast with the site's current undeveloped character, they would not adversely contrast with the surrounding land uses. When in place, the development would blend with neighboring one- to two-story single- and multi-family residential structures and the assisted living facility. Proposed development on the project site would include

structures that are designed with attention to architectural details, building configuration, variety in design, and associated landscaping as dictated by local plans for development.

The Proposed Project would be visually compatible with the surrounding community. The development would alter the current visual character of the site, but whether that alteration would degrade or improve the visual character of the site is a subjective assessment. Because the project would not introduce any incompatible visual elements into the neighborhood, the project would have a less than significant impact with regard to visual character.

Views through the Project Site

The maximum height of the proposed development on the southeast project site would be 35 feet above grade. Due to the development to a currently vacant site, view lines through the site would be altered. However, since the proposed structures would be a maximum of 35 feet, long-range views of the San Gabriel Mountains to the south and southwest would not be substantially altered. Considering the distance of the mountains from the project site, approximately seven miles, long-range views from the surrounding area would still be available above and around the proposed development. In addition, due to the location of the project site, there are no views through the project site to the north of scenic or visual resources. Therefore, impacts associated with blockage of views would be less than significant.

Light and Glare

The Proposed Project would introduce new sources of light to the currently undeveloped project site. The commercial and residential structures would each include indoor lighting, architectural lighting, and security lighting. Although all lighting would be shielded and focused on the project site and directed away from the neighboring land uses, development of the currently vacant lot with new uses that require lighting creates a potential for significant light impacts on surrounding properties.

The Proposed Project would introduce new sources of glare to the project site. Development of the Proposed Project would include architectural features and facades that have a low level of reflectivity to reduce the possibility of impacts associated with glare. Overall, the building materials used would not be expected to cause glare that would be visually inconsistent with surrounding land uses, or to result in a substantial increase in glare that would affect nearby sensitive uses. However, the Proposed Project would create reflective sources where none currently exist, and would provide surface car parking on the commercial site which would increase the amount of glare on the project site. Impacts associated with glare would be potentially significant.

Shade and Shadow

The tallest structures proposed to be developed would be 35 feet above grade. Shadows are generally cast in a westerly direction in the morning moving clockwise until being cast to the east in the later afternoon. In summer months, shadows would be cast in a southerly direction as well; in winter months, the sun is in

the southern sky, and shadows would be cast in a northerly direction. During the summer months, summer shadows are relatively short, and shadows cast by the proposed buildings (i.e. townhomes) at the southernmost portion of the project site would not be expected to cast shadows that extended past the property line. Additionally, the residential and care units at the Prestige Assisted Living Facility, directly south of the project site, are set back from the property line. The Prestige Assisted Living Facility would therefore not be subject to significant shade or shadows produced by the Proposed Project.

Shade and shadow impacts would not affect residences adjacent to the project site to the east, because of the distance between the existing homes and the proposed structures. The nearest proposed commercial structure would be approximately 54 feet from the eastern property line. The nearest proposed residential structure would be approximately 15 feet from the eastern property line. Shadows would not extend past the project site property line during day-time hours, and therefore would not impact adjacent residences. Although residential uses are located across Avenue K to the north, shade and shadow impacts would not be affected by any shade or shadow created by the proposed structures due to the distance between the two sites. Therefore, impacts related to shade and shadow would be less than significant.

CUMULATIVE IMPACTS

As presented in Table III-1 of this Draft EIR, there are a total of 75 related projects proposed in the vicinity of the project site. Development of the related projects is expected to occur in accordance with adopted plans and regulations. No substantial scenic resources are located in the area surrounding the project site that could be affected by a cumulatively considerable reduction in views. Therefore, the Proposed Projects in conjunction with the related projects would not result in significant cumulative impacts with regard to the aesthetic and visual character of the area.

Development of the Proposed Projects, in conjunction with the related projects, would increase ambient lighting and glare levels in the project vicinity. However, any additional glow from the related projects would be subject to the city's reflective materials design standards which limits the amount of reflective surface areas and materials that can be used for any given project. The potential glare created from these related projects would not be cumulatively considerable.

Development of the Proposed Projects, in conjunction with the related projects would not result in an increase of shading impacts on the project site or in the vicinity of the project site as major roadways separate the project site from the nearest related projects. There are no related projects in the immediate vicinity of the project site that would increase the shading of the sensitive uses adjacent to the project site. Therefore, no cumulatively considerable shading impacts would occur.

MITIGATION MEASURES

The following mitigation measures will be implemented to reduce potential light and glare impacts to less than significant levels and are applicable to both project sites.

- B-1. Project lighting shall be directed onto the site, and all lighting shall be shielded from adjacent roadways and off-site properties.
- B-2. Atmospheric light pollution shall be minimized by utilizing lighting fixtures that cut-off light directed to the sky.
- B-3. Expansive areas of highly reflective materials, such as mirrored glass, shall not be permitted.
- B-4. Non-reflective building materials shall be used to the extent feasible to reduce potential glare impacts.
- B-5. The proposed buildings shall incorporate non-reflective exterior building materials (such as plaster and masonry) in their design. Any glass to be incorporated into the façade of the building shall be either of low-reflectivity, or accompanied by a non-glare coating.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measures, impacts to light and glare would be less than significant. Impacts of the Proposed Projects related to views of and through the project sites, as well as shade and shadow would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

C. AIR QUALITY

This section examines the degree to which the Proposed Project may result in significant adverse changes to air quality. Both short-term construction emissions occurring from activities such as site grading and haul truck trips, as well as long-term effects related to the ongoing operation of the Proposed Projects are discussed in this section. The analysis contained herein focuses on air pollution from two perspectives: daily emissions and pollutant concentrations. “Emissions” refer to the actual quantity of pollutant measured in pounds per day (ppd). “Concentrations” refer to the amount of pollutant material per volumetric unit of air and are measured in parts per million (ppm) or micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).

The potential for the Proposed Projects to conflict with or obstruct implementation of the applicable air quality plan, to violate an air quality standard or contribute substantially to an existing or projected air quality violation, or to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment are discussed. Documents used in the preparation of this section include the Antelope Valley Air Quality Management District (AVAQMD) *CEQA and Federal Conformity Guidelines* (2005) and the *2004 Ozone Attainment Plan*, as amended, as well as federal and State regulations and guidelines.

ENVIRONMENTAL SETTING

Climate

AVAQMD maintains jurisdiction over the western portion of the Mojave Desert Air Basin (MDAB); the project site is located near the center of the MDAB. Prevailing winds in the MDAB are out of the west and southwest due to the proximity of the MDAB to coastal and central regions, which cause air masses to be pushed onshore and into the MDAB by differential heating. The Antelope Valley is bordered by the Tehachapi Mountains to the northwest, the Tehachapi Pass and Sierra Nevadas to the north, and the San Gabriel Mountains to the south. The Sierra Nevada Mountains block air masses from entering from the north and escaping to the north.

The climate of the MDAB is classified as dry-hot desert climate (BWh), with portions classified as dry-very hot desert (BWbh), indicated by at least three months with maximum average temperatures over 100.4°F . During the summer the MDAB is generally influenced by a Pacific Subtropical High cell that sits off the coast and inhibits cloud formation, consequently encouraging daytime solar heating. Most desert moisture arrives from infrequent warm, moist, and unstable air masses from the south. The MDAB is rarely influenced by cold air masses moving south from Canada and Alaska, as these frontal systems

are weak and diffuse by the time they reach the desert. The MDAB averages between three and seven inches of precipitation per year (from 16 to 30 days with at least 0.01 inches of precipitation).¹

The climatological station closest to the project site that monitors temperature is the Lancaster climatological station. The annual average maximum temperature recorded from 1971 to 2000 at this station is 76.2°F, and the annual average minimum is 43.6°F.² January and December are typically the coldest months in the City. The annual average precipitation recorded at the Lancaster climatological station is 4.43 inches.

Air Pollutants

Air pollutant emissions within the MDAB are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources are usually subject to a permit to operate from the AVAQMD, occur at specific identified locations, and are usually associated with manufacturing and industry. Examples of point sources are boilers or combustion equipment that produce electricity or generate heat, such as heating, ventilation, and air conditioning (HVAC) units. In contrast, area sources are widely distributed, produce many small emissions, and they do not require permits to operate from the AVAQMD. Examples of area sources include residential and commercial water heaters, painting operations, portable generators, lawn mowers, agricultural fields, landfills, and consumer products, such as barbeque lighter fluid and hairspray, the area-wide use of which contributes to regional air pollution. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources are those that are legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, racecars, and construction vehicles.

Mobile sources account for the majority of the air pollutant emissions within the MDAB. However, air pollutants can also be generated by the natural environment, such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds. The air quality within the MDAB is influenced by a wide range of emissions sources, but is primarily influenced by airborne dust and pollution transported from other air basins.

Both the federal and state governments have established ambient air quality standards for outdoor concentrations of specific pollutants, referred to as “criteria pollutants,” in order to protect public health. The national and state ambient air quality standards have been set at concentration levels to protect the

¹ *Antelope Valley AQMD California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, May 2005.*

² *Western Regional Climate Center (WRCC), Lancaster Climate Summary, website: <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca4747>, April 16, 2007.*

most sensitive persons from illness or discomfort with a margin of safety. It is the responsibility of the AVAQMD to bring air quality within the MDAB into attainment with the national and state ambient air quality standards, which are identified later in this EIR section.

The criteria pollutants for which federal and state standards have been promulgated and that are most relevant to air quality planning and regulation in the MDAB are ozone, carbon monoxide, fine suspended particulate matter, and nitrogen dioxide. The characteristics of each of these pollutants are briefly described below.

- *Ozone (O_3)* is a highly reactive and unstable gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.
- *Carbon Monoxide (CO)* is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.
- *Respirable Particulate Matter (PM_{10})* and *Fine Particulate Matter ($PM_{2.5}$)* consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.
- *Nitrogen dioxide (NO_2)* is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of nitrogen oxide compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitors.

Existing Regional Air Quality

Measurements of ambient concentrations of the criteria pollutants are used by the United States Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (ARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The

classification is determined by comparing actual monitoring data with national and state standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in “attainment.” If the pollutant exceeds the standard, the area is classified as a “non-attainment” area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated “unclassified.”

The MDAB is designated as a national-level Severe-17 non-attainment area for O₃, meaning that national ambient air quality standards are not expected to be met for more than 17 years. Nevertheless, AVAQMD has established year 2007 as the required attainment year for O₃. The MDAB is a State-level extreme non-attainment area for ozone, and is a non-attainment area for PM₁₀. It is in attainment for both the national and State ambient air quality standards for CO, NO₂, SO₂, and lead (see Table IV.C-1).

Table IV.C-1
AVAQMD Designations and Classification

Ambient Air Quality Standard	AVAQMD
One-hour Ozone (Federal)	Non-attainment; classified Severe-17
Eight-hour Ozone (Federal)	Non-attainment
Ozone (State)	Non-attainment; classified Extreme
PM ₁₀ (Federal)	Unclassified
PM _{2.5} (Federal)	Unclassified/attainment
PM _{2.5} (State)	Unclassified
PM ₁₀ (State)	Non-attainment
Carbon Monoxide (State and Federal)	Attainment
Nitrogen Dioxide (State and Federal)	Attainment/unclassified
Sulfur Dioxide (State and Federal)	Attainment/unclassified
Lead (State and Federal)	Attainment
Particulate Sulfate (State)	Unclassified
Hydrogen Sulfate (State)	Unclassified
Visibility Reducing Particles (State)	Unclassified
<i>Source: Antelope Valley AQMD CEQA and Federal Conformity Guidelines, May 2005.</i>	

The AVAQMD operates a monitoring station in the City of Lancaster. The Division Street air quality monitoring station at 43301 Division Street, Lancaster, California, is approximately 3 miles east of the project site. The station monitors O₃, CO, PM₁₀, PM_{2.5}, and NO₂. Table IV.C-2, Summary of Ambient Air Quality in the Proposed Project Vicinity, identifies the national and State ambient air quality standards for the relevant air pollutants, along with the ambient pollutant concentrations that were measured at the Division Street monitoring station between 2004 and 2006.

Table IV.C-2
Summary of Ambient Air Quality in the Proposed Project Vicinity

Air Pollutants Monitored at Division Street Station, Lancaster	Year		
	2004	2005	2006
Ozone (O₃)			
Maximum 1-hour concentration measured	0.121 ppm	0.127 ppm	0.132 ppm
Number of days exceeding national 0.12 ppm 1-hour standard	0	1	2
Number of days exceeding State 0.09 ppm 1-hour standard	37	42	22
Maximum 8-hour concentration measured	0.101 ppm	0.103 ppm	0.105 ppm
Number of days exceeding national 0.08 ppm 8-hour standard	24	31	16
Respirable Particulate Matter (PM₁₀)			
Maximum national 24-hour concentration measured	83.0 µg/m ³	55.5 µg/m ³	45.4 µg/m ³
Number of days exceeding national 150 µg/m ³ 24-hour standard	0	0	0
Maximum State 24-hour concentration measured	33.0 µg/m ³	47.0 µg/m ³	33.0 µg/m ³
Number of days exceeding State 50 µg/m ³ 24-hour standard	0	0	0
Fine Particulate Matter (PM_{2.5})			
Maximum 24-hour concentration measured	18.0 µg/m ³	28.0 µg/m ³	10.0 µg/m ³
Number of days exceeding national 65.0 µg/m ³ 24-hour standard	0	0	0
Carbon Monoxide (CO)			
Maximum 8-hour concentration measured ^a	1.72 ppm	1.54 ppm	1.18 ppm
Number of days exceeding national 9.0 ppm 8-hour standard	0	0	0
Number of days exceeding State 9.0 ppm 8-hour standard	0	0	0
Nitrogen Dioxide (NO₂)			
Maximum 1-hour concentration measured	0.103 ppm	0.074 ppm	0.066 ppm
Number of days exceeding State 0.25 ppm 1-hour standard	0	0	0
Annual average	0.015 ppm	0.015 ppm	*
Does measured annual average exceed national 0.0534 ppm annual average standard?	No	No	*
<i>Note: ppm = parts by volume per million of air. µg/m³ = micrograms per cubic meter. * = Insufficient (or no) data was available to determine the value.</i>			
^a 1-hour CO concentrations were not monitored at the Division Street monitoring station.			
<i>Source: California Air Resources Board, Top 4 Summary: Select Pollutant, Years, and Area, website: http://www.arb.ca.gov/adam/cgi-bin/db2www/adamtop4b.d2w/Branch, April 16, 2007.</i>			

According to the air quality data from the Division Street monitoring station shown in Table IV.C-2, the national 1-hour ozone standard has been exceeded for a total of three days from 2004 to 2006, while the State 1-hour ozone standard has been exceeded for a total of 101 days from 2004 to 2006. The national 8-hour ozone standard was exceeded a total of 71 days from 2004 to 2006. No national or State 24-hour standards for PM₁₀ or CO have been exceeded from 2004 to 2006, while the national 24-hour standard for

PM_{2.5} was also not exceeded from 2004 to 2006. In addition, the State 1-hour standard for NO₂ was not exceeded from 2004 to 2005.³

Existing Local Air Quality

The project sites are located in a medium-density developing community within the City of Lancaster that is generally characterized by single- and multi-family residential uses, community-serving uses such as churches, schools, and parks, commercial uses, and undeveloped land. The general area surrounding the project site is developed with single-family residential, multi-family residential, assisted living, and institutional (schools).

To the north of the southwest project site, across Avenue K, is Antelope Valley College. To the northeast across the intersection of Avenue K and 30th Street West are one- to two-story single-family residences, and to the east across 30th Street West is the southeast project site. South of the project site are the two-story Marbella Villa townhomes, and to the west of the project site is the Bethel Christian School.

To the north of the southeast project site, across Avenue K, are single-family residences. Adjacent to the project site on the east are also one- to two-story single-family residences. South of the project site is the Prestige Assisted Living Community and to the west across Avenue K are the two-story Marbella Villas townhomes and the southwest project site. Antelope Valley College is located to the northwest across the intersection of Avenue K and 30th Street West. Figure IV.B-3 and IV.B-4 show views of the surrounding land uses. Currently, the project sites are both vacant undeveloped, with naturally-occurring vegetation.

None of the existing uses surrounding the project sites involve industrial or manufacturing processes that would result in the release of toxic air emissions. Instead, motor vehicles are the primary source of pollutants in the project site vicinity. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed national and/or State standards for CO are termed “CO hotspots.” However, as the MDAB currently experiences low levels of CO throughout, CO hotspots are not a concern in this area.

³ As indicated in Table IV.C-2, insufficient (or no) data was available from the Division Street monitoring station to determine whether the annual average level of NO₂ had exceeded the national annual average NO₂ standard in 2006.

Health Effects of Air Pollutants

The health effects of the criteria pollutants (i.e., ozone, carbon monoxide, fine suspended particulate matter, nitrogen dioxide, sulfur dioxide, and lead) and Toxic Air Contaminants (TACs) are described below:⁴

Ozone

Individuals exercising outdoors, children and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects. Short-term exposures (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities.

Ozone exposure under exercising conditions is known to increase the severity of the above mentioned observed responses. Animal studies suggest that exposures to a combination of pollutants that include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

⁴ *The descriptions of the health effects of the criteria pollutants are taken from Appendix C (Health Effects of Ambient Air Pollutants) of SCAQMD's "Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning" document.*

Reduction in birth weight and impaired neurobehavioral development has been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities. Additional research is needed to confirm these results.

Particulate Matter

A consistent correlation between elevated ambient fine particulate matter (PM₁₀ and PM_{2.5}) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and an increased mortality from lung cancer.

Daily fluctuations in fine particulate matter concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease and children appear to be more susceptible to the effects of PM₁₀ and PM_{2.5}.

Nitrogen Dioxide

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO₂ at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO₂ in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO₂ considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of O₃ and NO₂.

Sulfur Dioxide

A few minutes exposure to low levels of SO₂ can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in

breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO₂. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO₂.

Animal studies suggest that despite SO₂ being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO₂ levels. In these studies, efforts to separate the effects of SO₂ from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

Sulfates

Most of the health effects associated with fine particles and SO₂ at ambient levels are also associated with SO₄. Thus, both mortality and morbidity effects have been observed with an increase in ambient SO₄ concentrations. However, efforts to separate the effects of SO₄ from the effects of other pollutants have generally not been successful.

Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles such as sulfuric acid aerosol and ammonium bisulfate are more toxic than non-acidic particles like ammonium sulfate. Whether the effects are attributable to acidity or to particles remains unresolved.

Lead

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures and death. It appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early-age environmental exposure, and elevated blood lead levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of lead because of previous environmental lead exposure of their mothers.

Toxic Air Contaminants

Toxic Air Contaminants (TACs) are a broad class of compounds known to cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. As discussed previously, effects from TACs may be both chronic and acute on human health. Acute health effects are attributable to sudden exposure to high quantities of air toxics. These effects include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects result from low-dose, long-term exposure from routine releases of air toxics. The effect of major concern for this type of exposure is cancer, which requires a period of 10-30 years after exposure to develop.⁵

TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to the Air Resource Board (ARB), diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the ARB, and are listed as carcinogens either under the State's Proposition 65 or under the federal Hazardous Air Pollutants programs. California has adopted a comprehensive diesel risk reduction program. The United States Environmental Protection Agency (U.S. EPA) has adopted low sulfur diesel fuel standards that will reduce diesel particulate matter substantially. These went into effect in June 2006.

Regulatory Framework

Air quality in the United States is governed by the Federal Clean Air Act (CAA). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, the CAA is administered by the United States Environmental Protection Agency (USEPA). In California, the CCAA is administered by the ARB at the State level and by the Air Quality Management Districts at the regional and local levels.

Air quality within the Mojave Desert Air Basin (MDAB) is addressed through the efforts of various federal, State, regional, and local government agencies. These agencies work jointly, as well as

⁵ ARB, *Air Quality Analysis Guidance Handbook (Handbook)—Chapter 3 (Basic Air Quality Information)*, http://www.aqmd.gov/ceqa/handbook/CH3_rev.doc, accessed July 14, 2006.

individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Basin are discussed below.

Federal

USEPA

The USEPA is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The USEPA also has jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs.

In terms of toxic air contaminants, the federal government has established lists of pollutants that are regulated at the federal level through the National Emissions Standards for Hazardous Air Pollutants (NESHAPs).

State

Air Resource Board

The ARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both state and federal air pollution control programs within California. In this capacity, the ARB conducts research, sets State ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In terms of toxic air contaminants, the State has established lists of pollutants that are regulated through Assembly Bill (AB) 1807 (Tanner Air Toxics Act). The State regulations governing toxic air contaminants are more stringent than federal regulations.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy and community development, and the environment.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies by the AVAQMD. The RCPG is a framework for decision-making for local governments, assisting them in meeting federal and State mandates for growth management, mobility, and environmental standards, while maintaining consistency with regional goals regarding growth and changes through the year 2015, and beyond. Policies within the RCPG include consideration of air quality, land use, transportation, and economic relationships by all levels of government.

AVAQMD

The AVAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. Prior to incorporation of the AVAQMD (formerly Antelope Valley Air Pollution Control District), the South Coast Air Quality Management District (SCAQMD) included the desert portions of Los Angeles County. Since incorporation of the AVAQMD, SCAQMD has phased out preparation of ozone attainment plans for the desert portion of Los Angeles County. The 2004 Ozone Attainment Plan (State and Federal) is an update of the Antelope Valley portion of the SCAQMD's 2003 Air Quality Management Plan (AQMP). The 2004 Ozone Attainment Plan by AVAQMD replaces all previous plans submitted by SCAQMD. Because the MDAB is in non-attainment status for ozone, the Ozone Attainment Plan "(1) demonstrates that the AVAQMD will meet the primary required federal ozone planning milestones, attainment of the ozone National Ambient Air Quality Standards (NAAQS) by the end of 2007; (2) presents the progress the AVAQMD will make towards meeting all required state ozone planning milestones, including attainment of the ozone CAAQS; and (3) discusses the 8 hour ozone NAAQS, preparatory to an expected non-attainment designation for the new NAAQS."⁶

⁶ AVAQMD 2004 Ozone Attainment Plan, April 20, 2004.

The MDAB is also classified as nonattainment for state PM₁₀ standards, and unclassified/attainment for the state PM_{2.5} standard. Most of the PM emissions in the Antelope Valley come from fugitive dust sources such as travel on unpaved roads, construction, and agricultural operations, and wind-driven dust. Other significant PM sources include open burning, inactive disturbed land, fireplaces, combustion sources, and coating operations. In 2005, in response to Senate Bill 656, the California ARB produced a list of potential measures to reduce PM₁₀ emissions. The AVAQMD is required to adopt implementation schedules for appropriate PM₁₀ control measures that can be feasibly and effectively implemented in the MDAB.

Local

City of Lancaster

Local jurisdictions, such as the City of Lancaster, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City of Lancaster is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

ENVIRONMENTAL IMPACTS

Methodology

The analysis in this section focuses on the nature and magnitude of the change in the air quality environment due to implementation of the Proposed Projects. Air pollutant emissions associated with the Proposed Projects would result from operation of the proposed developments and from project-related traffic volumes. Construction activities would also generate emissions at the project sites and on roadways resulting from construction-related traffic. The net increase in project sites' emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to thresholds of significance recommended by the AVAQMD.

Construction Emissions

Construction emissions are calculated using the URBEMIS 2002 computer model developed for the ARB by estimating the types and number of pieces of equipment that would be used to grade and excavate the project sites, construct the proposed developments, and plant new landscaping within the project sites.

Construction emissions are analyzed according to the regional thresholds established by the AVAQMD and published in the *CEQA and Federal Conformity Guidelines*. The construction activities associated with the Proposed Projects would cause diesel emissions, and would generate emissions of dust. Construction equipment within the project sites that would generate criteria air pollutants could include graders, scrapers, dump trucks, and dozers. Some of this equipment would be used during grading activities as well as when structures are constructed on the project sites. It is assumed that all of the construction equipment used would be diesel-powered.

Operational Emissions

Operational emissions associated with the Proposed Projects are estimated using the URBEMIS 2002 computer model developed for the ARB and the information provided in the traffic study prepared for the Proposed Projects. Operational emissions would be comprised of mobile source emissions and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project sites associated with operation of the Proposed Projects. Area source emissions are generated by natural gas consumption for space and water heating, and landscape maintenance equipment. To determine if an air quality impact would occur, the increase in emissions would be compared with the AVAQMD's recommended thresholds.

Thresholds of Significance

Appendix G of the State CEQA Guidelines

In accordance with Appendix G to the State CEQA Guidelines, a significant air quality impact may occur if the Proposed Project would result in any of the following conditions:

- (a) Conflict with or obstruct implementation of the applicable air quality plan;
- (b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- (c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including release in emissions which exceed quantitative thresholds for ozone precursors);
- (d) Expose sensitive receptors to substantial pollutant concentrations; or
- (e) Create objectionable odors affecting a substantial number of people.

AVAQMD CEQA Guidelines

AVAQMD prepared the *CEQA and Federal Conformity Guidelines* in 2005. Construction and operational emissions associated with the Proposed Project would be significant if they exceed the thresholds shown in Table IV.C-3, AVAQMD's Significant Emissions Thresholds.

Table IV.C-3
AVAQMD's Significant Emissions Thresholds

Criteria Pollutant	Annual Threshold (tons)	Daily Threshold (pounds)
Carbon Monoxide (CO)	100	548
Oxides of Nitrogen (NO _x)	25	137
Volatile Organic Compounds (VOC)	25	137
Sulfur Oxides (SO _x)	25	137
Particulate Matter (PM ₁₀)	15	82

Source: AVAQMD CEQA and Federal Conformity Guidelines, 2005.

Carbon monoxide emissions from a project are significant if they cause CO concentrations at impacted locations to exceed a national or State standard. As the MDAB currently experiences low levels of CO throughout, CO hotspots are not a concern in this area.

In order to assess cumulative impacts, projects are generally evaluated to determine whether they would be consistent with 2004 Ozone Attainment Plan performance standards and project-specific emissions thresholds. In the case of the Proposed Project, air pollutant emissions would be considered to be cumulatively considerable if the new sources of emissions exceeded AVAQMD emissions thresholds for ozone. Additionally, the *CEQA and Federal Conformity Guidelines* state that "a project's indirect and cumulative emissions are not significant if the project is residential or commercial development whose population, employment, and traffic increases are consistent with the local general plan, and the local general plan is consistent with the applicable attainment plan (i.e., the Ozone Attainment Plan). Such a project's direct emissions are only significant if they have the potential to generate a violation of the CO, NO₂, or particulate ambient air quality standards."⁷

⁷ *Antelope Valley AQMD California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, May 2005, p. 5 of 8.*

Project Impacts

Air Quality Plan Consistency

The *2004 Ozone Attainment Plan*, discussed previously, is the applicable air quality plan for the AVAQMD and consequently the project area. The purpose of the plan is to bring the Antelope Valley into attainment for ozone. The *2004 Ozone Attainment Plan* is based on approved regional air emission modeling, which takes into account future development consistent with adopted plans and policies. Because the City of Lancaster's General Plan was used by SCAG to prepare the regional growth forecasts for northern Los Angeles County, development that is consistent with the City's General Plan would also not create air emissions that exceed the AVAQMD's *2004 Ozone Attainment Plan*.

Southwest Project Site

Development of the southwest project site would require a general plan amendment and zone change to redesignate the southwest project site from Urban Residential (UR) to Commercial (C) and rezone the site from R-7,000 to Commercial Planned Development (CPD). As such, the Proposed Project has not been accounted for in the City's General Plan.

Although the Proposed Project has not been accounted for in the City's General Plan, the development of the proposed commercial uses on the project site would serve to reduce vehicle emissions in the City by providing retail facilities on the currently underutilized project site to serve the local community. In addition, the Proposed Project would also serve to generate employment opportunities for the local area. As indicated in the City's General Plan, the City has become a commuter community, with long commutes recognized as being a source of additional air pollutants.⁸ One of the specific actions indicated as part of the Air Quality Program presented in the City's General Plan is the minimization of vehicle travel by new development. Currently, the City has a shortage of commercial/retail uses to meet the demands of its residential population, with many residents having to travel to the neighboring City of Palmdale for the purchase of consumer products. The Proposed Project, which includes a large commercial/retail space component, would serve to decrease the distance City residences would have to travel for consumer goods. This in turn would reduce the trip lengths residents would need to travel and the emissions associated with those vehicle trips. Thus, although development of the Proposed Project would not be consistent with the growth projected in the City's General Plan, it would not conflict with or obstruct implementation of the *2004 Ozone Attainment Plan*. Therefore, this impact would be less than significant.

⁸ City of Lancaster 2020 General Plan, October 1997, p. I-20.

Southeast Project Site

A general plan amendment and zone change would be required to redesignate the southeast project site from UR to Multiple-Family Residential High Density (MR2) and C and rezone from R-10,000 to High Density Residential (HDR) and CPD. As such, the Proposed Project has not been accounted for in the City's General Plan.

Although the Proposed Project has not been accounted for in the City's General Plan, the development of the proposed commercial and residential uses on the project site would serve to reduce vehicle emissions in the City by providing housing and retail facilities on the currently underutilized project site to serve the local community. In addition, the Proposed Project would also serve to generate employment opportunities for the local area. As indicated in the City's General Plan, the City has become a commuter community, with long commutes recognized as being a source of additional air pollutants.⁹ One of the specific actions indicated as part of the Air Quality Program presented in the City's General Plan is the minimization of vehicle travel by new development. Currently, the City has a shortage of commercial/retail uses to meet the demands of its residential population, with many residents having to travel to the neighboring City of Palmdale for the purchase of consumer products. The Proposed Project, which includes a large commercial/retail space component, would serve to decrease the distance City residences would have to travel for consumer goods. This in turn would reduce the trip lengths residents would need to travel and the emissions associated with those vehicle trips. Thus, although development of the Proposed Project would not be consistent with the growth projected in the City's General Plan, it would not conflict with or obstruct implementation of the *2004 Ozone Attainment Plan*. Therefore, this impact would be less than significant.

Construction Impacts

The Proposed Projects involve the construction of an approximately 36,300-square-foot shopping center on the southwest corner of Avenue K and 30th Street West, and an approximately 43,712-square-foot shopping center on the southeast corner of 30th Street West and Avenue K along with 50 residential townhomes at the south end of the property. Two basic types of activities are expected to generate construction-related emissions at the project sites as a result of implementation of the Proposed Projects. The first activity would involve the preparation and grading of the project sites to accommodate the proposed buildings. Secondly, the proposed retail buildings and townhomes would be constructed.

⁹ City of Lancaster 2020 General Plan, October 1997, p. I-20.

Overall, construction activities at the project sites would occur over an approximate 12-month period, with the beginning of construction beginning approximately in October of 2007.¹⁰

Construction activities at the project sites would generate pollutant emissions from the following construction activities: (1) grading, (2) construction workers traveling to and from project site, (3) delivery and hauling of construction supplies and debris to and from the project site, (4) the fuel combustion by onsite construction equipment, and (5) building construction, including the application of architectural coatings. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving site preparation and grading would primarily generate PM₁₀ emissions. Mobile source emissions (from use of diesel-fueled equipment onsite, and traveling to and from the project sites) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of VOC emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions has been prepared utilizing the URBEMIS 2002 computer model recommended. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table IV.C-4, Estimated Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days. These calculations assume that appropriate dust control measures would be implemented during each phase of development as required by AVAQMD Rule 403—Fugitive Dust. The daily construction-related emissions shown in Table IV.C-4 have been estimated for peak construction days based on the assumptions described below.

Grading

The grading phase for the Proposed Projects is expected to occur over a 1.3-month period. The most intense activities associated with site grading and excavation at the project sites would involve the use of the following equipment: two (2) graders, two (2) rubber-tired dozers, two (2) rubber-tired loaders, and two (2) scrapers. Each of this equipment is assumed to operate for a maximum of seven hours per day. No import or export of soil is anticipated during this construction phase for the Proposed Projects.

Building

The building phase for the Proposed Projects is expected to occur over a 10.7-month period. During this phase, the maximum daily amount of equipment that would operate onsite would include eight (8)

¹⁰ For the purpose of a worst case scenario analysis, it is assumed that construction activities would occur concurrently on the two project site parcels.

concrete/industrial saws, four (4) rough terrain forklifts, two (2) skid steer loaders, and two (2) backhoes. Each of this equipment is assumed to operate for a maximum of seven hours per day. In addition, it is anticipated that a total of approximately 15 heavy-duty trucks that are over 33,000 pounds (i.e., concrete trucks, trash trucks, delivery trucks, etc.) may travel daily to and from the project sites during the building phase. Because the URBEMIS computer model does not account for the on-road emissions generated by these truck trips during the building phase, these on-road emissions are calculated using the Heavy Heavy Duty Diesel Truck (HHDT) Emission Factors from the ARB's EMFAC2007 (version 2.3) Burden Model. A roundtrip distance of 30 miles is assumed for each of the trucks. Architectural coatings for the new building are assumed to be applied over a one-month period towards the end of the building phase period. Furthermore, asphaltting at the project sites is assumed to be applied over a 0.5-month period towards the end of the building phase period.

Construction Worker Vehicle Trips

Different workers would be on the project sites at different phases of construction. This analysis uses the URBEMIS computer model defaults for construction worker vehicle trips. For the site preparation/grading phase of construction, the model assumes that the number of worker commute trips equals 125 percent of the total number of off-road vehicles. For the worker trips associated with the building phase (i.e., site building and architectural coatings), the URBEMIS computer model assumes 0.32 worker vehicle trips per 1,000 square feet of commercial development per day during the peak construction period and 0.36 worker vehicle trips per multi-family unit per day during the peak construction period.

As shown in Table IV.C-4, emissions generated during the site preparation/grading phase would exceed the regional emissions threshold for PM₁₀ recommended by the AVAQMD. During the building phase, the construction emissions would exceed the regional emissions threshold for NO_x recommended by the AVAQMD. As such, a significant and unavoidable air quality impact associated with construction of the Proposed Projects would occur.

**Table IV.C-4
Estimated Daily Construction Emissions**

Emissions Source	Emissions in Pounds per Day				
	VOC	NO _x	CO	SO _x	PM ₁₀
Site Grading Phase (2007)					
Fugitive Dust	--	--	--	--	350.28
Off-Road Diesel Equipment	18.23	121.71	147.87	--	4.99
On-Road Diesel Equipment	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.17	0.32	3.47	0.00	0.02
Total Emissions	18.40	122.03	151.34	0.00	355.29
Mitigation ^a	0.00	0.00	0.00	0.00	(238.19)
Total Emissions after Mitigation	12.17	87.86	97.50	0.04	117.10
AVAQMD Thresholds	137.00	137.00	548.00	137.00	82.00
Significant Impact?	No	No	No	No	Yes
Building Construction Phase (2007)					
Building Construction Off-Road Diesel Equipment	12.43	88.42	96.13	--	3.64
Building Construction On-Road Diesel Equipment ^b	1.33	20.36	5.54	0.03	0.89
Building Construction Worker Trips	0.27	0.16	3.32	0.00	0.05
Total Emissions	14.03	108.94	104.99	0.03	4.58
AVAQMD Thresholds	137.00	137.00	548.00	137.00	82.00
Significant Impact?	No	No	No	No	No
Building Construction Phase (2008)					
Building Construction Off-Road Diesel Equipment	12.43	84.82	98.48	--	3.29
Building Construction On-Road Diesel Equipment ^b	1.25	19.01	5.19	0.03	0.81
Building Construction Worker Trips	0.25	0.15	3.10	0.00	0.05
Architectural Coatings Off-Gas ^c	68.94	--	--	--	--
Architectural Coatings Worker Trips	0.23	0.11	2.92	0.00	0.05
Asphalt Off-Gas	2.14	--	--	--	--
Asphalt Off-Road Diesel	5.73	35.87	47.18	--	1.19
Asphalt On-Road Diesel	0.42	6.38	1.53	0.02	0.18
Asphalt Worker Trips	0.04	0.02	0.50	0.00	0.01
Total Emissions	91.43	146.36	158.90	0.05	5.58
AVAQMD Thresholds	137.00	137.00	548.00	137.00	82.00
Significant Impact?	No	Yes	No	No	No
^a Mitigation consists of dust control measures as required by AVAQMD Rule 403—Fugitive Dust. It is assumed that application of these dust control measures would result in a 68 percent decrease in fugitive dust emissions. ^b Emissions from on-road diesel equipment during the building phase are calculated using the Heavy Heavy Duty Diesel Truck (HHDT) Emission Factors from the ARB's EMFAC2007 (version 2.3) Burden Model. These emission factors are provided in Appendix C. ^c Value is obtained from calculations based on the assumption that water-based architectural coatings with a VOC content of 2.08 pounds per gallon would be used for the Proposed Projects. A conservative assumption of 1 gallon of paint per 400 square feet is used for this calculation.					
Source: Christopher A. Joseph & Associates, April 2007. Calculation sheets are provided in Appendix C.					

Operational Impacts

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project sites after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment. Mobile emissions would be generated by the motor vehicles traveling to and from the project sites.

The analysis of daily operational emissions from the Proposed Projects has been prepared utilizing the URBEMIS 2002 computer model. The URBEMIS air quality model is a land-use based model that generates air emissions based on the type and density of the proposed land uses, and is influenced by other factors such as trip generation rates, proximity to mass transit, local demographics, and the extent of pedestrian friendly amenities. Factors such as the projects' location within an urbanized area of the City of Lancaster, the projects' proximity to public transit, etc., serve to reduce the air emissions that would be generated by the Proposed Projects. The results of these calculations, and associated AVAQMD thresholds, are presented in Table IV.C-5, Estimated Future (2010) Daily Operational Emissions.

As shown in Table IV.C-5, the operational emissions associated with the Proposed Projects would not exceed the established AVAQMD threshold levels for VOC, NO_x, CO, SO_x and PM₁₀ during both the summertime (smog season) and wintertime (non-smog season). Therefore, impacts associated with regional operational emissions from the Proposed Projects would be less than significant.

**Table IV.C-5
Estimated Future (2010) Daily Operational Emissions**

Emissions Source	Emissions in Pounds per Day				
	VOC	NO _x	CO	SO _x	PM ₁₀
Summertime (Smog Season) Emissions					
Future With Project Emissions					
Water and Space Heating, and Cooking Appliances	0.09	1.19	0.85	0.00	0.00
Landscape Maintenance Equipment	0.52	0.02	3.45	0.00	0.01
Consumer Products	1.90	--	--	--	--
Architectural Coatings	0.58	--	--	--	--
Mobile (Vehicle) Sources	22.20	22.07	232.12	0.16	24.46
Total Emissions	25.29	23.28	259.70	0.16	24.47
AVAQMD Thresholds	137.00	137.00	548.00	137.00	82.00
Significant Impact?	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions					
Future With Project Emissions					
Water and Space Heating, and Cooking Appliances	0.09	1.19	0.85	0.00	0.00
Consumer Products	1.9	--	--	--	--
Architectural Coatings	0.58	--	--	--	--
Mobile (Vehicle) Sources	20.99	22.91	213.46	0.09	18.13
Total Emissions	23.66	31.38	242.15	0.13	24.46
AVAQMD Thresholds	137.00	137.00	548.00	137.00	82.00
Significant Impact?	No	No	No	No	No
<i>Source: Christopher A. Joseph & Associates, August 2007. Calculation sheets are provided in Appendix C.</i>					

Objectionable Odors

During the construction phase, paving of the project sites would entail the application of asphalt that would produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to residents located adjacent to the project sites, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact. Objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other pungent elements used in manufacturing processes, as well as sewage treatment facilities and landfills. Since the Proposed Projects involve the development of residential and commercial retail uses, no elements related to these types of odor producing uses are anticipated. However, due to the potential restaurant uses proposed on the southwest project site, cooking odors from grill exhaust fans would be generated. Based on the project design features for the southwest project site, all future restaurant(s) would be installed with a horizontal discharge system in the kitchen(s) that would handle the exhaust air generated from the restaurant(s). The exhaust air would be vented to the exterior of the building(s) and inline scrubbers on the exhaust system would be used to clean the air prior to discharge. Thus, given this project design feature for all future restaurant uses, residents in the project area would not be exposed to substantial objectionable odors associated with restaurant uses. Therefore,

no odors are expected during operation of the Proposed Projects. Therefore, a less than significant impact is anticipated.

CUMULATIVE IMPACTS

According to the AVAQMD's *CEQA and Federal Conformity Guidelines*, cumulative impacts are similar to the direct and indirect impacts that are associated with the Proposed Projects.¹¹ In addition, in terms of conformity impacts, a project is conforming if it "complies with all applicable District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plans(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan)." Because the City of Lancaster's General Plan was used by SCAG to prepare the growth forecasts for northern Los Angeles County, development that is consistent with the City's General Plan would not create air emissions that exceed the applicable air quality plan, which is the AVAQMD's *2004 Ozone Attainment Plan*. Consequently, as long as growth in the City is consistent with the City's General Plan, implementation of the *2004 Ozone Attainment Plan* will not be obstructed by such growth and cumulative impacts would be less than significant. Although development of the Proposed Projects would result in a general plan amendment and zone change to the project sites, the development of the proposed commercial and residential uses on the project sites would serve to reduce vehicle emissions in the City by providing housing and retail facilities on the two currently underutilized project sites to serve the local community. In particular, the Proposed Projects, which includes a large commercial/retail space component, would serve to decrease the distance City residences would have to travel for consumer goods, which in turn would reduce the trip lengths residents would need to travel and the emissions associated with those vehicle trips. Thus, the Proposed Projects would not conflict with or obstruct implementation of the *2004 Ozone Attainment Plan*. Therefore, the contribution of the Proposed Projects to this impact would be less than significant.

MITIGATION MEASURES

Code Required Measures

The following measures are required for both projects pursuant to AVAQMD Rule 403:

- C-1. Apply approved non-toxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for four days or more).
- C-2. Apply chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces.

¹¹ *Antelope Valley AQMD California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*, May 2005, p. 5 of 8.

- C-3. Water active grading sites at least three times daily.
- C-4. Enclose, cover, water three times daily, or apply approved soil binders to exposed piles (i.e., gravel, sand, and dirt) according to manufacturers' specifications.
- C-5. Replace ground cover in disturbed areas as quickly as possible.
- C-6. Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- C-7. Provide temporary wind fencing consisting of 3- to 5-foot barriers with 50 percent or less porosity along the perimeter of sites that have been cleared or are being graded.
- C-8. Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.
- C-9. Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- C-10. Enforce traffic speed limits of 15 mph or less on all unpaved roads.

Project Mitigation Measures

The following mitigation measures are required in addition to the AVAQMD Rule 403 measures listed above to further reduce the construction emissions associated with the Proposed Projects:

- C-11. The project applicant shall require in the construction specifications for the Proposed Projects that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, are turned off when not in use for an extended period of time (i.e., 5 minutes or longer). The contract specifications shall be reviewed by the City prior to issuance of a grading permit.
- C-12. The project applicant shall require in the construction specifications for the Proposed Projects that construction operations rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. The contract specifications shall be reviewed by the City prior to issuance of a grading permit.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

A general plan amendment and zone change to redesignate the southwest project site from UR to Commercial (C) and rezone the site from R-7,000 to CPD are required. Additionally, a general plan amendment and zone change to redesignate the southeast project site from UR to MR2 and C and rezone

from R-10,000 to High Density Residential (HDR) and CPD are required. As such, development of the Proposed Projects would not be consistent with the City's existing General Plan. However, because the Proposed Projects would provide retail facilities to serve the local community, it would result in lower emissions associated with vehicle trips as residents of the City would be able to travel for shorter distances for the purchase of consumer goods. Consequently, the Proposed Projects would not conflict with or obstruct implementation of *the 2004 Ozone Attainment Plan*. This impact would be less than significant without mitigation.

The Proposed Projects' construction emissions would exceed the regional emissions thresholds for PM₁₀ and NO_x recommended by the AVAQMD during the grading and building phases, respectively. While implementation of Mitigation Measures C-1 through C-10, which reflects the requirements under AVAQMD Rule 403, and Mitigation Measures C-11 and C-12 would serve to minimize the construction emissions of the Proposed Projects, the emissions reductions are not expected to reduce the peak daily construction emissions of PM₁₀ and NO_x to below the thresholds of significance recommended by the AVAQMD. As no additional feasible mitigation is available to reduce these emissions, construction-related PM₁₀ and NO_x impacts would be temporarily significant and unavoidable.

The Proposed Projects' impacts on regional air quality resulting from operational emissions would be less than significant without mitigation.

IV. ENVIRONMENTAL IMPACT ANALYSIS

D. BIOLOGICAL RESOURCES

This section of the Draft Environmental Impact Report (EIR) provides a description of the biological resources on the project sites, including vegetation communities, wildlife, and special-status species, a discussion of the regulations that serve to protect sensitive resources, an assessment of the potential impacts of the Proposed Projects, and recommendations to mitigate potentially significant impacts on sensitive resources. Various technical reports were prepared and reviewed to analyze the potential biological resources impacts associated with the Proposed Projects. These technical reports are summarized in the Backgrounds and Methods section below and are included in Appendix D of this EIR.

ENVIRONMENTAL SETTING

The project sites are located in the City of Lancaster, at the intersection of 30th Street West and Avenue K and include two parcels, the southwest and southeast project sites. The project sites are situated within the northeast ¼ of Section 30, Township 7 North, Range 12 West, within the USGS Lancaster West Quadrangle 7.5 Minute Series Map, City of Lancaster, County of Los Angeles, State of California. The southwest parcel site is bounded by Avenue K to the north, 30th Street West to the east, the Marbella Villas townhomes to the south, and Bethel Christian School to the west. The southeast parcel is bounded by Avenue K to the north, single-family residences to the east, Prestige Assisted Living Community to the south, and 30th Street West to the west.

The project sites total approximately 13 acres and are surrounded by urban development and two arterial roadways. The project sites are within the open flats of the Antelope Valley northeast of Quartz Hill, north of the City of Palmdale, southeast of the Antelope Valley Poppy Reserve, and northeast of the Prime Desert Woodland Preserve. The project sites contain no riparian habitat or hydrological resources. Topography of the project sites is generally flat at an elevation of approximately 2,400 feet (800 meters) above mean sea level. The soil series identified on both parcels are loamy fine sand and sandy loam soils per USDA Natural Resource Conservation Service, Soil Survey of Antelope Valley Area.

Both parcels are currently undeveloped with evidence of local disturbance including several piles of construction debris, numerous foot trails traversing the site, and miscellaneous household and industrial trash scattered throughout the project sites. Vegetation within the project sites is primarily ruderal or desert scrub vegetation with scattered California juniper (*Juniperus californica*) and Joshua trees (*Yucca brevifolia*).

Regulatory Framework

The following discussion identifies federal, state and local environmental regulations and policies that serve to protect sensitive biological resources relevant to the California Environmental Quality Act (CEQA) review process.

Federal Regulations

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under the FESA. The FESA has four major components: provisions for listing species, requirements for consultation with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NOAA Fisheries), prohibitions against “taking” of listed species, and provisions for permits that allow incidental “take.” The FESA also discusses recovery plans and the designation of critical habitat for listed species. Both the USFWS and the NOAA Fisheries share the responsibility for administration of the FESA. During the CEQA review process, each agency is given the opportunity to comment on the potential of the Proposed Project to affect listed plants and animals.

The Migratory Bird Treaty Act

The Federal Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations (CFR) Part 10, prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. As used in the act, the term “take” is defined as meaning, “to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires.” With a few exceptions, most birds are considered migratory under the MBTA. Disturbances that causes nest abandonment and/or loss of reproductive effort or loss of habitat upon which these birds depend would be in violation of the MBTA.

State Regulations

California Endangered Species Act

The State of California enacted similar laws to the FESA, the California Native Plant Protection Act (NPPA) in 1977 and the California Endangered Species Act (CESA) in 1984. The CESA expanded upon the original NPPA and enhanced legal protection for plants, but the NPPA remains part of the California Fish and Game Code. To align with the FESA, CESA created the categories of “threatened” and “endangered” species. It converted all “rare” animals into the CESA as threatened species, but did not do so for rare plants. Thus, these laws provide the legal framework for protection of California-listed rare, threatened, and endangered plant and animal species. The California Department of Fish and Game (CDFG) implements NPPA and CESA, and its Wildlife and Habitat Data Analysis Branch maintains the California Natural Diversity Database (CNDDDB), a computerized inventory of information on the general location and status of California’s rarest plants, animals, and natural communities. During the CEQA review process, the CDFG is given the opportunity to comment on the potential of the Proposed Projects to affect listed plants and animals.

Fully Protected Species & Species of Special Concern

The classification of “fully protected” was the CDFG’s initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibian and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The Fish and Game Code sections (fish at §5515, amphibian and reptiles at §5050, birds at §3511, and mammals at §4700) dealing with “fully protected” species states that these species “...may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species,” although take may be authorized for necessary scientific research. This language makes the “fully protected” designation the strongest and most restrictive regarding the “take” of these species. In 2003, the code sections dealing with fully protected species were amended to allow the CDFG to authorize take resulting from recovery activities for state-listed species.

Species of special concern are broadly defined as animals not listed under the FESA or CESA, but which are nonetheless of concern to the CDFG because are declining at a rate that could result in listing or historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by the CDFG, land managers, consulting biologist, and others, and is intended to focus attention on the species to help avert the need for costly listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required. This designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under CEQA during Project review.

California Fish and Game Code Sections 3503 & 3513

According to Section 3503 of the California Fish and Game Code it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except English sparrows (*Passer domesticus*) and European starlings (*Sturnus vulgaris*)). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MTBA, prohibiting the take or possession of any migratory non-game bird. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “take” by the CDFG.

California Native Plant Society

The California Native Plant Society (CNPS) publishes and maintains an Inventory of Rare and Endangered Vascular Plants of California in both hard copy and electronic version (www.cnps.org/rareplants/inventory/6thedition.htm). The Inventory assigns plants to the following categories:

- 1A – Presumed extinct in California

- 1B – Rare, threatened, or endangered in California and elsewhere
- 2 – Rare, threatened, or endangered in California, but more common elsewhere
- 3 – Plants for which more information is needed
- 4 – Plants of limited distribution

Additional endangerment codes are assigned to each taxa as follows:

- 1 – Seriously endangered in California (over 80% of occurrences threatened/high degree of immediacy of threat).
- 2 – Fairly endangered in California (20-80% occurrences threatened).
- 3 – Not very endangered in California (<20% of occurrences threatened or no current threats known).

Plants on Lists 1A, 1B, and 2 of the CNPS Inventory consist of plants that may qualify for listing, and are given special consideration under CEQA during Project review. Although plants on List 3 and 4 have little or no protection under CEQA, they are usually included in the Project review for completeness.

Sensitive Vegetation Communities

Sensitive vegetation communities are natural communities and habitats that are either unique, of relatively limited distribution in the region, or of particularly high wildlife value. These resources have been defined by federal, state, and local conservation plans, policies or regulations. The CDFG ranks sensitive communities as “threatened” or “very threatened” and keeps records of their occurrences in its CNDDDB. Sensitive vegetation communities are also identified by CDFG on its List of California Natural Communities Recognized by the CNDDDB. Impacts to sensitive natural communities and habitats identified in local or regional plans, policies, regulations or by federal or state agencies must be considered and evaluated under CEQA (CCR: Title 14, Div. 6, Chap. 3, Appendix G).

Local

In addition to federal and state regulations, the City of Lancaster 2020 General Plan includes certain goals and policies protecting natural resources. The City has also adopted various ordinances that provide protection to natural resources.

2020 General Plan

The City of Lancaster 2020 General Plan includes objectives, policies and actions regarding the identification, preservation and maintenance of important biological systems, including Joshua Tree and California Juniper woodlands, sensitive species, and natural areas of regional significance.

Ordinances

Ordinance 848 requires an in-lieu Biological Impact Mitigation fee for new development which compensates for impacts to sensitive biological resources in the City, including Joshua trees and California junipers.

Background and Methods

The information contained in this section is primarily summarized from the *Biological Site Assessment Report* prepared by Christopher A. Joseph & Associates in April 2007; this report is included as Appendix D to this EIR. Other documents reviewed included the *City of Lancaster 2020 General Plan Master Environmental Assessment*, the Final Environmental Impact Report for the Fieldstone Project,¹ and a Biological Constraints Analysis prepared by the applicant's biological consultant.² These documents can be viewed at the City of Lancaster Planning Department.

The potential for sensitive biological resources to occur on-site was initially investigated through a review of existing reports for the project sites (including the aforementioned reports), pertinent literature (including regional floral and faunal guides, resource agency special reports), and current database information (including the California Natural Diversity Database [CNDDDB]). A complete list of the resources consulted is included in the *Biological Site Assessment Report* in Appendix D. On-site biological field surveys were conducted on January 30, March 22, April 4, April 13, April 16, and April 19, 2007. All areas were traversed on foot and visually surveyed for plant and animal species (including any observed nesting birds), existing site conditions, and physical characteristics. Plant communities on-site were mapped in the field and are identified according to those listed on *CDFG's List of California Terrestrial Natural Communities*.³ All trees on-site were also mapped and assessed for size and health. The types and conditions of the habitats observed within the project sites were evaluated to determine their potential to support special status species and communities. In addition, the sites were evaluated to determine whether they contained features that might be considered wetlands or waters subject to federal or state jurisdiction. Plant and animal species observed during the surveys were recorded.

Focused surveys for special status plant species were also conducted during each of the site visits. These surveys occurred during the reported blooming period for sensitive plant species known in the region, and were conducted according to California Department of Fish and Game (CDFG) and California Native Plant Society (CNPS) survey protocols, including recording all plant species observed during each survey.

¹ *Impact Sciences. 2006. Final Environmental Impact Report, VTTM 060291/060664, SCH# 2805061140.*

² *Thomas Leslie Corporation. 2004; Revised 2005. Results of a Biological Constraints Analysis of Assessor's Parcel Nos. 3112-008-002, -003 and -009. Prepared for JP Eliopoulos Builders/Developers. December 7, 2004; Revised February 9, 2005.*

³ *California Department of Fish and Game. 2003. List of California Terrestrial Natural Communities Recognized by the California Natural Diversity Database. September 2003.*

Focused surveys were also conducted for burrowing owls according to the protocol prepared by the California Burrowing Owl Consortium (CBOC) and adopted by CDFG. These surveys were conducted on April 4, April 13, April 16, and April 19, 2007 and involved identifying potential burrows and three separate follow-up surveys during dawn or dusk in order to observe any burrowing owl individuals present.

Existing Conditions

Plant Communities

Based on the vegetation observed and an analysis of aerial photographs of the sites and vicinity (aerial photos from the City of Lancaster 2006), the project sites supports three plant communities: (1) ruderal non-native grassland, (2) saltbush scrub, and (3) California juniper woodland.

Ruderal Non-native Grassland

Ruderal non-native grassland occurs on both the western and eastern project sites, and occupies approximately 6.9 acres on the southeast project site and approximately 0.75 acre on the southwest project site (Figure IV.D-1). Ruderal non-native grassland is characterized by the dominance of non-native annual grass species due to regular disking or scraping, presumably for fire control. While these areas are not necessarily considered a biological community, they are included as a plant community here as they are distinct from the other plant communities present. These areas support non-native plant species including cheat grass (*Bromus tectorum*), rattail fescue (*Vulpia myuros var.hirsuta*), Russian thistle (*Salsola tragus*), and short pod mustard (*Hirschfeldia incana*). Ruderal vegetation has also intermixed with the saltbush scrub and California juniper woodland plant communities, further degrading the composition and structure of the existing natural plant communities. Non-native grassland is not considered a sensitive plant community by CDFG.

Saltbush Scrub

Saltbush scrub occurs on both the western and eastern sites, and occupies approximately 3.6 acres on the southeast project site and approximately 0.7 acre on the southwest project site (see Figure IV.D-1). Saltbush scrub is a subset of desert scrub, and describes an association of desert-adapted woody shrubs or plants in which a saltbush species (*Atriplex* sp.) is a dominant species. In general, saltbush scrub occurs on sandy soils and consists of relatively widely-spaced woody shrubs and minimal understory. The dominant saltbush species within the saltbush scrub on-site is four-wing saltbush (*Atriplex canescens*); however, other native desert shrubs include cheesebush (*Hymenoclea salsola*), Nevada ephedra (*Ephedra nevadensis*), and winter fat (*Krascheninnikovia lanata*), along with scattered Joshua trees and California junipers. Due to the level of site disturbance however, dominant herbaceous plants observed in the understory are mostly non-native species, including short pod mustard, tumble mustard (*Sisymbrium altissimum*), London rocket (*Sisymbrium irio*), rattail fescue, Russian thistle, and cheatgrass. Saltbush scrub is not considered a sensitive plant community by CDFG.

California Juniper Woodland

California juniper woodland occurs on the western site and occupies approximately 3.2 acres of the southwest project site (see Figure IV.D-1). This community contains an open-canopied tree stratum dominated by California juniper; however, a few individual Joshua trees also occur in this community. The southern 2/3 of this community supports several other desert shrub species in the understory including four-wing saltbush, rubber rabbitbrush (*Chrysothamnus nauseosus*) and box thorn (*Lycium sp.*). The understory within the northern 1/3 is mostly dominated with four-wing saltbush. Non-native annual grasses and herbaceous weeds are also present throughout this community. Dirt pedestrian trails traversing throughout this community on-site, and the presence of scattered trash and debris, indicate that this area is frequently disturbed by human activity. California juniper woodland is not considered a sensitive plant community by CDFG; although Mojavean juniper woodland is given a sensitivity ranking of G4S4 by CDFG in the CNDDDB, this ranking indicates that this community is apparently secure both within its state and global range.

Special Status Species

Based on the data compilation, background research and site survey, 15 special status wildlife species and seven special status plant species were recorded to occur, or have potential to occur, in the region. The requirements of these species were evaluated as compared to the conditions observed during the site survey to determine their potential to occur on-site. Based on this evaluation, seven species were determined to have a low potential to occur on-site. The remaining species were not expected to occur due to varying reasons, including negative focused survey results, lack of suitable habitat on-site or the high disturbance and activity level on-site. All of the special status species evaluated are included in Table IV.D-1.



Legend

 Project Site

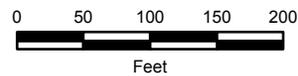
Plant Communities

 Saltbush Scrub: 4.2 acres

 California Juniper Woodland: 3.2 acres

 Ruderal/Non-native Grassland: 7.6 acres

Source: City of Lancaster, County of Los Angeles and Christopher A. Joseph & Associates; April 2007.



**Table IV.D-1
Special Status Plant and Wildlife Species Evaluated for Potential to Occur on the Project Sites**

Species	Status					Habitat/Blooming Period	Potential for Occurrence
	FESA	CESA	CNDDDB	CNPS	CDFG		
PLANTS							
<i>Astragalus preussii</i> var. <i>laxiflorus</i> Lancaster milk-vetch	---	---	G4T2T3	1B.1	S1.1	General habitat consists of Chenopod scrub; microhabitat is alkaline clay in flat, gravelly or sandy washes and along desert washes in gullied badlands. Blooming from March to May at elevations from 0 to 2,300 feet.	Not expected , this plant species is not expected to occur on-site since suitable habitat is not present within the project sites or surrounding vicinity. Additionally this plant species was last recorded in 1902 and is possibly extirpated.
<i>Calochortus striatus</i> Alkali mariposa lily	---	---	G2	1B.2	S2.2	General consists of chaparral, Mojavean desert scrub; microhabitat is alkaline meadows and ephemeral washes. Blooming from April to June at an elevation range of 2,100-5,000 feet.	Not expected , the project sites do not support suitable habitat of alkaline meadows and ephemeral washes.
<i>Carex vulpinoidea</i> Fox sedge	---	---	G5	2.2	S2.2	General habitat consists of wet places and microhabitat is marshes, swamps and riparian woodland or in wet places. Blooming from May to June at an elevation range of 100- 4,000 feet.	Not expected , the last natural community was recorded in 1902. Furthermore, there is no suitable habitat present within the project sites as they do not support marshes or riparian habitats.
<i>Chorizanthe parryi</i> var. <i>parryi</i> Parry's spineflower	---	---	G2T2	3.2	S2.1	General habitat consists of coastal scrub, chaparral and sandy soils; sometimes within interface of 2 vegetation types of chaparral and oak woodland. Blooming periods from April to June at elevations from 120 to 5,000 feet.	Not expected , the last natural community was recorded in 1892 and is presumed extant in Lancaster. Therefore this species is not expected on-site due to the absence of suitable habitat, lack of CNDDDB records and it was not observed during focused plant surveys.

Table IV.D-1 (Continued)
Special Status Plant and Wildlife Species Evaluated for Potential to Occur on the Project Sites

Species	Status					Habitat/Blooming Period	Potential for Occurrence
	FESA	CESA	CNDDB	CNPS	CDFG		
<i>Layia heterotricha</i> Pale-yellow layia	---	---	G2G3	1B.1	S2S3.1	General habitat consists of cismontane woodland, Pinyon-juniper woodland and Valley and microhabitat is foothill grassland in alkaline or clay soils. Blooming period from March to June at an elevation range from 900 to 5,100 feet.	Not expected , the last natural community was recorded in 1892 and is the only occurrence recorded for this species, it is presumed extant. Therefore this species is not expected to occur on-site due to the absence of alkaline soil conditions, lack of CNDDB records, and high levels of disturbance on-site. The plant species was not observed during focused plant surveys.
<i>Loeflingia squarrosa</i> <i>var. artemisiarum</i> Sagebrush loeflingia	---	---	G5T2T3	2.2	S2.2	General habitat consists of desert dunes and microhabitat is Great Basin scrub and Sonoran desert scrub. Blooming period from April to May at an elevation range of 2,100 to 4,800 feet.	Not expected , the project sites contain limited suitable habitat, although it is not expected to occur on-site, since the project sites do not support desert dunes or Sonoran desert scrub and the sites are highly disturbed by human activities. In addition focused surveys did not identify this species present within the project sites.
<i>Opuntia basilaris var. brachyclada</i> Short-joint beavertail cactus	---	---	G5T1	1B.2	S1.2	General habitat consists of chaparral and microhabitat is Joshua tree woodland, Mojavean desert scrub, Pinyon-juniper woodland and riparian woodland in sandy soil or coarse granitic soils. Blooming period is from April to June at elevations from 1,200 to 5,400 feet.	Not expected , although limited suitable habitat is present within the project sites; it is not expected, because only one occurrence has been documented in the area, approximately nine miles to the south and it was not observed during focused plant surveys.
BIRDS							
<i>Agelaius tricolor</i> Tricolored blackbird	---	---	G2G3 S2		CSC	Nest colonies are highly colonial with most numerous in central valley & vicinity. Largely endemic to California and requires open water, protected nesting substrate and foraging area with insect prey within a few miles of the colony.	Not expected to nest or forage on-site; suitable habitat is not present.

Table IV.D-1 (Continued)
Special Status Plant and Wildlife Species Evaluated for Potential to Occur on the Project Sites

Species	Status					Habitat/Blooming Period	Potential for Occurrence
	FESA	CESA	CNDDB	CNPS	CDFG		
<i>Athene cunicularia</i> Burrowing owl	---	---	G4 S2		CSC	General habitat is open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing cover. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Not expected , although this species was observed from 2000 to 2006 within close proximity of the project sites, it is highly unlikely this species occurs within the project sites. The habitat is fragmented and continually disturbed by human activities which further degrade the existing habitat. The focused surveys did not indicate presence of the species.
<i>Buteo Regalis</i> Ferruginous hawk	---	---	G4 S3S4		CSC	General habitat consists of open grasslands, sagebrush flats, desert scrub, low foothills & fringes of Pinyon-juniper woodlands.	Low , the project sites contains limited suitable habitat for the species to forage. Additionally, the species is unlikely to use the project sites as nesting sites due to their small size, fragmentation and disturbance level.
<i>Buteo swainsoni</i> Swainson's hawk	---	T	G5 S2		---	Nesting and breeds in stands with few trees in juniper-sage flats, riparian areas and in oak savannah. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	Low , the project sites contain limited suitable habitat for the species to forage. Additionally, the species would not use the project sites as nesting sites since it does not support suitable nesting habitat for this species, such as oak savannah and riparian habitat.
<i>Charadrius montanus</i> Mountain plover	---	---	G2 S2		CSC	General habitat consists of short grasslands, freshly plowed fields, newly sprouting grain fields and sometimes sod farms with short vegetation and bare ground & flat topography. Prefers grazed areas and areas with burrowing rodents.	Low , the project sites contain limited suitable habitat for the species to forage. Additionally, the species would not use the project sites as nesting sites since it does not support suitable nesting habitat for this species.

Table IV.D-1 (Continued)
Special Status Plant and Wildlife Species Evaluated for Potential to Occur on the Project Sites

Species	Status					Habitat/Blooming Period	Potential for Occurrence
	FESA	CESA	CNDDB	CNPS	CDFG		
<i>Falco columbarius</i> Merlin	---	---	G5 S3		CSC	General habitat consists of tidal estuaries, open woodlands, savannahs, edges of grasslands and deserts and in farms and ranches. Prefers clumps of trees or windbreaks are required for roosting in open country.	Not expected , to nest or forage on-site; suitable habitat is not present.
<i>Plegadis chihi</i> White-faced ibis	---	---	G5 S1		CSC	General habitat includes shallow fresh-water marsh and dense tule thickets for nesting; prefers areas interspersed with shallow water for foraging.	Not expected , since the habitat is not present within the project sites or within the surrounding vicinity. Additionally, the project sites do not support shallow fresh-water marshes or tule thickets.
<i>Toxostoma lecontei</i> Le conte's thrasher	---	---	G3 S3		CSC	Primarily a desert resident which lives in open desert wash, desert scrub, alkali desert scrub, and desert succulent scrub habitats. Commonly nests in dense, spiny shrub or densely branched cactus in desert wash habitat usually 2-8 feet above ground.	Low , since the last recorded occurrence in the vicinity was in 1920 and it is presumed extant. The project sites support limited suitable habitat for the species to forage. However, the species would not use the project sites as nesting sites since the sites does not support suitable nesting, dense, spiny shrub or densely branched cactus in desert wash habitat.
MAMMALS							
<i>Perognathus inornatus</i> San Joaquin pocket mouse	--	---	G4T2T3 S2S3		---	Typically found in grasslands and blue oak savannas, associated with flat to steep terrain with friable soils as well as in areas of alluvial sand soils and wind drifted sands	Not expected , since the project sites do not contain suitable habitat and the last recorded occurrence was recorded in 1931 and it is presumed extant.

Table IV.D-1 (Continued)
Special Status Plant and Wildlife Species Evaluated for Potential to Occur on the Project Sites

Species	Status					Habitat/Blooming Period	Potential for Occurrence
	FESA	CESA	CNDDDB	CNPS	CDFG		
<i>Spermophilus mohavensis</i> Mohave ground squirrel	---	T	G2G3 S2S3		---	General habitat consists of open desert scrub, alkali scrub and Joshua tree woodland. Also feeds in annual grasslands and is restricted to the Mojave desert. Prefers sandy to gravelly soils, avoids rocky areas and uses burrows at base of shrubs for cover.	Not expected , although marginally suitable habitat is present on the project sites, it is heavily disturbed. Also, the nearest occurrence was last recorded 10 miles south of the project sites in 1984 and has not been detected recently in the vicinity. CDFG and Mohave ground squirrel working group range maps do not include the area of Lancaster west of Highway 14.
REPTILES							
<i>Anniella pulchra pulchra</i> Silvery legless lizard	---	--	G3G4T3T 4Q S3		CSC	Soil moisture is essential to this species and prefers soils with high moisture content and sandy or loose loamy soils under sparse vegetation.	Low , the species was detected in 2005 approximately one mile west of the project sites at the intersection of Avenue K and 40th Street West; however, the sites support limited suitable habitat which is heavily disturbed and fragmented. Additionally, the project sites do exhibit soils with a high moisture content. It was not observed during field surveys.
<i>Emys (=Clemmys) marmorata pallida</i> Southwestern pond turtle	---	---	G3G4T2T 3 S2		CSC	Inhabits permanent or nearly permanent bodies of water in many habitat types; below 6,000 feet in elevation. Requires basking sites such as partially submerged logs, vegetation mats or open mud banks.	Not expected , to occur on-site; suitable habitat is not present.
<i>Phrynosoma coronatum (blainvillii population)</i> Coast (San Diego) horned lizard	---	---	G4G5 S3S4		CSC	General habitat consists of coastal sage scrub and chaparral in arid and semi-arid climate conditions. Prefers friable, rocky or shallow sandy soils.	Low , the sites support limited suitable habitat which is heavily disturbed and fragmented. It was not observed during field surveys.

Table IV.D-1 (Continued)
Special Status Plant and Wildlife Species Evaluated for Potential to Occur on the Project Sites

Species	Status					Habitat/Blooming Period	Potential for Occurrence
	FESA	CESA	CNDDB	CNPS	CDFG		
<i>Phrynosoma coronatum</i> (frontale population) Coast (California) horned lizard	---	---	G4G5 S3S4		CSC	Species frequents a wide variety of habitats but most commonly found in lowlands along sandy washes with scattered low bushes. Prefers open areas for sunning, bushes for cover, patches of loose soil for burial and an abundant supply of ants & other insects for foraging.	Low , the site supports limited suitable habitat which is heavily disturbed and fragmented. It was not observed during field surveys.
<i>Thamnophis hammondi</i> Two-striped garter snake	---	---	G3 S2		CSC	Species frequents coastal California from Salinas to northwest Baja California. Prefers elevation ranges from sea to about 7,000 and is highly aquatic and found in or near permanent fresh water, often along streams with rocky beds and riparian growth.	Not expected , to occur on-site; suitable habitat is not present. Additionally, the project sites do not support ephemeral streams or a permanent water source for the species to thrive.

Status Codes:

ESA: Endangered Species Act of 1972, as amended

E Federally listed as Endangered

T Federally listed as Threatened

PD Federally proposed for delisting

C Federal candidate species (former Category 1 candidates)

-- No designation.

CESA: California Endangered Species Act

R State listed as Rare

E State listed as Endangered

T State listed as Threatened

-- No designation

CNDDB: California Natural Diversity Database

G,T,S-rank CNDDB element ranking. The global rank (*G-rank*) is a reflection of the overall condition of an element throughout its global range, with *G1* being the most rare and *G5* the least rare. Subspecies receive a *T-rank* attached to the *G-rank*. The state rank (*S-rank*) is a reflection of the overall condition of an element throughout California, sometimes with a threat designation attached, with *S1* being the most rare and *S5* the least rare.

California Native Plant Society (CNPS):

1B Plants listed as rare, threatened, or endangered in California and elsewhere

2 Plants rare, threatened, or endangered in California, but more common elsewhere

3 Plants about which more information is needed

-- No designation

Table IV.D-1 (Continued)
Special Status Plant and Wildlife Species Evaluated for Potential to Occur on the Project Sites

Species	Status					Habitat/Blooming Period	Potential for Occurrence
	FESA	CESA	CNDDDB	CNPS	CDFG		
<p>Recently, CNPS added a decimal threat rank to the List rank to parallel that used by the CNDDDB. This extension replaces the E (Endangerment) value from the R-E-D Code. CNPS ranks therefore read like this: 1B.1, 1B.2, etc. New threat code extensions and their meanings are as follows:</p> <p>.1 – Seriously endangered in California (over 80% of occurrences threatened / high degree of immediacy of threat)</p> <p>.2 – Fairly endangered in California (20-80% occurrences threatened)</p> <p>.3 – Not very endangered in California (<20% of occurrences threatened or no current threats known)</p> <p><u>CDFG: California Department of Fish and Game</u></p> <p>CSC species of special concern</p> <p>FP fully protected</p> <p>-- No designation</p>							

Special Status Plants

Focused surveys for special status plants were negative; therefore, no special status plant species are expected to occur on-site.

Special Status Wildlife

Most of the special status wildlife species recorded in the vicinity are not expected to occur on-site. However, a few species were considered to have a low potential to occur; although potentially suitable habitat is present on-site, these areas are small, highly fragmented and disturbed. These species with low potential include Ferruginous hawk (*Buteo regalis*), Swainson's hawk (*Buteo swainsoni*), Mountain plover (*Charadrius montanus*) and Le Conte's thrasher (*Toxostoma lecontei*), which have a low potential to use the sites for foraging but are not expected to nest on-site as suitable habitat conditions are not present for nesting. Three reptile species were also considered to have a low potential to occur on-site (silvery legless lizard [*Anniella pulchra pulchra*], San Diego horned lizard [*Phrynosoma coronatum blainvillii*], and California horned lizard [*P. coronatum forntale*]); while limited open desert scrub habitat is present, it is highly disturbed and fragmented from other natural areas.

The results of the focused burrowing owl surveys were negative; therefore, no burrowing owls are expected to be present on-site. See focused survey report contained in Appendix D. In addition, the biological report prepared for the eastern parcel by the applicant's consultant also included focused surveys for burrowing owls, conducted in 2005; these survey results were also negative.⁴

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, the Proposed Projects could have a significant environmental impact on biological resources if it would:

- (a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- (b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

⁴ Thomas Leslie Corporation. 2004; Revised 2005. *Results of a Biological Constraints Analysis of Assessor's Parcel Nos. 3112-008-002, -003 and -009. Prepared for JP Eliopoulos Builders/Developers. December 7, 2004; Revised February 9, 2005.*

- (c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- (d) Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of a native wildlife nursery site;
- (e) Conflict with an local polices or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- (f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Project Impacts

Special Status Species

The plant communities within the project sites contain fragmented areas of native desert plant communities with low plant and animal species richness and composition. These areas are highly disturbed by frequent human activity (traversing the site, disking or grading, noise from adjacent major roadways) and have been extensively invaded by non-native weedy species. As such the plant communities on-site suffer from continual “edge effects” from human disturbance, which compromises their ability to support a diverse array of native plant and animal species, including special status species.

Suitable nesting habitat for special status bird species is not present on-site, but there is a low potential for a few of these species to forage on-site. Common wildlife species, such as Western scrub jay (*Aphelocoma californica*) and turkey vulture (*Cathartes aura*), identified within the project sites are common to southern California and can be observed foraging in residential neighborhoods as well as adjacent natural open space lands. The removal of the on-site plant communities which can be potentially used as foraging habitat for transitory or generalist bird species, would occur due to project implementation. However, given the broad range of the bird species with potential to forage on-site, and the availability of large areas of higher quality foraging habitat in the region, particularly to the north and west, impacts to bird foraging habitat from the Proposed Projects are considered to be less than significant.

However, the plant communities, specifically the scrub habitat and California junipers, provide suitable nesting habitat for migratory birds and generalist birds, which are protected under the federal Migratory Bird Treaty Act and the State Fish and Game Code (Sections 3503, 3503.5, and 3512). Construction activities including vegetation removal, noise and vibration have a potential to result in direct (i.e. death or physical harm) and indirect (i.e. nest abandonment) adverse impacts to nesting birds; these impacts would be considered significant.

Although focused surveys for burrowing owls were negative, the site contains several suitable burrows which could potentially be colonized by burrowing owls in the region prior to site construction. The removal of occupied burrowing owl burrows during vegetation removal and grading associated with site development would be considered a significant impact.

Sensitive Natural Communities

None of the three plant communities present on-site are considered sensitive by CDFG. Although the City of Lancaster General Plan and Ordinances encourage the preservation of desert woodlands, including California juniper woodland, these documents focus on important or “prime” habitats. The California juniper woodland habitat on-site is heavily disturbed and degraded, and is fragmented from other nearby desert woodland habitats as the sites are completely surrounded by urban development. Therefore, project impacts from the removal of vegetation due to site construction would result in a less than significant impact to sensitive natural communities. In addition, compliance with City Ordinance 848, which requires payment of a per-acre biological impact fee, would contribute toward City-wide preservation of biological resources, including desert woodland habitats.

Federally Protected Wetlands

No wetlands are present on the project sites; therefore, the projects would have no impact on federally protected wetlands.

Wildlife Movement or Nurseries

A wildlife corridor joins otherwise fragmented habitats, which helps to increase the gene flow between the individual habitats, provides escape route and improve the overall fitness of resident species. The project sites are completely surrounded by urban development and, therefore, lack connectivity to nearby natural habitats, such as the Prime Desert Woodland Preserve, which is the closest natural environment in proximity, approximately one mile south of the sites. The Prime Desert Woodland Preserve is only connected to the project sites via 30th Street West; however, wildlife is unlikely to use 30th Street West to connect or transverse from the sites to the Prime Desert Woodland Preserve. In addition, the plant communities have a low probability of providing an important value to native wildlife species, since the project sites are regularly disturbed, contain non-native plant species and do not have a dense canopy. Given the project sites’ limited size, and fragmented and disturbed habitat conditions, it is unlikely that wildlife species would use the project sites as a movement or migration corridor or as a native nursery site. Therefore, the project is expected to result in less than significant impacts to wildlife movement, migration corridors, or native nursery sites.

Conflict with Local Policies or Ordinances

The City of Lancaster does not have an ordinance specifically protecting tree species; therefore, neither the Joshua trees nor California junipers on-site are protected by local ordinances. In addition, those

General Plan policies protecting sensitive species have already been addressed under *Special Status Species* above. Therefore, the project would have no impacts regarding conflicts with local policies or ordinances.

Conflict with Conservation Plans

The project sites are not located in an area that is covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the projects would not result in impacts regarding conflicts with conservation plans.

CUMULATIVE IMPACTS

The Proposed Projects in combination with the 75 related projects listed in Section III, Environmental Setting, would result in the continued development of residential, commercial, and retail land uses in City of Lancaster. Per the provisions of CEQA, actions which have impacts that are individually limited, but cumulatively considerable, may be considered significant and adverse. Potential cumulative impacts on biological resources are generally related to both the regional and local loss of native trees and the displacement of sensitive wildlife species from their habitat.

A review of a photographic aerial of the project vicinity determined that none of the related projects exhibited undeveloped saltbush scrub or woodland habitat similar to that observed on the project sites⁵ and all are located in similar proximity to existing developed areas. Therefore, the loss of these plant communities or species associated with these communities from the implementation of the Proposed Projects, when considered with the related projects, would not be cumulatively considerable. However, a few of the related projects are located on undeveloped lands which may support nesting birds or burrowing owls; potential impacts to these sensitive biological resources, when considered with the potential impacts to these resources from the Proposed Projects, may result in cumulatively considerable adverse impacts. However, with the implementation of the mitigation measures below impacts would be less than significant.

MITIGATION MEASURES

D-1. To avoid impacting nesting birds, the following shall be implemented:

A qualified wildlife biologist shall conduct a pre-construction nesting bird survey no more than 5 days prior to initiation of grading to provide confirmation on presence or absence of active nests in the vicinity (at least 300 feet around the project sites). If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFG and implemented to prevent abandonment of the active nest. At

⁵ Google Earth, version 4.0. January 31, 2007.

a minimum, grading in the vicinity of the nest shall be deferred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by the qualified biologist verifying that (1) no active nests are present, or (2) that the young have fledged, shall be submitted to the City prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.

- D-2. In order to avoid adverse impacts to burrowing owls, a pre-construction survey for burrowing owls shall be performed on the project sites within 30 days prior to ground disturbance. The survey shall be performed according to accepted burrowing owl survey protocols by a qualified biologist. The results of the survey shall be reported to CDFG and the City of Lancaster prior to ground disturbance. If any burrowing owls are found on-site during the pre-construction surveys, passive relocation of the owls shall be completed outside of the nesting season according to California Burrowing Owl Consortium guidelines; a report shall be prepared by a qualified biologist following any passive relocation efforts documenting the methods and results of the relocation activities. All ground disturbance associated with site development and construction shall be postponed until passive relocation efforts have been completed and the associated report has been submitted to CDFG.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of mitigation measures D-1 and D-2, project specific and cumulative impacts to biological resources would be reduced to less than significant levels.

IV. ENVIRONMENTAL IMPACT ANALYSIS

E. CULTURAL RESOURCES

This section describes the impacts the Proposed Projects may have on cultural and historic resources. The following discussion of cultural resources is based on information contained in the *Archaeological Archival and Field Review Letter Report*, prepared by Beth Padon of Discovery Works, Inc. *The Archaeological Archival and Field Review Letter Report*, which is incorporated herein by this reference, is included in its entirety as Appendix E to this Draft EIR.

ENVIRONMENTAL SETTING

Local Setting

The regional prehistory of the project area identifies a long-term use of the Lancaster area. Archaeological investigations suggest early use of the Pleistocene lakes in the Fremont and Antelope valleys, dating to the Paleo-Indian period (10,000 to 6,000 years ago). Several occupation sites have been recorded around Rosamond Lake that date to the next time period, the Pinto Period (6,000 to 4,000 years ago). From 4,000 to 1,500 years ago, many prehistoric groups continuously lived and utilized this area of the Mojave Desert following a semi-sedentary life style. There are many recorded sites that date to the Rose Spring Period (2,000 to 1,000 years ago) and show the adaptation to the use of the bow and arrow with small-sized projectile points. The semi-sedentary life style of the Rose Spring time period extends into the Late Prehistoric Period (1,000 years ago to Historic Contact). This Late Prehistoric Period is characterized by the first appearance of Desert side-notched style of projectile points.

By the time of Spanish contact (500 years ago), the population for the Western Mojave Desert had diminished. It is not clear why the population declined; it may be that archaeological sites from that time have not yet been discovered.

Based upon Spanish documents and later ethnographic research, this area of the Mojave Desert was utilized by at least three groups, the Kawaiisu, the Serrano, and the Kitanemuk. The Kawaiisu are Numic speakers and resided primarily in the southern Sierras, with villages in the Piute and Tehachapi mountains. The Kitanemuk and Serrano are Takic speakers. The Kitanemuk lived in the southern end of the San Joaquin Valley with contacts into Western Mojave Desert as far south as Rosamond Lake. The Serrano lived in the San Bernardino Mountains and in the northern foothills of the San Gabriel Mountains. Today, a number of Serrano Native Americans live on the San Manuel and Morongo reservations.

The City of Lancaster, established in 1884, had started when the Southern Pacific Railway Company established its line between the San Joaquin Valley and the Los Angeles Basin through the Antelope Valley. At first the City grew because of the artesian water supply in the area, but droughts by 1895 nearly destroyed Lancaster and the other towns in Antelope Valley. Farmers returned to the Valley when

electric water pumps made irrigated agriculture possible. Alfalfa became the main crop in the Valley by the early 20th century.

Investigation Methodology and Results

Archaeological Archival Review and Records Search

On March 14, 2007, the archives of the State-designated, regional center for archaeological records of Los Angeles County and the South Central Coastal Information Center, located at the Anthropology Department, California State University, Fullerton were researched. For this archival review, it was (1) determined if the project area had been surveyed; (2) evaluated the previous archaeological surveys in relationship to current professional standard requirements; (3) obtained copies of pertinent site records and survey reports of the immediate vicinity and of the project sites; and (4) noted what types of sites might be expected to occur within the project sites, based on the existing data from archaeological sites located within one-mile radius of the projects.

The purpose of this research was to obtain the background information necessary for an initial identification of issues; to develop preservation and mitigation strategies; to provide an inventory of all recorded archaeological resources; to identify areas that have not been surveyed for archaeological resources; and to identify areas that may have a high potential for buried prehistoric archaeological remains.

Archaeological Field Survey

On March 15, 2007, a pedestrian survey of the two project sites was conducted. The ground surface was inspected for indications of prehistoric or historic use. Chipped stone artifacts, stone grinding implements, shellfish remains and ashy soils can represent a prehistoric site while historic tools, stone and concrete foundations, and features such as mining pits, irrigation lines, and trails may represent an historic site. Both project sites are flat, open fields with low-growing, non-native grasses, California Junipers, and a few Joshua trees. Ground visibility ranged from 50 to 100 percent depending upon the density of ground cover. A number of Juniper bushes grow throughout the southwest project site. Recent disking in the eastern half of the southeast project site has removed most of the surface vegetation and provided 100 percent visibility of the ground surface for this section. The soils are primarily fine to coarse grain, silty sand with granitic gravels. Modern trash (paper cups, plastic bags, concrete fragments, and other recent debris) was found along the perimeters of each parcel and extends two to five meters into the parcels.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project may have a significant environmental impact if it were to:

- (a) Cause a substantial adverse change in the significance of a historic resource as defined in §15064.5;
- (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;
- (c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- (d) Disturb any human remains, including those interred outside of formal cemeteries.

Additionally, under CEQA, archaeological sites that are identified during a Phase 1 study need to be evaluated for their significance if project plans will adversely impact a significant archaeological or historical resource. According to CEQA, an historical resource must be significant at the local, state, or national level, under one or more of the following four criteria:

- (a) It is associated with events that have made a significant contribution to the board patterns of local or regional history, or the cultural heritage of California or the United States; or
- (b) It is associated with the lives of persons important to local, California, or national history; or
- (c) It embodies the distinctive characteristics of a type, period, region, or method or construction or represents the work of a master, or possesses high artistic values; or
- (d) It has yielded or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation. (California Register of Historical Resources: California Code of Regulations, Title 14, Chapter 11.5, Section 4850 et seq).

Project Impacts

Southwest Project Site

Historic Resources

The results of the record search for the southwest project site indicated that the nearest historic site, CA-LAN-2209H, is located one-quarter of a mile to the southwest. This site contains historic debris

associated with a well casing and concrete foundations. In addition, two prehistoric chipped stone pieces, chipped stone core and a piece of historic glass have been recorded within a half-mile of the site. Most of the prehistoric resources are found in areas of clay pans and sand dunes, where shifting sands affect the amount and size of prehistoric deposits exposed on the surface.

Additionally, directories and lists of recorded historic properties, including the National Register of Historic Places, the California Historical Landmarks, and the Directory of Properties in the Historic Property Data File for Los Angeles County (dated December 11, 2006) were reviewed. Early editions of the USGS topographic maps including Del Sur (7.5') 1936, Lancaster Quadrangle (7.5') 1933 edition and Elizabeth Lake, California (30') 1917 edition were reviewed. The 1933 map shows unimproved roads passing through the southeast project site and Avenue K along the north border of both parcels. This review found no listed historic properties (sites) or potential historic structures for these parcels.

There are no known or anticipated historic resources on the project site, nor would development of the Proposed Project impact nearby historic resources. Impacts would be less than significant.

Archaeological Resources

The closest prehistoric archaeological site, CA-LAN-765, is located a half mile to the west of the sites. This site was recorded in 1976 and surface collections were conducted at the site. This site was further investigated in 1977. The collections from the surface and from hand excavations identified three prehistoric components: (1) a possible human burial (one tooth found) with a steatite ornament, basal-notched projectile points, and several serrated triangular concave projectile points; (2) an artifact concentration including a stone bowl fragment, a metate fragment, nine small Olivella sp. wall disc beads, two Tivela sp. beads, rhyolite core, a schist ornament fragment, and eleven chipped stone flakes; and (3) two granite handstones (1 fragment and 1 whole), two chalcedony biface fragments, a schist metate fragment, a ground stone piece, and three rhyolite artifacts (1 flake, 1 utilized flake, and a core). Based upon the shell beads and the triangular-shaped points, it was estimated that this prehistoric occupation dates sometime after AD 1000.

A site investigation was conducted on March 15, 2007, during which two cultural resource sites were found: one within the southwest project site and one within the southeast project site. The southwest project site contains an extensive, historic trash deposit that includes hundreds of cans, household refuse, glass containers, and other historic items. This trash deposit appears to represent a number of dumping episodes that date from the 1940s with a few items dating before 1940 and a few items post-1940s. Because this site clearly dates older than 50 years, a second site investigation was conducted on March 21, 2007, to carefully and systematically record and document this historic deposit. The investigation resulted in identification of seven discrete loci (Locus A-G) or dumping locations which were measured, photographed, and inventoried. The maker's marks on the bases of the glass bottles were noted and the date ranges for these artifacts listed. A 1 by 1 meter detailed inventory of items was conducted at each locus for a representative sample of the historic artifacts in order to characterize the activities represented.

Samples of the historic artifacts were collected and photographed in the laboratory. Most historic artifacts were found on the surface, and only a few items were found partially buried or piled beneath other historic artifacts.

Disturbance along the northwestern boundary of the historic site was noted. The northwestern boundary of the historic site had also been disturbed, as the natural ground surface was obscured by recent soil dumping. It is possible that historic artifacts extend beneath this recent dumping. It was also noted that an earthen berm passes through Locus A and has likely disturbed this portion of the historic deposit. No indications of structures or structural remains associated with this historic site were found. It seems likely that this historic deposit relates to the previous ranching and agricultural use of the area.

Although the identified historic trash deposit in the southwest project site is over 50 years old, it does not meet any of the above criteria for a significant resource. It is not associated with important events or with a broad pattern of local history or associated with the lives of persons important to local, California, or national history. Nor does it represent a unique type or period, or retain the potential to yield information important to the history of the local area. It is unlikely that this historic trash deposit could provide any additional information than what was obtained from the detailed and systematic field identification, plotting, inventory of artifacts, and site record preparation.

The archaeological site record for this historic deposit is being prepared on DPR 523 forms for submittal to obtain a formal trinomial from the Office of Historic Preservation. The official recording and description of this site fulfills any required study. Therefore, impacts related to the archaeological resources identified on the southwest project site would be less than significant. Because the potential exists for other archeological resources to exist, impacts are considered potentially significant.

Paleontological Resources

There are no known or anticipated paleontological resources on the project sites or in the project area, nor would development of the Proposed Projects be expected to impact existing paleontological resources. Impacts would be less than significant.

Human Remains

As noted above, investigations of prehistoric archaeological site CA-LAN-765, located a half mile to the west of the project site, identified three prehistoric components, one of which included a possible human burial. It is estimated that the prehistoric occupation of this site dates sometime after AD 1000. Because there is potential for human remains to be present on the project site, impacts would be potentially significant.

Southeast Project Site

Historic Resources

According to results of the record search for the southeast project site, the nearest historic site, CA-LAN-2209H, is located one-quarter of a mile to the southwest. This site is discussed above, and contains historic debris associated with a well casing and concrete foundations. The records search found no listed historic properties (sites) or potential historic structures for the project site. As there are no known or anticipated historic resources on the project site, development of the Proposed Project would not impact nearby historic resources, impacts would be less than significant.

Archaeological Resources

During the site investigation on March 15, 2007, found two cultural resource sites were found: one within the southwest project site and one within the southeast project site. The site on the southeast parcel contains about 15 items that date from the mid-to-late 1950s to the present. Because this debris is less than 50 years old, it requires only a brief recording for future reference. The debris is located in the northwest corner of the southeast project site and includes a varnish can, a condensed milk can (church-key opening), a coffee can (key strip opening), a hand-wound alarm clock, two Prince Albert tobacco cans, and several sanitary cans. This trash deposit (5 by 2 meters in area) appears to represent a single dumping episode. No other indication of historic activity was identified in the immediate vicinity of this deposit. While no significant resources were identified on the southeast project site, the potential exists for other archeological resources to exist. Therefore, impacts are potentially significant.

Paleontological Resources

There are no known or anticipated paleontological resources on the project site or in the project area, nor would development of the Proposed Project be expected to impact existing paleontological resources. Impacts would be less than significant.

Human Remains

As noted above, investigations of prehistoric archaeological site CA-LAN-765, located a half mile to the west of the project sites, identified three prehistoric components, one of which included a possible human burial. It is estimated that the prehistoric occupation of this site dates sometime after AD 1000. Because there is potential for human remains to be present on the project site, impacts would be potentially significant.

MITIGATION MEASURES

Because prehistoric resources were found nearby and an historic trash site was found on the southwest project site, there is potential for other resources to exist on the project sites. To reduce the potential impact to a less than significant level, the following mitigation measures are required.

- E-1. A qualified archaeologist shall be retained to conduct limited monitoring during grading activities in order to observe and retrieve any buried artifacts that may be uncovered.
- E-2. The archaeological monitor shall have the authority to temporarily divert or direct grading to allow time to evaluate any exposed prehistoric or historic material.
- E-3. If human remains are found during the excavation, the Native American Graves Protection Act Guidelines and State law [Health and Safety Code Sec.7050.5 and Public Resources Code Sec.15064.5 (f)] require that construction personnel:
 - o Halt the work in the immediate area;
 - o Leave the remains in place; and
 - o Contact the project personnel, and the Los Angeles County Coroner.

Until a representative of the Coroner's office reviews the remains in the field, they must not be removed. If the Coroner determines that the remains are prehistoric, the Coroner shall contact the Native American Heritage Commission and the most likely descendent from the Native American community is informed. The final deposition of remains is coordinated by representatives of the property owner and the most likely descendent.

- E-4. If prehistoric artifacts or a buried deposit is uncovered, the qualified archaeologist shall temporarily halt construction activities in the immediate area until the archaeologist can evaluate the significance of the find. Implementation of a recovery program would follow, if the remains are determined potentially eligible to the California Register.
- E-5. A final monitoring report, including an itemized inventory and pertinent field data, shall be sent to the property owner, the South Central Coastal Information Center at California State University Fullerton, and the City of Lancaster Planning Department.
- E-6. Any recovered artifacts shall be offered to a repository with a retrievable collection system and an educational and research interest in the materials. One local repository that currently would be appropriate to receive any artifacts collected in the study area is the Anthropology Department at the University of California, Los Angeles; others

include the Antelope Valley Community College and the Antelope Valley Indian Museum.

CUMULATIVE IMPACTS

Development of the Proposed Projects in combination with other development projects in the area would increase the potential for encountering cultural resources. The potential that one or more of these related projects might encounter cultural resources during the course of development is determined by such factors as whether such resources occur at any given related project site and the type of proposed development activities at that site. However, as discussed under Thresholds of Significance, not all cultural resources are of equal scientific value. While some have the potential to be scientifically important due to rarity or their ability to provide new information, many resources have little scientific value. Therefore, the significance of cumulative impacts to cultural resources is not determined simply by the frequency of the encounter but more to the point by the nature of that encounter. Furthermore, the mere fact of an encounter does not imply an adverse impact. With appropriate mitigation, such an encounter may lead to the recovery of scientifically important resources that would not have been exposed without these activities. Considering that the discovery of such resources is a fairly rare event and the discovery of these resources may lead to their recovery rather than their destruction, it is not anticipated that there would be a significant adverse cumulative impact to cultural resources.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Because there is the potential that unknown resources could be encountered during the course of project development, implementation of the recommended mitigation measures would ensure that no significant impacts occur to a unique cultural resource. Therefore, with implementation of the identified mitigation measures, impacts to cultural resources would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

F. GEOLOGY/SOILS

INTRODUCTION

The following analysis is based on the *Report of Geotechnical Evaluation for Environmental Impact Report* prepared by MACTEC Engineering and Consulting, Inc., April 13, 2007. The Geotechnical Report is included as Appendix F of this Draft EIR.

ENVIRONMENTAL SETTING

The project sites are located at the intersection of 30th Street West and West Avenue K in the City of Lancaster. The project sites combined total approximately 13 acres. The southwest project site is approximately 4.40 acres and the southeast project site is approximately 8.52 acres. The sites are relatively level. Currently, both project sites are vacant with sparse vegetation, consisting of mostly desert scrub, Juniper trees, and a few Joshua trees.

Geologic Setting

Regionally, the project sites are located in the western extreme of the Mojave Desert geomorphic province. The Mojave Desert geomorphic province is bound by the San Andreas Fault zone on the south, the Garlock fault zone on the north, and the Colorado River on the east. The northwestern and southwestern boundaries of the Antelope Valley were formed by uplift along the Garlock and San Andreas Fault zones. The tectonic movement of the Pacific Plate relative to the North American plate, which is principally expressed as slip along the San Andreas Fault, is responsible for the near east-west trending mountain ridges of the Transverse Ranges province to the south, which includes the San Gabriel, Sierra Pelona, and Santa Monica Mountain ranges.

Geologic Materials

The project sites are underlain by Late Pleistocene and Holocene alluvial and lacustrine (stream and lake) deposits. The alluvial and lacustrine deposits generally consist of interbedded clay, silt, fine to coarse-grained silty sand, and fine- to coarse-grained sand. These Quaternary materials are estimated to extend to a depth of over 1,000 feet and are underlain by consolidated Tertiary age alluvial deposits. The Quaternary and Tertiary deposits together are underlain by crystalline granitic rocks which form the basement complex in this region. Artificial fills may be locally scattered at the ground surface throughout the project sites.

Groundwater

The project sites are located in the Antelope Valley groundwater basin. A groundwater monitoring well is located approximately 0.35 miles to the west of the project sites. Groundwater was measured at a depth of 256 feet below the ground surface (bgs) in March 2006, the last date measured. Based on a 1998 report from the California Division of Mines and Geologic Survey, the historic high groundwater level in the site vicinity was at a depth between 200 and 300 feet bgs.

Faults

The numerous faults in Southern California include active, potentially active, and inactive faults. By definition, an active fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault is a fault that has demonstrated surface displacement of Quaternary age deposits (last 1.6 million years). Inactive faults have not moved in the last 1.6 million years. The San Andreas Fault is the nearest active fault to the project sites and is located approximately six miles to the southwest. Other active faults in the vicinity of the project sites are the San Gabriel Fault and the Garlock Fault, located 25 miles south-southwest and 27 miles northwest of the project sites, respectively. The nearest potentially active faults are the Clearwater Fault, the Soledad Fault, and the Cottonwood Fault, located 11 miles, 15 miles, and 21 miles from the project sites, respectively. These faults are discussed in detail below.

Active Faults

San Andreas Fault Zone

The closest active fault to the project sites is the San Andreas Fault zone, located approximately six miles to the southwest. This fault zone trends generally northwest for almost the entire length of the State of California. The southern segment is closest to the project sites and is approximately 280 miles long, extending from the Mexican Border to the Transverse Ranges west of Tejon Pass. The 1857 Fort Tejon earthquake was the last major earthquake along the San Andreas Fault zone in Southern California.

San Gabriel Fault Zone

The active San Gabriel fault zone is located about 25 miles south-southwest of the project sites. This fault zone extends southeasterly approximately 80 miles from near Bear Mountain in Ventura County to San Antonio Canyon in San Bernardino County. This fault may have been active within the Holocene epoch (last 11,000 years). As of March 1988, the Saugus-Newhall segment of the San Gabriel fault zone has been included within an Alquist-Priolo Earthquake Fault Zone.

Garlock Fault Zone

The active Garlock Fault zone is located about 27 miles northwest of the project sites. The Garlock Fault zone is a system of east to northeast-trending high-angle faults that extend for more than 150 miles. The Garlock fault displaces faults of the Sierra Nevada Fault zone in the area of the project site.

Potentially Active Faults

Clearwater Fault

The potentially active Clearwater Fault is located approximately 11 miles to the southwest of the project sites. The Clearwater Fault trends approximately 15.5 miles east-west from Pyramid Lake to Bouquet Reservoir and merges with the San Andreas Fault zone at the northern part of the Leona Valley. Some displacement may have occurred during the Pleistocene or post-Pleistocene age.

Soledad Fault

The potentially active Soledad Fault is located about 15 miles south of the project sites. This north-dipping normal fault trends east-west forming two arcuate, or arches, traces along the northern side of Soledad Canyon. The Soledad Fault juxtaposes anorthosite, or diorite consisting chiefly of feldspar, against the Mint Canyon Formation in the Aqua Dulce area.

Cottonwood Fault

The potentially active Cottonwood fault is located about 21 miles northwest of the project sites. This right-lateral, strike-slip fault trends approximately 40 miles southwest along the Rosamond Hills from the Garlock fault to Willow Springs and joins with the inactive Rosamond fault. The northwestern segment of the Cottonwood fault is classified as potentially active.

Geologic-Seismic Hazards

Surface Fault Rupture

The project sites are not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. As discussed above, the closest Alquist-Priolo Earthquake Fault Zone, established for the active San Andreas Fault zone, is approximately six miles southwest of the project sites. No active or potentially active faults with the potential for surface fault rupture are known to be located directly beneath or projecting toward the project sites.

Seismicity

A number of earthquakes of moderate to major magnitude have occurred in the Southern California area within the last 150 years. A search that was conducted as part of the Geotechnical Report for earthquakes

that occurred within 62 miles (100 kilometers) of the project sites indicated that 513 earthquakes of Richter magnitude 4.0 and greater occurred between 1932 and 2006. There was one earthquake of magnitude 6.0 or greater on the Richter Scale between 1906 and 1931 and two earthquakes of magnitude 7.0 or greater between 1812 and 1905.

Ground Shaking

Ground shaking from earthquakes is a seismic hazard that can cause damage to structures. The Southern California region is seismically active and therefore most areas could be subjected to strong ground shaking in the event of an earthquake.

Liquefaction

Liquefaction is the process in which loose granular soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure and thereby, reduced effective stress. The vast majority of liquefaction hazards are associated with sandy soils and silty soils of low plasticity. Potentially liquefiable soils (based on composition) must be saturated or nearly saturated to be susceptible to liquefaction. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of about 50 feet or less. According to the California State Seismic Hazard Map, the project sites are not within an area identified as having a potential for liquefaction.¹ Groundwater levels at the sites are greater than 200 feet deep and the potential for liquefaction is considered to be low.

Seismically-Induced Settlement

Settlement of soils due to seismic shaking, infiltration of surface water or foundation loads could occur if low density soils are present at the sites. The potential for such soils at the sites is low to moderate.

Slope Stability/Landslides

The relatively flat-lying topography at the site precludes both stability problems and the potential for lurching (earth movement at right angles to a cliff or steep slope during ground shaking). According to the City of Lancaster Seismic Safety Element (1997), the project sites are not within an area identified as having a potential for slope instability. There are no known landslides near the sites, nor are the project sites in the path of any known or potential landslides.

¹ California Geological Survey, Seismic Hazard Zonation Program, website: <http://www.conservation.ca.gov/cgs/shzp/>, June 26, 2007.

Subsidence

Regional subsidence typically occurs as the result of one of several geologic conditions and/or geotechnical causes including: hydrocompaction of loose flocculated alluvial soils, densification of flocculated clast-supported alluvial soils from groundwater drawn-down, and densification of underlying soils and bedrock due to extraction of petroleum and natural gas deposits. Portions of the Antelope Valley, including the area to the north of the sites, have experienced subsidence distributed over a widespread area. Between 1926 and 1992 up to almost two meters of subsidence has occurred at Lancaster and Edwards Air Force Base. Ground failures in the form of fissures and sinkholes associated with subsidence have been mapped within the general region but not in the immediate vicinity of the project sites. According to the City of Lancaster Master Environmental Assessment (1997), the project sites are not within the Fissure Study Boundary. Groundwater extractions are anticipated to continue into the future as it is an important source of water supply for communities in the Antelope Valley. Modeling suggests additional subsidence will occur for a finite period even without additional groundwater extractions. In the vicinity of the project sites, this subsidence is distributed over a wide region and the potential for subsidence to impact structures in the immediate area is considered low.

Expansive Soils

As discussed above, the project sites are underlain by Late Pleistocene and Holocene alluvial and lacustrine deposits. The alluvial and lacustrine deposits generally consist of interbedded clay, silt, fine to coarse-grained silty sand, and fine- to coarse-grained sand. Corrosion studies of some of the soils in the Lancaster area indicate that the soils could be severely corrosive to ferrous metals and aggressive to copper. If present, clayey soils could be moderately to highly expansive, and therefore could shrink and swell with changes in the moisture content. The sandy soils are expected to have low expansion potential.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Appendix G of the State CEQA Guidelines

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the Proposed Projects could have a potentially significant geological impact if it were to:

- (a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.

- ii. Strong seismic ground-shaking.
 - iii. Seismic-related ground failure, including liquefaction.
 - iv. Landslides.
- (b) Result in substantial soil erosion or the loss of topsoil;
 - (c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
 - (d) Be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property;
 - (e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

As discussed in the Initial Study (see Appendix A), the Proposed Projects would have no impact with respect to Thresholds (a)iv and (e), listed above. As such, no further analysis of these topics is required.

Project Impacts

Erosion and Topsoil

Construction

During construction activities there is a potential for erosion to occur during the grading process during periods of heavy precipitation. Regulatory measures are required to be implemented during construction periods to minimize wind (see Section IV.C, Air Quality) and water-borne erosion (see Section IV.H, Hydrology and Water Quality). The Proposed Projects would be required to obtain a grading permit from the Department of Building and Safety. In addition, project construction would be performed in accordance with the Storm Water Pollution Prevention Plan (SWPPP), which specifies Best Management Practices (BMPs) to prevent all soil from moving off-site due to wind erosion. With implementation of the applicable grading and building permit requirements and the application of BMPs, impacts with respect to erosion or loss of topsoil would be less than significant.

Operation

The project sites do not contain paved areas or permanent structures. Thus, under existing condition the project site is susceptible to erosion. The Proposed Projects would develop the project sites with pervious and impervious surfaces including structures, paved areas, and landscaping. As such, the proposed

development would reduce the rate and amount of erosion occurring at the project sites and impacts with respect to erosion or loss of topsoil would be less than significant.

Seismic Hazards

Surface Fault Rupture

The project sites are not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards and no active or potentially active faults with the potential for surface fault rupture are known to be located directly beneath or projecting toward the project sites. Thus, the potential for surface rupture is considered low and the Proposed Projects would not present any adverse impacts with respect to exposing people or property to hazardous conditions resulting from rupture of a known earthquake fault on the project sites. Impacts would be less than significant.

Seismicity

As previously discussed, Southern California is a seismically active region. Although the project sites are located within approximately six miles of the San Andreas Fault, and near many other faults on a regional level, the potential seismic hazard to the project sites would not be higher than in most areas of the City of Lancaster or elsewhere in the region. However, the proposed construction would be consistent with the seismic design criteria contained in the City's Building Code. In addition, implementation of Mitigation Measure F-1 would ensure that any specific design recommendations would be incorporated into the Proposed Projects. Therefore, the risks associated with seismicity would be less than significant.

Ground Shaking

The project sites could be subjected to strong ground shaking in the event of an earthquake. Although the project site is located within approximately six miles of the San Andreas Fault, and near many other faults on a regional level, the potential seismic hazard to the project sites would not be higher than in most areas of the City or elsewhere in the region. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear walls and reinforcements. The Proposed Projects would comply with the seismic design criteria contained within the City's Building Code. In addition, implementation of Mitigation Measure F-1 would ensure that any specific design recommendations would be incorporated into the Proposed Projects. Therefore, the risks from seismic ground shaking would be less than significant.

Liquefaction

According to the California State Seismic Hazard Map the project sites are not within an area identified as having a potential for liquefaction. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of about 50 feet or less. Groundwater

levels at the sites are greater than 200 feet deep and the potential for liquefaction is considered to be low. Therefore, the risks from liquefaction are would be less than significant.

Seismically-Induced Settlement

Settlement of soils due to seismic shaking, infiltration of surface water or foundation loads could occur if low density soils are present at the sites. As previously discussed, the potential for such soils at the project sites is low to moderate. Though the project sites could be subject to strong ground shaking in a seismic event, which could cause settlement, the Proposed Projects would comply with the seismic design criteria contained within the City's Building Code. In addition, implementation of Mitigation Measure F-1 would ensure that any specific design recommendations would be incorporated into the Proposed Projects. Therefore, impacts related to seismically-induced settlement would be less than significant.

Subsidence

As previously discussed, subsidence in the vicinity of the project sites is distributed over a wide region and the potential for subsidence to impact structures at the project sites is considered low. Therefore, the risks associated with subsidence would be less than significant.

Expansive Soils

As discussed above, if present at the project sites, clayey soils could be moderately to highly expansive, and therefore could shrink and swell with changes in the moisture content. Sandy soils at the project sites are expected to have low expansion potential. Testing of site soils will need to be performed during the site specific geotechnical investigation for the projects and structures and site improvements will need to be designed to resist the effects of expansive and corrosive soils in order to reduce the potential adverse effects to a less than significant level. Implementation of Mitigation Measure F-1 would include such testing, and any other design recommendations related to expansive soils, which would be incorporated into the Proposed Projects. Therefore, impacts with respect to expansive soils would be less than significant.

CUMULATIVE IMPACTS

Development of the Proposed Projects in conjunction with the related projects listed in Section III, Environmental Setting, would result in further development of various land uses in the City of Lancaster. Geologic hazards are site-specific and there is little, if any, cumulative relationship between development of the Proposed Projects and the related projects. As such, construction of the related projects is not anticipated to combine with the Proposed Projects to cumulatively expose people or structures to such geologic-seismic hazards as earthquakes, ground shaking, liquefaction, landslides, and/unstable soils, expansive soils, or result in substantial soil erosion or the loss of topsoil. Therefore, no cumulatively considerable impacts are anticipated from the Proposed Projects and the related projects.

MITIGATION MEASURES

The following mitigation measure is applicable to both projects.

- F-1. Comprehensive geotechnical investigations for the project sites shall be conducted and submitted to the City of Lancaster as part of the permitting process for the Proposed Projects. The specific design recommendations presented in the comprehensive geotechnical reports shall be incorporated into the design and construction of the Proposed Projects.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measure listed above, impacts with regard to geology and soils would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

G. HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

This Section is based upon the analysis and conclusions of the *Phase I Environmental Site Assessment of GPA 04-04/ZC 04-05 and GPA 06-01/ZC 06-01, Intersection of Avenue K and 30th Street West, Lancaster, California 93536* (the “Phase I ESA”), prepared by EMG, April 6, 2007. The Phase I ESA has been provided in Appendix G to this Draft EIR.

Existing Project Sites

The Proposed Projects are located at the intersection of Avenue K and 30th Street West in Lancaster, Los Angeles County, California. The project sites consist of a total of approximately 12.92 acres and are currently undeveloped land with desert scrub and grasses, junipers, and Joshua trees.

Existing Surrounding Properties

Southwest Project Site

The area surrounding the project sites is almost completely developed. To the north of the southwest project site is Antelope Valley College, a community college. To the east is 30th Street West and the southeast project site, and immediately adjacent to the site to the south are the one- to two-story Marbella Villas townhomes. To the west of the southwest project site are the Bethel Christian School recreational fields, with the associated buildings farther west.

Southeast Project Site

The southeast project site is surrounded by single-family residential uses to the north across Avenue K and single-family residences immediately adjacent to the east. To the south is the Prestige Assisted Living Community and to the west is 30th Street West, with the Marbella Villas townhomes and the southwest project site west across 30th Street West. Photographs of these surrounding land uses are provided in Figures III-3 and III-4 in Section III (Environmental Setting).

Sensitive Receptors

Appendix G to the State CEQA Guidelines considers a significant impact to occur if a proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Furthermore, the Antelope Valley Air Quality Management District (AVAQMD) generally considers the following land uses to be sensitive receptors with respect to air quality impacts: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. Therefore, to provide a conservative analysis, this Section identifies the following uses surrounding the

project sites to be sensitive receptors with respect to hazardous material exposure (see Figure IV.G-1 for a map of sensitive receptor locations):

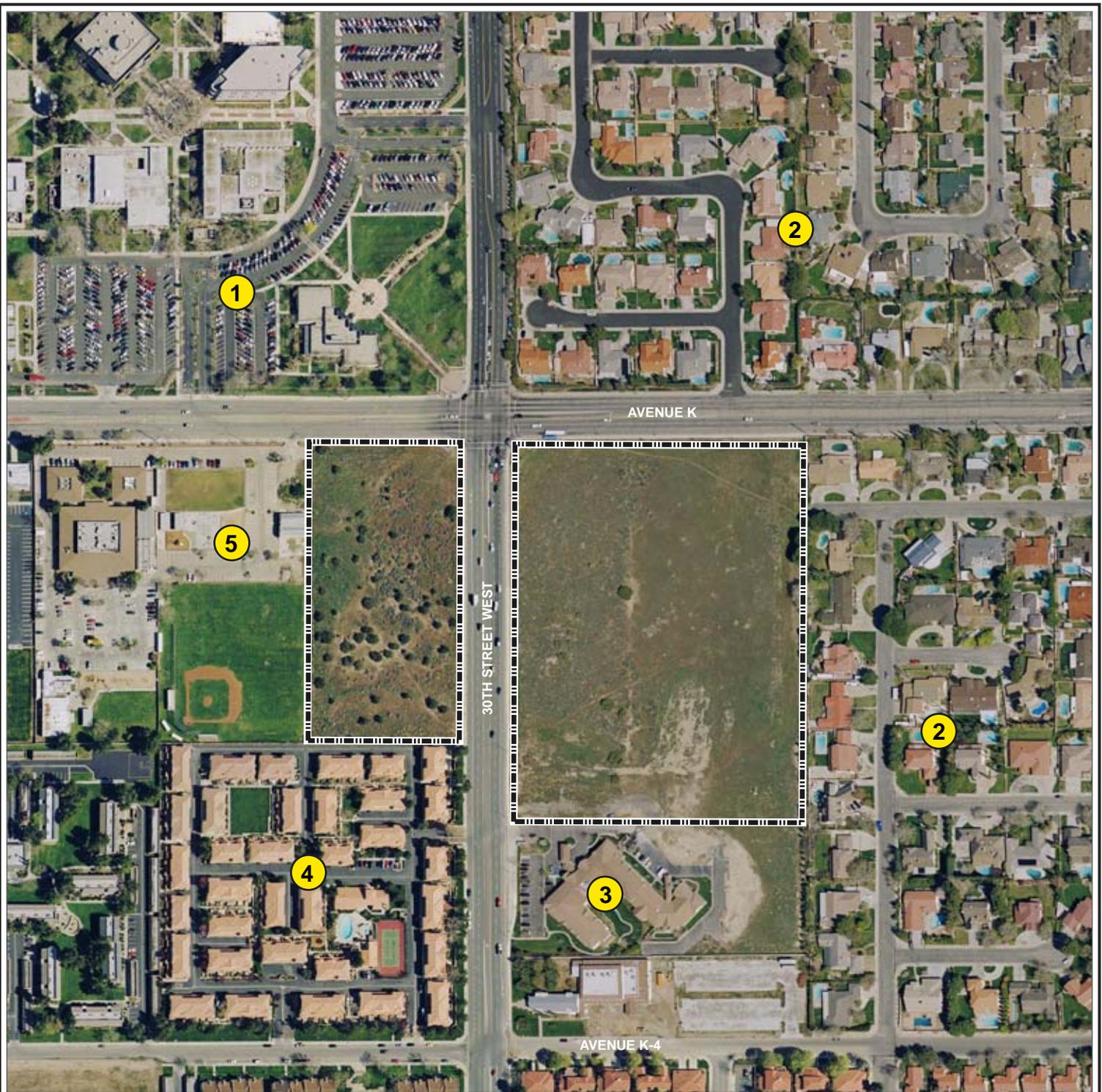
- Sensitive Receptor No. 1 – Antelope Valley College, located north of the southwest project site at the northwest corner of 30th Street West and Avenue K;
- Sensitive Receptor No. 2 – single-family residences located north and east of the southeast project site, specifically, along Avenue K and the residences located along 28th Street West, which abut the southeast project site;
- Sensitive Receptor No. 3 – Prestige Assisted Living Community, located directly south of the southeast project site;
- Sensitive Receptor No. 4 – multi-family residences, the Marbella Villas townhomes, located directly south of the southwest project site; and
- Sensitive Receptor No. 5 - Bethel Christian School, located directly west of the southwest project site.

Other than the residential and school uses discussed above, there are no other identified sensitive receptors in the immediate project vicinity. It should be noted that several schools are located within a three- to four-block radius of the project sites; however, these schools are all located at least one-quarter mile from the project sites.

Topography

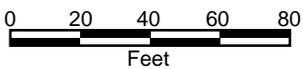
Review of the Lancaster West, California Topographic Quadrangle,¹ published by the United States Geological Survey (USGS) and dated 1974, indicated that the project sites have an average elevation of approximately 2,395 feet above mean sea level. Elevations range from approximately 2,398 feet in the southeast portion of the project sites to approximately 2,387 feet in the northwestern portion of the project sites. Slope in the general area of the project area also is to the northwest and is estimated to be approximately zero to three percent in a northwesterly direction. The nearest natural surface water

¹ A copy of the topographic map can be found in Appendix G.

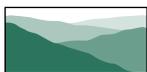


Legend

- | | |
|---|--|
| 1 AVC | 4 Marbella Villas |
| 2 Single family residential | 5 Bethel Christian School |
| 3 Prestige Assisted Living Community |  Project Site |



Source: IK Curtis, April 2006.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.G-1
Sensitive Receptors
to Hazardous Materials

feature, a seasonal drainage identified as Amargosa Creek, is located approximately 1.5 miles east of the project area and an unidentified water well is shown approximately 100 feet north of the project sites.

Wetlands

Review of the National Wetlands Inventory (NWI) Map, published by the United States Fish and Wildlife Service and available from the USGS National Map Viewer website, indicated that there were no wetland areas indicated at the project sites or adjacent properties.²

Floodplain

Review of the Flood Insurance Rate Map³, published by the Federal Emergency Management Agency (FEMA) and dated 1982, indicated that most of the project area is located in Zone B, which are areas between the limits of a 100-year and 500-year flood zones. Zone B also indicates areas that are subject to 100-year flooding with an average depths of less than one foot, areas where the contributing drainage area is less than one square mile, or areas protected by levees from a 100-year flood.

The southwestern corner of the southwest project site and northwestern corner of the southeast project site are located in Zone C, which are areas outside the 500-year flood plain with less than a 0.2 percent annual probability of flooding.

Soils/Geology

Review of the Report & General Soil of Los Angeles County, California published by the United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) and dated 1969, indicated that the project sites are located in an area comprised of two intermingled soil types known as the Hesperia Rosamond association. The Hesperia-Rosamond soils are considered to be moderately well to well drained, loamy sand to clay loam textured soils with depths of more than 60 inches. General characteristics of the Hesperia-Rosamond soils include moderate to moderately rapid permeability and a slightly acid to mildly alkaline soil reaction. Estimated depth to high water table was not reported.

Review of the Geologic Map of California, published by the US Geological Survey and dated 1966, indicated that the Proposed Projects are located within the Mojave Desert physiographic province of California, which consists of non-marine (continental) sedimentary rocks and alluvial deposit materials. The Proposed Projects are further located over a Cenozoic-aged formation of unreported thickness.

² A copy of the wetland map can be found in Appendix G.

³ A copy of the flood plain map can be found in Appendix G.

Groundwater/Hydrology

The project sites are located in the Antelope Valley groundwater basin. A groundwater monitoring well is located approximately 0.35 miles to the west of the project sites. Groundwater was measured at a depth of 256 feet below the ground surface (bgs) in March 2006, the last date measured. Based on a 1998 report from the California Division of Mines and Geologic Survey, the historic high groundwater level in the site vicinity was at a depth between 200 and 300 feet bgs.⁴ Estimated groundwater levels may vary due to seasonal fluctuations in precipitation, local usage demands, geology, underground structures, or dewatering operations.

Historical Review

Review of information available from the Los Angeles County Assessor indicated that the project sites are shown as Parcels 2, 3 and 9 on Page 8 of Book 3112 and Parcel 902 on Page 1 of Book 2112. The project sites are also identified by Assessor's Parcel Numbers (APN) 3112-001-902, 3112-008-002, 3112-008-003, and 3112-008-009. The portion identified as APN 3112-001-902 is the southwest project site and APNs 3112-008-002, 3112-008-003, and 3112-008-009 are the southeast project site.⁵

Chain of Title

Review of the available deed records indicates that the southwest project site (APN 3112-001-902) has been owned by Antelope Valley Community College since 1975 and the southeast project site (APNs 3112-008-002, 3112-008-003, and 3112-008-009) has been owned by Eliopulos JP Builders Development since 2004. Review of available deed records did not identify any previous environmentally suspect ownership, easements, right of ways, or other environmental entries/restrictions associated with the project sites.

Local Government Agency Record Review

The Los Angeles County Fire Department is unable to search for records by cross street or assessor parcel number. Since there is no street address assigned to the project sites, it was impossible for the Los Angeles County Fire Department to search for records. In addition, the Lancaster Building Department requires a street address to issue a building permit. Since no addresses exist for the project sites, no building permits were found. Therefore, no environmentally significant information was identified.

⁴ *Report of Geotechnical Evaluation for Environmental Impact Report prepared by MACTEC Engineering and Consulting, Inc., April 13, 2007.*

⁵ *Copies of the assessor's maps can be found in Appendix G.*

The General Plan Land Use designations for the 30th Street West and Avenue K project sites is Urban Residential (UR). The project sites have maintained the UR zoning designation since 1998. According to the records, no additional zoning changes were listed for the project sites.

Historical Maps and Historical City Directories

No historical maps were identified for the area of the project sites. In addition, EDR was contacted in an attempt to determine if there were any historic maps in the EDR Historic Map Collection. However, there was no historic map coverage for the project sites for the period covering the years 1867 to present. The absence of historical maps for a given area tends to support evidence that the area was not significantly developed. Furthermore, no historical city directories were identified for the project area. The absence of city directories for a given area tends to support evidence that the area has not been significantly developed.

Aerial Photography⁶

1953

On-Site

Review of the 1953 aerial photograph indicated that the southeast project site is shown as farmland. An unimproved jeep trail crosses the northwestern corner of the southeast project site. The southwest project site is unimproved and contains scattered ground cover. Vehicular access is available from an improved road to the north, the unimproved jeep trail, and an unimproved road which divides the eastern and western portions of the project sites.

Off-Site

The area north of the project sites, beyond the adjacent road, is shown as unimproved land and farmland. The area east of the project sites is shown as farmland. The area south of the project sites is shown as unimproved land and farmland. The area west of the project sites is shown as unimproved.

1968

On-Site

The 1968 aerial photograph differs from the 1953 aerial photograph in that the farmland shown on the southeast project site appears to be fallow and is crossed by an unimproved road or trail which runs from northeast to southwest.

⁶ Copies of the aerial photographs can be found in Appendix G.

Off-Site

The road dividing the eastern and western project sites has been widened and improved. Cleared, graded land and improvements consistent with those at the existing community college property are shown to the northwest of the project sites, beyond the adjacent road to the north. The area east of the project sites is shown as unimproved land and single-family residences. The area south of the project sites is shown as unimproved land and disturbed land. The area west of the project sites is shown as unimproved land.

1980

The 1980 aerial photograph differs from the 1968 aerial photograph in that the single-family residences are shown adjacent to the northeast, beyond the adjacent road. The area adjacent to the east of the project sites is shown as developed with single-family residences.

1989

Southwest Project Site

The 1989 aerial photograph differs from the 1980 aerial photograph in that the single-family residences are shown to the northeast of the project site, beyond the adjacent road.

Southeast Project Site

The 1989 aerial photograph differs from the 1980 aerial photograph in that the single-family residences are shown to the north of the project site, beyond the adjacent road.

1994

Southwest Project Site

The 1994 aerial photograph differs from the 1989 aerial photograph in that the area southeast of the project site, across 30th Street West, is shown as multi-family residences and the area directly south of the project site is shown as unimproved land. The area directly west of the project site is shown as a school and associated athletic fields consistent with the existing structures.

Southeast Project Site

The 1994 aerial photograph differs from the 1989 aerial photograph in that the area south of the project site is shown as multi-family residences and the area southwest of the project site, across 30th Street West, is shown as unimproved land.

2002

Southwest Project Site

The 2002 aerial photograph differs from the 1994 aerial photograph in that a structure consistent with the existing assisted living facility is shown to the southeast of the project site, across 30th Street West.

Southeast Project Site

The 2002 aerial photograph differs from the 1994 aerial photograph in that a structure consistent with the existing assisted living facility is shown directly south of the project site

Previous Investigations/Assessments

A previous Phase I Environmental Site Assessment report was prepared for the southeast project site, by Alliance Environmental Services (AES) and dated November 29, 2004.⁷ The Scope of Work for this previous assessment included a site inspection, observations of adjacent properties, review of computerized regulatory agency databases, review of the site history, and a written report. At the time of the previous assessment, the southeast project site consisted of approximately 9 acres of undeveloped land covered with natural vegetation located at the southeast corner of Avenue K and 30th Street West. The southwest project site was not included in this prior assessment.

The Phase I ESA by AES concluded that the southeast project site consisted of undeveloped land and no significant features were observed on the site during the inspection. Several piles of dirt and shrubs were observed on the northeastern portion of the site and no hazardous materials were observed in the debris. In addition, no obvious environmental concerns were observed on the adjacent properties or in the immediate project site vicinity at the time of the site visit. Review of historical records indicated that the project site was agricultural land from as early as 1953 to at least 1972. The project site remained fallow from as early as 1980 to present. AES concluded that no recognized environmental conditions were identified in the course of this assessment. Based upon the conclusions of this assessment, no further environmental investigation of the site was considered warranted at the time.

Project Reconnaissance

Operational Activities/Noteworthy Tenants

The project sites consist of undeveloped land and no environmentally significant operations were identified. Considering there are no operations occurring at the project sites, no environmental permits, registrations or notifications appear to be required.

⁷ A copy of the previous Phase I Environmental Site Assessment report can be found in Appendix G.

Hazardous Materials/Petroleum Products Storage and Handling

Visual observation for the use and/or storage of hazardous materials and petroleum products was performed. The project sites are currently undeveloped land and no hazardous materials or petroleum products were observed.

Waste Generation, Treatment, Storage, and Disposal

Visual observation for the generation, treatment, storage, and disposal of wastes was performed. The project sites are currently undeveloped land and are not involved in the generation of wastes.

However, on both project sites miscellaneous nuisance trash was observed in the form of dumped household wastes, tires, a water heater, mattresses, and seven pallets of ceramic tile. No evidence of hazardous materials or petroleum products was observed in the areas of the miscellaneous nuisance trash. Further, this trash is not considered environmentally significant.

Polychlorinated Bi Phenyls (PCBs)

No equipment with the potential to contain dielectric or hydraulic fluid was identified on the project sites.

Asbestos-Containing Materials (ACM)

The project sites are comprised of undeveloped land and no suspect ACM were identified.

Facility Storage Tanks and Pipelines (Above or Below Ground)

Visual observations for manways, vent pipes, fill connections, concrete pads, and saw cuts in paved areas did not identify any surface connections or disturbances that would indicate the potential for an underground storage tank (UST) installation at the project sites. No aboveground storage tanks (ASTs) were observed at the project sites. Based on the review of the state list of registered USTs, no USTs are registered for the project sites. Interviews with persons knowledgeable of the project sites did not identify any evidence of current or historic storage tanks (above or below ground). Visual observations did not identify any surface markings indicating the existence of subsurface product pipelines at the project sites.

Surface Areas

The project sites consist of undeveloped land and do not contain parking facilities or storm water management systems. Visual observation of the project sites and adjacent properties did not identify any evidence of distressed vegetation, staining, or surface migration of petroleum releases or hazardous materials onto or off the project sites. Visual observations did not identify any evidence of on-site surface impoundment facilities, pits, dry wells, or dumping of apparent hazardous substances at the project sites.

Visual observations did not identify any surface water features including lagoons, ponds or other bodies of water at the project sites.

Mold

The project sites currently consist of undeveloped land and there are no structures in which visual evidence of suspect mold growth, conditions conducive to mold, or evidence of moisture was observed during the site assessment.

Regulatory Database Review

Based on review of the regulatory database report, and by cross-referencing name, address, and zip code, it was concluded that the project sites were not listed sites. Furthermore, the area search of the project sites for sites listed in these databases identified one site outlined in the Regulatory Agency Data Report Findings included Appendix G. Information about the listed site is included below.

Unmappable sites were also reviewed in the database report, cross-referencing addresses and site names. Unmappable sites are environmental risk sites that cannot be plotted with confidence, but can be located by zip code or city name. In general, a site cannot be geocoded because of inaccurate or missing location information in the record provided by the agency. Any identified unmappable site within the specified search radii is included below.

The following databases were reviewed for this assessment:

- **NPL Listing:** The National Priorities (Superfund) List is United States Environmental Protection Agency (USEPA's) database of uncontrolled or abandoned hazardous waste sites identified for priority remedial actions under the Superfund Program.
- **RCRA-TSD Facilities Listing:** The USEPA's Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA-TSD database is a compilation by the USEPA of reporting facilities that transport, treat, store or dispose of hazardous waste.
- **RCRA-Corrects Facilities Listing:** The USEPA's Resource Conservation and Recovery Act (RCRA) Corrective Action sites Listing contains information pertaining to hazardous waste treatment, storage, and disposal facilities (RCRA TSD) which have conducted, or are currently conducting, a corrective action(s) as regulated under RCRA.
- **EnviroStor (SHWS):** The Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfield Reuse Program (SMBRP) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (NPL); State Response, including

Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites. The CalSites listing is no longer updated by the state agency. It has been replaced by EnviroStor.

- **CERCLIS Listing:** This database is a compilation of sites which the USEPA has investigated or is currently investigating for a release or threatened release of hazardous substances.
- **NFRAP Listing:** This database contains information regarding sites which have been removed from the USEPA CERCLIS database.
- **SWF Listing:** This database is a comprehensive listing of all State Permitted Solid Waste Landfills.
- **Leaking Underground Storage Tanks (LUST):** This database is a listing of identified leaking underground storage tank sites.
- **Underground Storage Tanks (UST):** This database is a listing of registered UST sites.
- **SWEEPS UST:** The Statewide Environmental Evaluation and Planning System UST database is a listing of UST sites that was updated and maintained by a company contracted by the California Water Resources Control Board in the early 1980s. The listing is no longer updated or maintained.
- **RCRIS-Generator Listing:** The USEPA identifies and tracks hazardous waste from the point of generation to the point of disposal through the Resource Conservation and Recovery Information System (RCRIS). The RCRIS-Generators database is a compilation by the USEPA of facilities that report hazardous waste generation.
- **Emergency Response Notification System (ERNS):** The ERNS is a national database used to collect information on reported releases of oil or hazardous substances.

The following table indicates the number of sites identified for each regulatory database within the specified search radii:

**Table IV.G-1
Regulatory Database Sites**

Database	On site	Adjacent	Remaining within 1/8 mile	1/8 - 1/4 mile	1/4 - 1/2 mile	1/2 - 1 mile
NPL	0	0	0	0	0	0
RCRA-TSD	0	0	0	0	0	N/A
RCRA-CORRACTS	0	0	0	0	0	0
CERCLIS	0	0	0	0	0	N/A
NFRAP	0	0	0	0	0	N/A
EnviroStor	0	0	0	0	0	0
SWF	0	0	0	0	0	N/A
LUST	0	0	0	0	0	N/A
UST/SWEEPS UST	0	1	N/A	N/A	N/A	N/A
RCRIS-Generators	0	0	N/A	N/A	N/A	N/A
ERNS	0	N/A	N/A	N/A	N/A	N/A
<i>Source: EMG, April 6, 2007.</i>						

Antelope Valley College

3041 West Avenue K

Distance: Approximately 715 feet (corrected – adjacent)

Direction: North-northwest

Database listed on: SWEEPS UST

This facility is situated north of the southwest project site, beyond Avenue K. Based on review of the USGS Topographic Map, this site is located topographically downgradient from the project sites and estimated groundwater flow in the area of the facility is to the northwest, away from the project site. The UST database is merely a listing of all facilities that are required to register their USTs for tracking purposes and are not necessarily sites with reported contamination incidents. Furthermore, this UST site is not identified on any database which reports spills or releases such as the NPL, SHWS, CERCLIS or LUST databases and review of online database information available from the California Regional Water Quality Control Board's GeoTracker website confirms that this facility has not been identified as a LUST site.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a significant impact to hazards and hazardous materials may occur if the Proposed Projects were to:

- (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- (d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- (e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area;
- (f) For a project located within the vicinity of a private airport strip, result in a safety hazard for people residing or working in the project area;
- (g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- (h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residence are intermixed with wildlands.

As discussed in the Initial Study (see Appendix A), the Proposed Projects would have no impact with respect to Thresholds (e), (f), and (h), listed above. As such, no further analysis of these topics is required.

Project Impacts

Following is a discussion of the Proposed Projects' impacts during construction and operation with respect to hazardous materials and risk of upset. Specific areas that are discussed include accidental

release of hazardous materials; routine transport, use, and disposal of hazardous materials; listed hazardous materials sites; and emergency response plans.

Construction

Implementation of the Proposed Projects would require grading and excavation of the project sites, and the construction of approximately 36,300 square feet of commercial retail and restaurant facilities, within six individual structures, on the southwest project site and approximately 42,867 square feet of commercial retail uses, within three structures, on the southeast project site. The southwest project site would also include a residential development, consisting of 50 townhomes on individual lots with common open space.

Routine Transport, Use, or Disposal of Hazardous Materials

During the temporary construction phase, the Proposed Projects are anticipated to require the routine transport, use, and disposal of cleaning solvents, fuels, and other hazardous materials commonly associated with construction projects. All hazardous materials encountered or used during the grading/excavation, and construction activities would be handled in accordance with all applicable local, State, and federal regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste. Mitigation measures H-1 through H-3 identified in Section IV.H, Hydrology and Water Quality, of this Draft EIR, as well as the mitigation measures identified below, would reduce potentially significant impacts with respect to routine transport, use, and disposal of hazardous materials during construction to less-than-significant levels.

Accidental Release of Hazardous Materials

The Phase I ESA did not identify any conditions at the project sites that could result in the accidental release of hazardous materials into the environment during the construction of the Proposed Projects. Impacts would be less than significant.

Emergency Response Plans

Development of the project sites may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans and they would be conducted in accordance with City permitting. Therefore, the Proposed Projects would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and no impact would occur.

Sensitive Receptors, Including Schools

The project sites are located adjacent to and in the immediate vicinity of residences and schools that have been identified as sensitive receptors with respect to hazardous materials (see Figure IV.G-1). The Phase I ESA did not identify any conditions at the project sites that could result in the accidental release of hazardous materials into the environment during the construction of the Proposed Projects. As discussed above, during the temporary construction phase, the Proposed Projects are anticipated to require the routine transport, use, and disposal of cleaning solvents, fuels, and other hazardous materials commonly associated with construction projects. All hazardous materials encountered or used during the grading/excavation, and construction activities would be handled in accordance with all applicable local, State, and federal regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste. With the implementation of the mitigation measures identified at the end of this section such materials would not be expected to endanger sensitive receptors in the project vicinity. In addition, the transport of potentially hazardous materials off-site would be conducted in accordance with all applicable laws and regulations to ensure the health and safety of the general public as well as any sensitive receptors along the haul route, resulting in a less than significant impact.

Operation

Operation of the Proposed Projects would include residential and retail uses with associated parking. Development on the southwest project site would include approximately 36,300 square feet of commercial retail and restaurant facilities, within six individual structures. Retail structures would be oriented along 30th Street West and Avenue K, with surface parking provided at the interior of the site. One structure would be located at the western site boundary. Development on the southwest project site would include 216 parking spaces.

Development on the southeast project site would include commercial and residential uses, including approximately 42,867 square feet of commercial retail uses in three structures. Specifically, the commercial development would include a grocery-type store, a drugstore, and another structure with other retail shops. The commercial component would include 264 parking spaces. This project site would also include a residential development, consisting of 50 townhomes on individual lots with common open space. The residential development would total approximately 90,819 square feet, and would include 124 parking spaces (100 resident spaces, 24 guest spaces).

Accidental Release of Hazardous Materials

The Proposed Projects involve the construction of residential and retail land uses. The types of activities and materials typically associated with the proposed uses do not involve the use or transport of hazardous materials. Potentially hazardous materials that would likely be stored and used on the project sites include typical household cleaning solvents, paints and lacquers, and household pesticides, which, when stored and used in small quantities, would not pose a risk of upset or significant environmental impact.

Therefore, the Proposed Projects would not create a significant environmental hazard to the public or environment through foreseeable upset and accidental release of hazardous materials and no impact would occur.

Routine Transport, Use, or Disposal of Hazardous Materials

Under the Proposed Projects, cleaning solvents would be used in association with janitorial cleaning and maintenance in the proposed retail and commercial spaces, as well as maintenance/landscaping and daily household activities in the proposed residences. As such, no substantial quantities of hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations of the Proposed Projects. Those limited quantities of hazardous materials that would be used would be handled, transported, and disposed in accordance with all applicable local, State, and federal regulations. Therefore, impacts related to routine transport, use, and disposal of hazardous materials during operation would be less than significant.

Listed Hazardous Materials Sites

As discussed previously, the area search for sites listed in these databases identified one site outlined in the Regulatory Agency Data Report (see Appendix G for a full list of databases and sites). The Antelope Valley College, which is listed on the SWEEPS UST list, is situated north of the southwest project site, beyond Avenue K. Based on review of the USGS Topographic Map, this site is located topographically downgradient from the project sites and estimated groundwater flow in the area of the facility is to the northwest, away from the project sites. Furthermore, this UST site is not identified on any database which reports spills or releases such as the NPL, SHWS, CERCLIS or LUST databases and review of online database information available from the California Regional Water Quality Control Board's GeoTracker website confirms that this facility has not been identified as a LUST site. Based on topographic relations, estimate groundwater flow direction, and the absence of reported releases, this site is not anticipated to have adversely impacted the environmental integrity of the Proposed Projects.

Emergency Response Plans

Operation of the Proposed Projects would not cause any permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. Furthermore, as discussed in Section IV.M, Transportation and Traffic, project-related traffic would not result in a significant impact at any of the twelve intersections identified during either the AM or PM peak hours with implementation of the required mitigation measures.

Therefore, during operation, the Proposed Projects would not be expected to interfere with any off-site adopted emergency response plan or emergency evacuation plan. Furthermore, implementation of mitigation measure G-2, below, would ensure adequate on-site emergency access plans are developed and approved, reducing any potentially significant impacts to a less-than-significant level.

Sensitive Receptors, Including Schools

The project sites are located adjacent to and in the immediate vicinity of residences and schools that have been identified as sensitive receptors with respect to hazardous materials. As discussed above, operation of the Proposed Projects would involve the use of solvents typically associated with the cleaning and maintenance of retail and restaurant areas, as well as the maintenance/landscaping and daily household activities in residences. As such, no substantial quantities of hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations of the Proposed Projects and such materials would not be expected to endanger sensitive receptors in the project vicinity. Therefore, impacts would be less than significant.

CUMULATIVE IMPACTS

Development of the Proposed Projects in combination with the 75 related projects has the potential to increase the risk for accidental release of hazardous materials. Each of the related projects would require evaluation for potential threats to public safety, including those associated with the accidental release of hazardous materials into the environment during construction and operation, emergency response, transport/use/disposal of hazardous materials, and hazards to sensitive receptors (including schools). Because hazardous materials and risk of upset conditions are largely site-specific, this would occur on a case-by-case basis for each individual project affected, in conjunction with development proposals on these properties. Implementation of the recommended Mitigation Measures G-1 through G-3 would reduce the Proposed Projects' potential impacts associated with the accidental release of hazardous materials during construction and operation as well as emergency response to less-than-significant levels, such that the Proposed Projects would not combine with any of the related project to cause a cumulatively significant impact. Further, each related project would be required to follow local, State, and federal laws regarding hazardous materials and other hazards. Therefore, with compliance with local, State, and federal laws pertaining to hazards and hazardous materials, cumulative impacts would be less than significant.

MITIGATION MEASURES

Code-Required Measures

The following Code-required measures are recommended to reduce the Proposed Projects' impacts related to accidental release of hazardous materials and are applicable to both projects.

- G-1. In the unlikely event any undocumented oil wells are encountered during the construction of the Proposed Projects, the project applicant shall prove to the satisfaction of the Director of Building and Safety that all oil wells found within the subject property have been closed and abandoned to the most current abandonment standards required by the California Division of Oil and Gas.

- G-2. The project applicant shall prepare and submit an emergency response plan for approval by the City of Lancaster Planning Department and the County of Los Angeles Fire Department. The emergency response plans shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

Project-Specific Mitigation Measures

The following mitigation measure is required for the southeast project.

- G-3. Soil sampling and laboratory analysis shall be conducted to determine the presence/absence of residual agricultural chemicals in the soil. In the event that residual chemicals exist in the soil above allowable levels, the soil shall be removed in accordance with all applicable regulations.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of the mitigation measures recommended, the Proposed Projects would result in a less-than-significant impact with respect to hazardous materials and risk of upset.

IV. ENVIRONMENTAL IMPACT ANALYSIS

H. HYDROLOGY/WATER QUALITY

ENVIRONMENTAL SETTING

The project sites are located at the intersection of 30th Street West and West Avenue K in the City of Lancaster. The project sites total approximately 13 acres. The southwest project site is approximately 4.40 acres and the southeast site is approximately 8.52 acres. The sites are relatively flat. Slope in the project area is generally toward the northwest. Both project sites are vacant with sparse vegetation, consisting of mostly desert scrub, junipers, and a few Joshua trees.

Surface Water Hydrology

The project sites are located within the Antelope Valley Drainage Basin. The Basin straddles the Los Angeles-Kern County Line and encompasses approximately 1,200 square miles of Los Angeles County.¹ Numerous streams originating in the mountains and foothills surrounding the Antelope Valley flow across the valley floor and eventually pond in the dry lakes adjacent to the Los Angeles County line. The Antelope Valley lacks defined natural channels outside of the foothills and is subject to unpredictable sheet flow patterns. The nearest natural surface water feature to the project sites is Amargosa Creek, located approximately 1.5 miles east of the project sites.² Amargosa Creek is associated with flood hazards in the project area.

Review of the Flood Insurance Rate Map³, published by the Federal Emergency Management Agency (FEMA) and dated 1982, indicated that most of the project area is located in Zone B, which are areas between the limits of a 100-year and 500-year flood zones. Zone B also indicates areas that are subject to 100-year flooding with an average depths of less than one foot, areas where the contributing drainage area is less than one square mile, or areas protected by levees from a 100-year flood.

The southwestern corner of the southwest project site and northwestern corner of the southeast project site are located in Zone C, which are areas outside the 500-year flood plain with less than a 0.2 percent annual probability of flooding.

¹ Los Angeles County Department of Public Works website: <http://ladpw.org/wmd/watershed/av/>, accessed April 17, 2007

² Phase I Environmental Site Assessment of GPA 04-04/ZC 04-05 and GPA 06-01/ZC 06-01, Intersection of Avenue K and 30th Street West, Lancaster, California 93536, prepared by EMG, April 6, 2007.

³ A copy of the flood plain map can be found in Appendix G.

The project sites are within the Portal Ridge Flood Control Planning Area of the Antelope Valley Master Plan of Drainage. This area encompasses 67 square miles in the southwestern portion of the City of Lancaster. According to the City's Master Environmental Assessment (MEA), planned improvements for this planning area include the addition of concrete channels and storm drains.

Streets in the City of Lancaster are generally used to convey storm water, which tends to sheet flow over paved areas and collect in low-lying areas. According to the City's MEA, existing City streets are designed to accommodate 10 to 25 year storm flows within the right-of-way. Currently, surface water runoff from the project sites flows onto the surrounding roadways and adjacent properties.

Groundwater

The project sites are located in the Antelope Valley Groundwater Basin. A groundwater monitoring well is located approximately 0.35 miles to the west of the project sites. Groundwater was measured at a depth of 256 feet below the ground surface (bgs) in March 2006, the last date measured.⁴ Based on a 1998 report from the California Division of Mines and Geologic Survey, the historic high groundwater level in the vicinity of the project sites was at a depth between 200 and 300 feet bgs. The direction of this flow at the project sites is anticipated to be toward the northwest.⁵ Estimated groundwater levels may vary due to seasonal fluctuations in precipitation, local usage demands, geology, underground structures, or dewatering operations.

Regulatory Framework

Lancaster Municipal Code

To defray the cost of planned drainage facilities as described in the City of Lancaster's Master Plan of Drainage, the City has established drainage fees, which are allocated for future planned drainage facilities. The collection of these fees is codified in Article III of the Municipal Code. As per the Municipal Code, at the time of tentative map or parcel map approval for any subdivisions within the drainage area, the developer shall pay the City, prior to issuance of a building permit, the drainage fees established for the drainage area.

⁴ Los Angeles County Department of Public Works website: <http://ladpw.org/wmd/watershed/av/>, accessed April 17, 2007.

⁵ Phase I Environmental Site Assessment of GPA 04-04/ZC 04-05 and GPA 06-01/ZC 06-01, Intersection of Avenue K and 30th Street West, Lancaster, California 93536, prepared by EMG, April 6, 2007.

Clean Water Act

In 1972, the Federal Water Pollution Control Act (also referred to as the Clean Water Act [CWA]) was amended to provide that the discharge of pollutants to waters of the United States from any point source is unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The 1987 amendments to the CWA added Section 402(p) which establishes a framework for regulating municipal and industrial storm water discharges under the NPDES Program. In 1990, the U.S. Environmental Protection Agency (USEPA) published final regulations that establish storm water permit application requirements for specified categories of industries. The regulations provide that discharges of storm water to waters of the United States from construction projects that encompass five or more acres of soil disturbance are effectively prohibited unless the discharge is in compliance with an NPDES Permit. Regulations (Phase II Rule) that became final on December 8, 1999 expand the existing NPDES program to address storm water discharges from construction sites that disturb land equal to or greater than one acre and less than five acres (small construction activity).

In California, these permits are issued through the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs). The project is within the jurisdiction of the Lahontan Regional Water Quality Control Board (LRWQCB). The City of Lancaster and the project sites are, specifically, within the South Lahontan Basin. While federal regulations allow two permitting options for storm water discharges (individual permits and General Permits), the California State Water Resources Control Board (SWRCB) has elected to adopt only one Statewide General Permit. Dischargers are required to submit a Notice of Intent (NOI) to obtain coverage under this General Permit. This General Permit requires all dischargers where construction activity disturbs one acre or more, to:

1. Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off site into receiving waters.
2. Eliminate or reduce non-storm water discharges to storm sewer systems and other waters of the nation.
3. Perform inspections of all BMPs.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the Proposed Projects could have a potentially significant hydrological impact if it were to:

- (a) Violate any water quality standards or waste discharge requirements.
- (b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- (c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site;
- (d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- (e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- (f) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- (g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- (h) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- (i) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.

As discussed in the Initial Study (see Appendix A), the Proposed Projects would have no impact with respect to Thresholds (h) and (i), listed above. As such, no further analysis of these topics is required.

Project Impacts

Water Quality

Construction

Since the Proposed Projects would include grading, both project sites would require General Construction Activity Storm Water Permit from the SWRCB prior to the start of construction. The NPDES requires

that a NOI be filed with the SWRCB. By filing an NOI, the project developer agrees to the conditions outlined in the General Permit. One of the conditions of the General Permit is the development and the implementation of a SWPPP. The SWPPP identifies which structural and nonstructural BMPs will be implemented, such as sandbag barriers, temporary desilting basins near inlets, gravel driveways, dust controls, employee training, and general good housekeeping practices. In addition, the Proposed Projects would be required to obtain a grading permit from the Department of Building and Safety. With implementation of the applicable grading and building permit requirements and the application of BMPs, the Proposed Projects would not violate any water quality standards or waste discharge requirements. Therefore, impacts on water quality from construction activities would be less than significant.

Operation

The project sites do not contain substantial vegetative cover, paved areas, or permanent structures. Thus, under existing condition the project sites are highly susceptible to erosion and sedimentation. The Proposed Projects would develop the project sites with pervious and impervious surfaces including structures, paved areas, and landscaping. As such, the proposed developments on would reduce the rate of erosion on the project sites. Nonetheless, if not properly designed and constructed, the proposed development could increase the rate of urban pollutant introduction into storm water system. As noted above, the Proposed Projects would provide structural or treatment control BMPs designed to control storm water runoff contamination. While some infiltration through landscape areas would occur, the project sites would primarily rely on the implementation of treatment control BMPs to control storm water runoff contamination. Detailed plans for the project sites would be submitted to the City as part of the development plan approval process prior to issuance of grading and building permits. With compliance with the CWA and the City's municipal code, the Proposed Projects would not violate any water quality standards or waste discharge requirements. Thus, the projects' operational impacts would be less than significant.

Groundwater

As previously discussed, the historic high groundwater level in the vicinity of the project sites is between 200 and 300 feet bgs, with the most recent measurement encountering groundwater at a depth of 256 feet bgs. The Proposed Projects do not involve deep excavations that have the potential to intercept existing aquifers, nor would it involve additions (with the exception of normal water percolation from rainfall/landscape irrigation) or withdrawals of groundwater. In addition, as rainfall in the project area is not considered to be a substantial contribution in the project area, the increase in impervious surfaces at the project sites would not interfere with groundwater recharge. Therefore, the Proposed Projects would result in less than significant impacts related to groundwater.

Drainage

Currently, surface water runoff from the project sites flows onto the surrounding roadways and adjacent properties and into the existing storm drain infrastructure. As the project sites are undeveloped, the potential for percolation is relatively high as compared to urban uses. The Proposed Projects would alter the existing drainage patterns on the project sites as the project sites would be developed with pervious and impervious surfaces including structures, paved areas, and landscaping. Therefore, the project would increase off-site storm water flows over that generated by existing conditions. However, some storm water infiltration through landscaped areas on the project sites would occur and, as discussed above, the project sites would implement structural or treatment control BMPs. As such, project development would not alter drainage patterns such that project development results in on- or off-site flooding or additional polluted runoff. Detailed plans for the project sites would be submitted to the City as part of the development plan approval process prior to issuance of building and grading permits. In addition, as per the municipal code, the applicants would be required to pay drainage fees, which were established to provide planned drainage improvements in the project area. Thus, the projects' impacts would be less than significant.

Flooding

As discussed above, the project sites are located in an area susceptible to flooding. However, as much of the City of Lancaster is within federally-designated flood zones, the risks associated with flooding at the project sites is essentially the same as with most other areas of the City. The City has adopted the Master Plan of Drainage to address such issues and has established drainage fees to fund additional flood control facilities. As per the Municipal Code, the project applicants would be required to pay drainage fees which were established to provide drainage improvements in the project area. Additionally, detailed plans for the project sites would be submitted to the City as part of the development plan approval process prior to issuance of building and grading permits. Proposed structures must meet Building Code requirements for structures located within a Zone B flood zone. Thus, the projects' impacts would be less than significant.

CUMULATIVE IMPACTS

Development of the Proposed Projects in conjunction with the 75 related projects listed in Section III, Environmental Setting, would impact storm drainage and water quality in the area. The Proposed Projects are located in an urbanized area where most of the surrounding properties are already developed. The proposed storm drainage system serving this area has been designed to accommodate runoff from this built-out environment. New developments would also be required to control the amount of storm water runoff coming from their respective sites as well as pay drainage fees to the City. Thus, the Proposed Projects would not contribute to a significant cumulative impact in the event that any off-site areas served

by local storm drains were to increase peak flows to the system and no cumulatively considerable impacts to water runoff and water quality would occur.

MITIGATION MEASURES

The following measures are required by the SRWQCB for development projects like the Proposed Projects. The analysis presented in the preceding sections assumes compliance with these requirements.

- H-1. The project developers shall prepare and submit a Notice of Intent to comply with the Construction General Permit to the State Water Resources Control Board.
- H-2. The project developers shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and erosion control plan per the requirements of the Construction General NPDES Permit.
- H-3. The project developers shall implement the following SWPPP BMPs:
- During construction and operation, all waste shall be disposed of in accordance with all applicable laws and regulations. Properly labeled recycling bins shall be utilized for recyclable construction materials including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials and wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed, regulated disposal site by a licensed waste hauler.
 - All leaks, drips and spills occurring during construction shall be cleaned up promptly and in compliance with all applicable laws and regulations to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
 - If materials spills occur, they should not be hosed down. Dry cleaning methods shall be employed whenever possible.
 - Construction dumpsters shall be covered with tarps or plastic sheeting if left uncovered for extended periods. All dumpsters shall be well maintained.
 - The project applicant/developer shall conduct street sweeping and truck wheel cleaning to prevent dirt in storm water.
 - The project owner/developer shall provide regular sweeping of private streets and parking lots with equipment designed for removal of hydrocarbon compounds.

- The amount of exposed soil shall be limited and erosion control procedures implemented for those areas that must be exposed.
- Grading activities shall be phased so that graded areas are landscaped or otherwise covered, as quickly as possible after completion of activities.
- Appropriate dust suppression techniques, such as watering or tarping, shall be used in areas that must be exposed.
- The area shall be secured to control off-site migration of pollutants.
- Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the site, by passive means such as paved/graveled roadbeds, and/or by active means such as truck washing facilities.
- Truck loads shall be tarped.
- Roadways shall be swept or washed down to prevent generation of fugitive dust by local vehicular traffic.
- Simple sediment filters shall be constructed at or near the entrances to the storm drainage system wherever feasible.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the required mitigation measures, impacts related to hydrology and water quality would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

I. LAND USE PLANNING

ENVIRONMENTAL SETTING

Existing On-Site Land Uses

The project sites are located in an urbanized area of the City of Lancaster at the intersection of 30th Street West and Avenue K (see Figure II-1 and Figure II-2 in Section II (Project Description)). The 4.4-acre southwest project site is bound by Avenue K to the north and 30th Street West to the east. The 8.52-acre southeast project site is bound by Avenue K to the north and 30th Street West to the west. The project sites are approximately 1.5 miles west of the Antelope Valley Freeway (SR-14) and are currently vacant.

Surrounding Land Uses

The area surrounding the project sites is almost completely developed. To the north of the southwest project site is Antelope Valley College, a community college. To the east is 30th Street West and the southeast project site and immediately adjacent to the site to the south are the one- to two-story Marbella Villas townhomes. To the west of the southwest project site is Bethel Christian School recreational fields, with the associated buildings farther west.

The southeast project site is surrounded by single-family residential uses to the north across Avenue K and single-family residences immediately adjacent to the east. To the south is the Prestige Assisted Living Community and to the west is 30th Street West, with the Marbella Villas townhomes and the southwest project site west across 30th Street West. Photographs of these surrounding land uses are provided in Figures III-3 and III-4 in Section III (Environmental Setting).

Applicable Land Use Policies and Regulations

The following local and regional land use documents are applicable to the project sites and are discussed in more detail below:

- City of Lancaster 2020 General Plan;
- Zoning Code (Title 17 of the Lancaster Municipal Code);
- Southern California Association of Governments *Regional Comprehensive Plan and Guide*;
- Antelope Valley Air Quality Management District *2004 Ozone Attainment Plan*;
- Congestion Management Plan; and

- Regional Water Quality Control Board.

City of Lancaster 2020 General Plan

The California Government Code requires each city and county to have a planning agency to develop a General Plan. Each General Plan lays out the planning goals for the locale, identifies specific districts with special features, such as historic districts or market districts, and outlines what uses are consistent with the General Plan goals. The City of Lancaster General Plan was adopted in 1997 and amended in 2007. It sets forth goals and policies for the future development of the City and designates the location of desired future land uses within the City.

The General Plan Land Use designation for the 30th Street West and Avenue K project sites is Urban Residential (UR). The UR density ranges from 2.1 to 6.5 dwellings per acre.

The General Plan consists of an Introduction and eight sections that address specific issues. Of these eight sections, the following include goals and policies that are pertinent to the development of the proposed sites: Plan for the Natural Environment, Plan for the Public Health and Safety, Plan for Physical Mobility, Plan for Municipal Services and Facilities, Plan for Economic Development and Vitality, and Plan for Physical Community. The objectives and policies which would be applicable to the development of the 30th Street West and Avenue K projects are analyzed in further detail in the Environmental Impacts discussion, Table IV.I-1.

Zoning Designation

The development of the Proposed Projects is also governed by the applicable land use, zoning, and subdivision regulations in the Lancaster Municipal Code, particularly Title 17, Zoning Ordinance. The Zoning Ordinance includes the development standards for the various zoning districts in the City of Lancaster. The southwest project site is zoned single-family residential, minimum lot size 7,000 square feet (R-7,000) and the southeast project site is zoned single-family residential, minimum lot size 10,000 square feet (R-10,000). The Residential (R) designation permits single-family, detached or attached, residences on individual lots.¹ Figure IV.I-1 depicts the existing zoning designations for the 30th Street West and Avenue K project sites and the surrounding area.

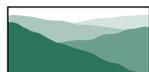
The following development standards set forth in the Zoning Ordinance apply to the R-7,000 and R-10,000 zoning:²

¹ City of Lancaster Municipal Code, Section 17.08.040.

² City of Lancaster Municipal Code, Section 17.08.100.



Source: City of Lancaster, County of Los Angeles and Christopher A. Joseph & Associates; April 2007.



	R-7,000	R-10,000
Lot Dimensions:	7,000 sf minimum net area, 60 foot minimum lot width, 100 foot minimum lot depth	10,000 sf minimum net area, 70 foot minimum lot width, 100 foot minimum lot depth
Density:	One dwelling unit per lot	One dwelling unit per lot
Front Yard:	20 feet	25 feet
Rear Yard:	15 feet	20 feet
Interior Side Yard:	5 feet	5 feet
Street Side Yard:	10 feet	15 feet
Height:	35 feet	35 feet
Building Lot Coverage:	Max 40 %	Max 40%
Single-Family Gross Floor Area:	750 sf minimum	750 sf minimum
Parking:	As discussed in further detail in Section IV.M (Transportation and Traffic), off-street automobile parking requirements consist of two spaces per unit.	

As indicated in Figure IV.I-1, Zoning Designations, zoning to the north of the southwest project site is Open Space (O). Properties to the west and south of the southwest project site are zoned Moderate Density Residential (MDR) and properties to the east of the southwest project site are zoned R-10,000. Zoning to the north of the southeast project site is R-7,000. Properties to the east and south of this project site are zoned R-10,000.

Regional Comprehensive Plan and Guide

The Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide (RCPG) was adopted in 1994 (amended 1996) by the member agencies of SCAG to set broad goals for the Southern California region and identify strategies for agencies at all levels of government to use in guiding their decision-making. It includes input from each of the 13 subregions that make up the Southern California region (comprised of Los Angeles, Orange, San Bernardino, Riverside, Imperial and Ventura Counties).

Adopted RCPG policies related to land use are contained primarily in Chapter 3 of the RCPG, entitled “Growth Management.” The purpose of the Growth Management chapter is to present forecasts that establish the socio-economic parameters for the development of the Regional Mobility and Air Quality Chapters of the RCPG, and to address issues related to growth and land consumption by encouraging local land use actions which could ultimately lead to the development of an urban form that would help minimize development costs, save natural resources, and enhance the quality of life in the region. Impacts associated with air quality and regional mobility are discussed in Sections IV.C (Air Quality) and IV.M (Transportation and Traffic), respectively.

Specific Growth Management Chapter policies are divided into four main categories: (1) growth forecasts; (2) improving the regional standard of living; (3) maintaining the regional quality of life; and (4) providing social, political and cultural equity. Growth Management policies that are pertinent to the Proposed Project are discussed under the “Project Impacts” subheading below.

Antelope Valley Air Quality Management District

The Proposed Projects are also located within the Mojave Desert Air Basin (MDAB) and are therefore within the jurisdiction of the Antelope Valley Air Quality Management District (AVAQMD). In conjunction with SCAG, the AVAQMD is responsible for formulating and implementing air pollution control strategies. The AVAQMD’s 2004 Ozone Attainment Plan is an update of the Antelope Valley portion of the South Coast Air Quality Management District’s Air Quality Management Plan (AQMP), which establishes a plan to implement, maintain, and enforce the measures necessary to bring the MDAB into attainment with the state and federal O₃ standards. Furthermore, the AQMP is intended to establish a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the MDAB area. Air quality impacts of the Proposed Project and consistency of the project impacts with the AQMP are analyzed in greater detail in Section IV.C (Air Quality).

Congestion Management Program

The Congestion Management Program (CMP) is a state-mandated program enacted by the state legislature to address the increasing concern that urban congestion is affecting the economic vitality of the state and diminishing the quality of life in many communities. As a new approach to addressing congestion concerns, the CMP was created to: 1) link land use, transportation, and air quality decisions; 2) develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and 3) propose transportation projects which are eligible to compete for state gas tax funds.

The CMP, as adopted in 1992 and revised in 2004, includes a system of highways and roadways with minimum level of service (LOS) standards, transit standards, a trip reduction and travel demand

management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a countywide computer model to evaluate traffic congestion and recommend relief strategies and actions. The CMP incorporates procedures for meeting deficiency plan requirements, or strategies that mitigate or improve congestion and air quality. The Proposed Projects, which have the potential to affect the designated CMP network (mostly main-line freeway segments), are required to identify and mitigate their adverse effects on the network. Section IV.M, Transportation and Traffic, provides an analysis of the Proposed Projects' potential impact on the CMP network.

Regional Water Quality Control Board

The project sites are within the jurisdiction of the Regional Water Quality Control Board (RWQCB). The RWQCB authorizes National Pollutant Discharge Elimination System (NPDES) permits that ensures compliance with wastewater treatment and discharge requirements. The South Lahontan Basin Regional Water Quality Control Board enforces wastewater treatment and discharge requirements for properties in the project area. Water quality impacts by the Proposed Projects and consistency of the projects with the RWQCB is analyzed in greater detail in Section IV.H (Hydrology and Water Quality).

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project may have a significant environmental impact if it were to:

- (a) Physically divide an established community;
- (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental impact; or
- (c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

As discussed in the Initial Study (see Appendix A), the Proposed Projects would have no impact with respect to Threshold (c), listed above. As such, no further analysis of this topic is required.

Project Impacts

Development on the southwest project site would include approximately 36,300 square feet of commercial retail facilities, within six individual structures. Specifically, the commercial development would involve 25,800 square feet of commercial retail facilities and 10,500 square feet of high-turnover restaurant facilities. Retail structures would be oriented along 30th Street West and Avenue K, with surface parking provided at the interior of the site. One structure would be located at the western site boundary. Development on the southwest project site would include 216 parking spaces.

Development on the southeast project site would include commercial and residential uses, including approximately 42,867 square feet of commercial retail uses in three structures. Specifically, the commercial development would include a grocery-type store (approximately 15,000 square feet), a drugstore (approximately 17,272 square feet), and another structure with other retail shops (approximately 10,595 square feet). The commercial component would include 264 parking spaces. This project site would also include a residential development, consisting of 50 townhomes on individual lots with common open space. Each townhome would be two stories and include a two-car garage. The residential development would total approximately 90,819 square feet, and would include 124 parking spaces (100 resident spaces, 24 guest spaces).

Requested Discretionary Applications or Actions

In order to permit development of the Proposed Projects, the City may require approval of one or more of the following discretionary actions:

Southwest Project Site

- General Plan Amendment for redesignation of the southwest project site from UR to C.
- Zone Change for the southwest project site from R-7,000 to CPD.
- Conditional Use Permit for commercial development over two acres.
- Other permits, ministerial or discretionary, may be necessary in order to execute and implement the project. Such approvals may include, but are not limited to: landscaping approvals, exterior approvals, permits for driveway curb cuts, storm water discharge permits, grading permits, installation and hookup approvals for public utilities and related permits. Additional discretionary or ministerial action may include sewer and water hook-up permits from Los Angeles County Sanitation District 14 and Los Angeles County Water Works District 40, respectively.

Southeast Project Site

- General Plan Amendment for redesignation of the southeast project site from UR to MR2 and C.
- Zone Change for the southeast project site from R-10,000 to HDR and CPD.
- Vesting Tentative Tract Map for townhomes.
- Conditional use permit for townhomes.
- Conditional Use Permit for commercial development over two acres.
- Tentative Parcel Map.
- Other permits, ministerial or discretionary, may be necessary in order to execute and implement the project. Such approvals may include, but are not limited to: landscaping approvals, exterior approvals, permits for driveway curb cuts, storm water discharge permits, grading permits, installation and hookup approvals for public utilities and related permits. Additional discretionary or ministerial action may include sewer and water hook-up permits from Los Angeles County Sanitation District 14 and Los Angeles County Water Works District 40, respectively.

Community Division

The physical compatibility of the Proposed Projects with their surrounding environs is based on an analysis of proposed uses and improvements and their potential on-site and off-site impacts on traffic, noise, air quality, and aesthetics. These impacts, together with proposed mitigation measures, where applicable, are discussed in their respective sections of this Draft EIR. This Section, therefore, focuses on the compatibility of the Proposed Projects from a functional perspective.

Southwest Project Site

As previously discussed, the southwest project site is currently undeveloped. To the north of the southwest project site is Antelope Valley College, a community college. To the east is 30th Street West and the southeast project site, and immediately adjacent to the site to the south are the one- to two-story Marbella Villas townhomes. To the west of the southwest project site is Bethel Christian School recreational areas, with the associated buildings farther west. The commercial buildings would have a maximum height of 35 feet, thereby maintaining the character and height of the land uses in the project area. Specifically, the commercial development would include retail shops and high-turnover restaurants

designed to serve the local community. Therefore, the southwest project site development would not physically divide any established community or uses and impacts would be less than significant.

Southeast Project Site

As previously discussed, the southeast project site is currently undeveloped. The southeast project site is surrounded by single-family residential uses to the north across Avenue K and single-family residences immediately adjacent to the east. To the south is the Prestige Assisted Living Community and to the west is 30th Street West, with the Marbella Villas townhomes and the southwest project site west across 30th Street West. The commercial buildings and residential would have a maximum height of 35 feet, thereby maintaining the character and height of the land uses in the project area. Specifically, the commercial development would include a grocery-type store, a drugstore, and other retail shops designed to serve the local community. Therefore, the southeast project site development would not physically divide any established community or uses and impacts would be less than significant.

Conflict with any Applicable Conservation Plan or Natural Community Conservation Plan

There are no habitat conservation plans or natural community conservation plans that are applicable to the Proposed Project. Therefore, the Proposed Project would not conflict with any habitat conservation plan or community conservation plan and impacts would be less than significant.

Consistency with City of Lancaster General Plan

The City of Lancaster General Plan is the primary policy-planning document, which guides land uses in the City. The project applicants are requesting two General Plan Amendments (GPA). The Amendments would allow for greater density than what is permitted under the current designation of UR (Urban Residential), which would also allow the residential construction of the proposed 30th Street West and Avenue K Projects.

Southwest Project Site

The proposed General Plan designation would be Commercial (C). The GPA would change the development designation from the UR designation which allows 2.1 to 6.5 dwelling units per acre to a C designation with maximum floor area ratio of 1.0.

The C designation would allow for up to 191,665 square feet of commercial development.³ The southwest project site would include 36,300 square feet of commercial development. This would be consistent with the use and density requirements of the C designation, if the GPA is approved by the City Council.

Southeast Project Site

The proposed General Plan designations would be C (commercial portion) and Multiple-Family Residential High Density (MR2) (residential portion). The GPA would change the development density from the UR designation of 2.1 to 6.5 dwelling units per acre to a C designation, which allows a maximum floor area ratio of 1.0, and a MR2 designation, which allows 15.1 to 30 dwelling units per acre.

The C designation would allow for up to 217,801 square feet of commercial development.⁴ The southeast project site would include 42,867 square feet of commercial development. This would be consistent with the use and density requirements of the C designation, if the GPA is approved by the City Council. The proposed MR2 designation would allow for up to 104 dwelling units. The southeast project site would include 50 dwelling units. This would be consistent with the use and density requirements of the MR2 designation, if the GPA is approved by the City Council.

Project Consistency with the General Plan Designations

Project consistency is dependent upon City Council approval of the proposed GPAs. With the approval of the GPA, the 30th Street West and Avenue K Projects would be considered consistent with the C and MR2 designations.

Consistency with City of Lancaster General Plan Objectives and Policies

The City of Lancaster General Plan is a policy-planning document, which guides land uses in the City. As discussed previously, the project applicants have requested two GPAs. Existence of an inconsistency between a proposed project and an applicable general plan is a legal determination, vested in the City Council and subject to court review if challenged. Inconsistency is not an impact under CEQA – plan inconsistencies in and of themselves are not significant impacts on the environment under CEQA. The site redesignation and rezoning would not substantially conflict with applicable policies of the Lancaster

³ The portion of the southwest project site totals approximately 4.40 acres. With a floor area ratio of 1.0:1.0 this would allow for 191,665 square feet of development.

⁴ The portion of the southeast project site which would be developed with commercial uses is approximately 5.0 acres. With a floor area ratio of 1.0:1.0 this would allow for 217,801 square feet of development.

General Plan and would work to implement a number of those policies as discussed below in Table IV.I-1.

**Table IV.I-1
Project Consistency with Applicable General Plan Policies**

Objectives	Policies	Consistency Discussion
<i>Plan for Natural Environment</i>		
Objective 3.2: Reduce the per capita rate of water consumption in the City Lancaster.	3.2.1: Promote the use of water conservation measures in the landscape plans of new developments.	If feasible, landscaping throughout the 30 th Street West and Avenue K project sites would be maintained with reclaimed water. In addition, low flow fixtures would be used throughout the development, reducing the amount of water required. Therefore, the development of the 30 th Street West and Avenue K project sites would be consistent with these policies.
	3.2.2: Consider the potential for new development projects on existing water supply.	
	3.2.5: Promote the use of water conservation measures in the design of new developments.	
Objective 3.3: Preserve acceptable air quality by striving to attain and maintain national and state air quality standards.	3.3.1: Minimize the amount of vehicular travel generated by new development.	Section IV.M, Transportation and Traffic, includes mitigation measures that address traffic flow. The traffic study incorporated into this EIR includes mitigation measures designed to maintain appropriate levels of service at intersections to ensure that traffic delays are kept to a minimum by requiring roadway improvements and efficient design of new project driveways. In addition, existing residents in the surrounding area and the future residents of the proposed townhomes would be within walking distance of retail establishments.
	3.3.3: Minimize air pollutant emissions generated by new and existing developments.	
	3.3.4: Protect sensitive uses, homes, schools and medical facilities, from the impacts of air pollution.	The proposed on-site circulation plan and traffic and air quality mitigation measures have been prepared according to AVAQMD and the City of Lancaster standards.

Table IV.I-1 (Continued)
Project Consistency with Applicable General Plan Policies

Objectives	Policies	Consistency Discussion
<p>Objective 3.4: Identify, preserve and maintain biological systems within the Antelope Valley, and educate the general public about these resources, which include the Joshua Tree-California Juniper Woodlands, areas that support endangered or sensitive species, and other natural areas of regional significance.</p>	<p>3.4.5: Ensure that development proposals, including City sponsored projects, are analyzed for short- and long-term impacts to biological resources and that appropriate mitigation measures are implemented.</p>	<p>None of the three plant communities present on the project sites are considered sensitive by CDFG. However, the sites contain several suitable burrows, which could potentially be colonized by burrowing owls in the region prior to site construction. The removal of occupied burrowing owl burrows during vegetation removal and grading associated with site development would be considered a significant impact. In addition, construction activities including vegetation removal, noise and vibration have a potential to result in direct (i.e. death or physical harm) and indirect (i.e. nest abandonment) adverse impacts to nesting birds; these impacts would be considered significant. Implementation of the mitigation measures found in Section IV.D would reduce potential impacts to less than significant levels.</p>
<p>Objective 3.5: Preserve land resources through the application of appropriate soils management techniques and the protection and enhancement of surrounding landforms and open space.</p>	<p>3.5.1: Minimize erosion problems resulting from development activity.</p>	<p>As described in Section IV.H, Hydrology and Water Quality, the 30th Street West and Avenue K Projects will be required to comply with the Standard Urban Stormwater Mitigation Plan (SUSMP), which includes erosion control. Therefore, the development of the 30th Street West and Avenue K project sites would be consistent with this policy.</p>
	<p>3.5.2: Since certain soils in the Lancaster study area have exhibited shrink-swell behavior and a potential for fissuring, and subsidence may exist in other areas, minimize the potential for damage resulting from the occurrence of soils movement.</p>	<p>As described in Section IV.F, Geology and Soils, the project sites are not within the Fissure Study Boundary. Therefore, development of the project sites would be consistent with this policy.</p>
<p>Objective 3.6: Encourage efficient use of energy resources through the</p>	<p>3.6.2: Encourage innovative building, site design, and orientation techniques which minimize energy</p>	<p>The 30th Street West and Avenue K Projects would be designed and developed in accordance with all applicable Title</p>

**Table IV.I-1 (Continued)
Project Consistency with Applicable General Plan Policies**

<p>promotion of efficient land use patterns and the incorporation of energy conservation systems into new and existing development, and encourage use of alternative energy.</p>	<p>use.</p>	<p>24 regulations. The proposed structures would include energy conservation measures such as low flush toilets and energy efficient lighting and HVAC systems. As such, the Proposed Projects would be consistent with this policy.</p>
<p>Objective 3.8: Preserve and enhance important views within the City, and significant visual features which are visible from the City of Lancaster.</p>	<p>3.8.1: Preserve views of surrounding ridgelines, slope areas and hilltops, as well as other scenic vistas.</p>	<p>As is demonstrated in Section IV.B. (Aesthetics), the Proposed Projects would be comprised of buildings up to 35 feet tall. The construction of the Proposed Projects would not block significant views of surrounding ridgelines and hilltops. As such, the Proposed Projects would be consistent with this policy.</p>
<p>Plan for Public Health and Safety</p>		
<p>Objective 4.1: Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from seismic groundshaking and other geological events.</p>	<p>Any development on the sites would be required to conform to all seismic safety requirements of the Building Code to minimize exposure to seismic hazards and would not conflict with any emergency response plans. The Proposed Project would be consistent with this policy.</p>	
<p>Objective 4.2: Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from a 100-year flood.</p>	<p>As described in Section IV.F, Geology and Soils, the project sites are located within a 100 year floodplain. Mitigation measures have been provided to reduce impacts to less than significant levels. Therefore, development of the project sites would be consistent with this policy.</p>	
<p>Objective 4.3: Promote noise compatible land use relationships by implementing the noise standards identified in Table III-1, of the General Plan, to be utilized for design purposed in new development, and to establish a program to attenuate existing noise problems.</p>	<p>4.3.1: Ensure that noise-sensitive land uses and noise generators are located and designed in such a manner that City noise objectives will be achieved. 4.3.2: Wherever feasible, manage noise generation of single event noise levels (SENL) from motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities such that SENL levels are no greater than 15 dBA above the noise</p>	<p>Southwest Project Site: The Proposed Project includes noise attenuation walls to shield adjacent residential uses from vehicular noise impacts. In addition, mitigation measures that would reduce indoor noise levels and noise impacts to residential uses have been included so that noise levels will not exceed 45 dBA SNEL. Furthermore, project construction is subject to the City’s Noise Ordinance construction hours of sunrise to 8:00 PM Monday through Saturday if construction</p>

**Table IV.I-1 (Continued)
Project Consistency with Applicable General Plan Policies**

	<p>objectives included in the Plan for Public Health and Safety.</p>	<p>occurs within 500 feet of an occupied residence. With implementation of these measures, impacts would be less than significant. <u>Southeast Project Site:</u> The Proposed Project includes noise attenuation walls on the eastern side of the property to shield adjacent residential uses from the proposed uses. (see Section V.J. Noise, for greater discussion). Furthermore, project construction is subject to the City’s Noise Ordinance construction hours of sunrise to 8:00 PM Monday through Saturday if construction occurs within 500 feet of an occupied residence. With implementation of these measures, impacts would be less than significant. Therefore, the Proposed Projects would be consistent with these policies.</p>
	<p>4.3.3: Ensure that the provision of noise attenuation does not create significant negative visual impacts.</p>	<p>As discussed above and in Section IV.J, Noise, development of the 30th Street West and Avenue K project sites would include mitigation measures to decrease noise impacts on surrounding sensitive uses. Any inclusion of noise attenuation would be screened from highly visible areas. Therefore, the Proposed Projects would be consistent with this policy.</p>
<p>Objective 4.5: Protect life and property from potential detrimental effects (short and long term) of the transportation, storage, treatment, and disposal of hazardous materials and wastes in the City of Lancaster.</p>	<p>4.5.1: Ensure the activities within the City of Lancaster transport, use, store, and dispose of hazardous materials in a responsible manner which protects the public health and safety.</p>	<p>Any hazardous materials utilized by potential development would be utilized in compliance with all applicable laws and regulations. Therefore, the Proposed Projects would be consistent with this policy.</p>
<p>Objective 4.6: Reduce the risk of crime and provide residents with security through maintenance of an adequate force of peace officers,</p>	<p>4.6.2: Ensure that the design of new development discourages opportunities for criminal activities to the maximum extent possible.</p>	<p>As part of approval of the CUP process, the project applicants would be required to submit the Proposed Projects’ plans to the Sheriff Department for review. During this review, the Sheriff Department would confirm that the design of the</p>

**Table IV.I-1 (Continued)
Project Consistency with Applicable General Plan Policies**

<p>physical planning strategies that maximize surveillance, minimize opportunities for crimes, and by creating a high level of public awareness and support for crime prevention.</p>		<p>projects meets all of the Departments’ standards for safety, including landscaping and lighting. The project applicants would be required to incorporate any additional requirements into the project designs. Therefore, the Proposed Projects would be consistent with this policy.</p>
<p>Objective 4.7: Ensure that development occurs in a manner that minimizes the risk of structural and wildland fire.</p>	<p>4.7.3: Ensure that the design of new development minimizes the potential for fire.</p>	<p>The Fire Department has reviewed and commented on the Proposed Projects and has required mitigation measures (refer to IV.L.1, Public Services, Fire Protection) that would ensure fire protection. Further, as part of approval of a building permit, the project applicants would be required to submit the Proposed Projects’ plans to the Fire Department for review. During this review, the Fire Department would determine the need for additional enforcement or requirements. Therefore, the Proposed Projects would be consistent with this policy.</p>
<p><i>Plan for Physical Mobility</i></p>		
<p>Objective 14.1: Maintain a hierarchal system which balances the need for free traffic flow with economic realities, such that streets are designed to handle normal traffic flows with tolerances to allow for potential short-term delays at peak hours.</p>	<p>14.1.3: Require that the cost of constructing or improving and maintaining arterials which connect outlying urban nodes to the City core and to other nodes be borne by the developments which create the need for them.</p>	<p>Section IV.M, Transportation and Traffic, includes mitigation measures that address traffic flow. The traffic study incorporated into this EIR includes mitigation measures designed to maintain appropriate levels of service at intersections to ensure that traffic delays are kept to a minimum by requiring roadway improvements. Implementation of these mitigation measures would be the sole responsibility of the project applicants.</p>
	<p>14.1.4: Encourage the design of roads and traffic controls to optimize safe traffic flow by minimizing turning, curb parking, uncontrolled access, and frequent stops.</p>	<p>Southwest Project Site: As is demonstrated in Section IV.M. (Transportation and Traffic), the southwest project site would have access provided via both 30th Street West and Avenue K. Section IV.M, Transportation and Traffic outlines two mitigation</p>

**Table IV.I-1 (Continued)
Project Consistency with Applicable General Plan Policies**

		measures for the design of the project driveways on Avenue K, which would ensure that these access points would not cause any impacts. <u>Southeast Project Site:</u> The commercial development on the southeast project site would have access via both 30 th Street West and Avenue K. The residential development would have access from 30 th Street West. Section IV.M, Transportation and Traffic outlines two mitigation measures for the design of the project driveways on Avenue K, which would ensure that these access points would not cause any impacts.
Objective 14.3: Achieve a balance between the supply of parking and demand for parking, recognizing the desirability and availability of alternatives to the use of the private automobile.	14.3.2: Provide safe and convenient parking that has minimal impacts on the natural environment, community image, or quality of life.	The development on the southwest project site would include 216 parking spaces. The commercial component on the southeast project site would include 264 parking spaces. The residential development would include 124 parking spaces (100 resident spaces, 24 guest spaces). Parking supply would meet the requirements and the City Code. Therefore, the Proposed Projects would be consistent with this policy.
<i>Plan for Economic Development and Vitality</i>		
Objective 16.3: Maintain development patterns and growth which contributes to, rather than detracts from net fiscal gains to the City.	16.3.2: Encourage the early development of revenue-generating non-residential land uses, particularly those which service the entire Antelope Valley area.	The 30 th Street West and Avenue K Projects would include approximately 36,300 square feet of commercial retail facilities, within six individual structures on the southwest project site and 42,867 square feet of commercial retail uses in three structures on the southeast project site. Specifically, the commercial development would include a grocery-type store, a drugstore, and another structure with other retail shops designed to serve the local community. Therefore, the Proposed Projects would be consistent with these policies.
Objective 16.4: Promote the intensification of municipal revenue generating potential (including sales tax) of commercial, office and industrial uses within Lancaster.	16.4.2: Promote regional, community and neighborhood retail development needed to serve growing retail demand generated by population growth.	
Objective 16.7: Ensure that new	16.7.1: Require new development to construct	As discussed in Sections IV.L, Public Services, IV.M,

**Table IV.I-1 (Continued)
Project Consistency with Applicable General Plan Policies**

development pays for all the infrastructure, public facilities and differential service costs associated with new development.	and/or pay for new on-site capital improvements necessitated by their project, consistent with performance criteria identified in Objective 15.1.	Transportation and Traffic, and IV.N, Utilities and Service Systems, the 30 th Street West and Avenue K Projects would comply with all development fees and service costs as implemented by the applicable City departments. Therefore, the Proposed Projects would be consistent with these policies.
	16.7.2: Require new development to ensure that all new off-site capital improvements necessitated by their project are available, consistent with performance criteria identified in Objective 15.1.	
	16.7.3: Ensure that new development provides for municipal services consistent with the performance criteria identified in Objective 15.1.	
	16.7.4: Ensure that new development does not result in any long-term reduction in the level of municipal services provided to existing development.	
	16.7.5: Ensure that new development does not result in any substantial, short-term reduction in the level of municipal services provided to existing development.	
	16.7.6: Ensure that new development does not substantially increase the cost of municipal services provided to existing development.	
	16.7.7: Ensure that the system used to recoup the costs of new development is not used to influence the rate of growth, but to ensure that services are provided in an equitable manner.	
Plan for Physical Community		
Objective 17.1: Design adequate land for a balanced mix of rural and urban residential and non-residential uses.	17.1.3: Provide a hierarchical pattern of attractive commercial developments which serve regional, community, and neighborhood functions with maximum efficiency and accessibility.	Proposed development on the sites would enhance the choice of high quality retail opportunities available to the adjacent neighborhoods and surrounding community, including students, faculty, and staff of Antelope Valley College, in an

**Table IV.I-1 (Continued)
Project Consistency with Applicable General Plan Policies**

		<p>area of the city that presently does not include such uses. As discussed in Section IV.M, Transportation and Traffic, mitigation measures for the design of the project driveways on Avenue K would ensure that these access points would not cause any impacts</p>
<p>Objective 18.1: Prevent future discordant land uses, and where possible reconcile existing discordant land uses, by establishing appropriate interface among conflicting uses and functions.</p>	<p>18.1.3: Ensure that land use map designations are compatible with adjacent proposed land uses, surrounding developments, existing infrastructure, the roadway system, and Redevelopment Project Area Plans.</p>	<p>The redesignation and rezoning of the 30th Street West and Avenue K project sites would allow for the development of vacant lots into new shopping/retail and residential opportunities for the surrounding area. Subject to approval by city council, the Proposed Projects would provide a mix of multi-family residential dwelling units and commercial uses.</p>
<p>Objective 18.2: Encourage the location of new urban growth so that the provision of services to new development is not a burden to existing residents.</p>	<p>18.2.1: Encourage appropriate infill development. 18.2.2: Encourage appropriate development to locate so that municipal services can be efficiently provided.</p>	<p>The commercial land uses proposed represent increased development density compared to the existing surrounding single- and multi-family residential and educational uses. However, the Antelope Valley College is directly north of the project sites and would benefit from a mixed-use commercial project, which includes a grocery-type store, a drugstore, and other retail shops. Moreover, the proposed developments would take place on sites located adjacent to a heavily traveled intersection that would be able to accommodate the project traffic. As discussed in Sections IV.L, Public Services, IV.M, Transportation and Traffic, and IV.N, Utilities and Service Systems, the 30th Street West and Avenue K Projects would comply with all development fees and service costs as implemented by the applicable City departments. Therefore, the Proposed Projects would be consistent with these policies.</p>
<p>Objective 19.1: Ensure that all new development with the City of Lancaster yields a pleasant living, working or shopping environment, and attracts the interest of residents, workers, shoppers,</p>	<p>19.1.1: Promote high quality projects and facilitate innovation in building design, land use mixes and site planning, and by encouraging mixed use developments that contain, when appropriate, pedestrian scale and uses that encourage a sense of</p>	<p>Conceptual architectural design has been proposed for the project and would be subject to approval by city council. All architecture proposed will be reviewed and approved by the City of Lancaster Planning Department. The architecture proposed and discussed in detail in Section IV.B. Aesthetics is</p>

**Table IV.I-1 (Continued)
Project Consistency with Applicable General Plan Policies**

and visitors as a result of consistent exemplary site, architectural, and landscape design.	place.	consistent with surrounding uses. Therefore, the Proposed Projects would be consistent with these policies.
	19.1.2: Encourage building design and site planning that is sensitive to the natural environment.	
	19.1.4: Ensure that new development or the expansion of existing development is viewed not only as free standing objects, but also as part of the adjacent street, surrounding neighborhood, and total community as a whole.	
	19.1.5: Ensure that physical attributes of new developments, such as walls and fences, lighting, building design, and signage are attractive and consistent with the overall urban form and/or design theme of the area.	
<i>Source: Lancaster General Plan and Christopher A. Joseph & Associates, 2007.</i>		

Consistency with City Zoning Classification

As part of project implementation, the project sites would require a zone change corresponding to the proposed General Plan land use designations. The zone change would allow for greater density than what is permitted under the current designation of R-7,000 and R-10,000 (Residential). Figure IV.I-2 illustrates the proposed zoning for the project sites. The Zoning Map is consistent with the City's General Plan Land Use Map. The zoning districts correspond to the land use designations.

Southwest Project Site

Consistent with the proposed land use designation of C, the project site is being proposed as a Commercial Planned Development (CPD) zone. The proposed uses within this designation include: church facilities; communication facilities; eating and drinking establishments; financial institutions; office-business (government or professional); rental establishments; retail sales establishments; and schools (business and professional). The CPD zone is intended to be applied to land and/or development which involves a special consideration, such as proximity to residential neighbors, which merits the attention of the planning commission and applications of special conditions to deal with such concerns. The proposed commercial uses would be permitted uses within this zoning district subject to approval by City Council. Figure IV.I-2 presents the project site area proposed land use designations.

Density

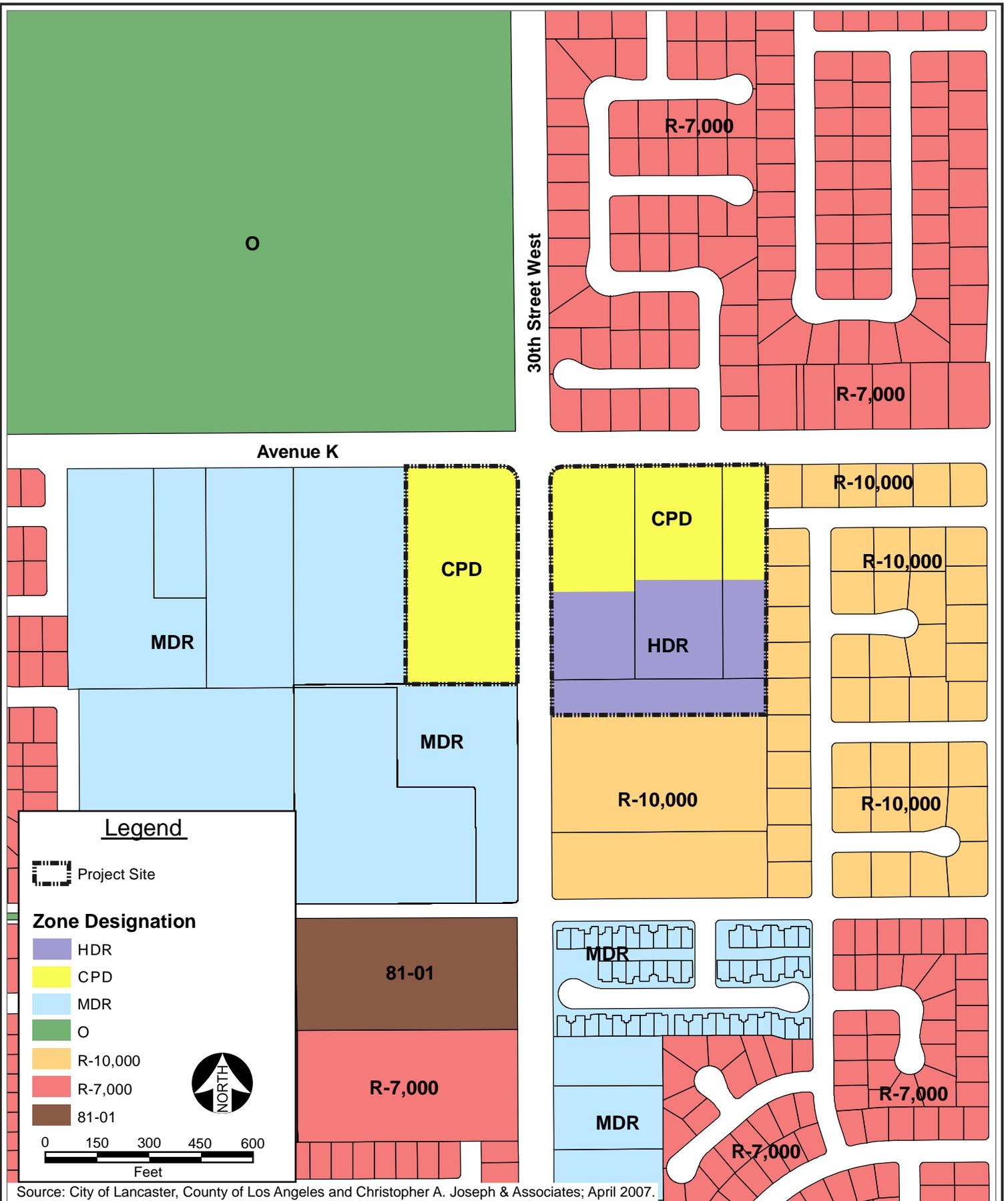
Approximately 4.40 acres are proposed to be zoned CPD. The CPD has a maximum allowable density of 191,665 sf for development of 4.40 acres. A Conditional Use Permit (CUP) for commercial development is required on sites larger than two acres. Therefore, development of 36,300 square feet of commercial uses would require approval of a CUP.

Height

The CPD zone has a maximum height limit of 35 feet or two stories. The proposed commercial buildings would have a maximum height of 35 feet and would therefore be within the allowable height limit for this zone.

Setbacks

The CPD zone has 30 foot setbacks for the Front Yard, 10 foot setback for Rear Yard, 10 foot setback for Interior Side Yard, and 30 foot setback Street Side Yard adjacent to residential uses. As shown in Figure II-3, in the Section II. Project Description, the commercial buildings have been proposed with these setbacks and would therefore be within the allowable setbacks for this zone.



Southeast Project Site

Consistent with the proposed land use designation of C, the commercial portion of the project site is being proposed as a Commercial Planned Development (CPD) zone. The proposed commercial uses would be permitted uses within this zoning district subject to approval by City Council.

Density

Approximately 5.00 acres are proposed to be zoned CPD. The CPD has a maximum allowable density of for development of two acres or less. The southeast project site would require a CUP for commercial development on a site larger than two acres.

Consistent with the proposed land use designation of MR2, the residential portion of the project site is being proposed as a High Density Residential (HDR) zone, which allow higher intensity attached residential dwelling units. The HDR zone designation would allow the following types of uses: single-family residences with a CUP, congregate living health care facility, duplex residences, multi-family residences, and light agricultural uses. The proposed townhomes would be subject to permit within this zoning district subject to the approval of a Tentative Tract Map. The proposed HDR zone would permit up to 30 dwelling units per acre. The Proposed Project would include 50 dwelling units on the southeast project site. This would be consistent with density requirements of the HDR designation.

Height

The CPD zone has a maximum height limit of 35 feet or two stories. The proposed commercial buildings would have a maximum height of 35 feet and would therefore be within the allowable height limit for this zone.

The HDR zone has a maximum height limit of 35 feet within 100 feet of an “R” zone and 60 feet elsewhere. The proposed townhomes would have a maximum height of 35 feet and would therefore be within the allowable height limit for this zone.

Setbacks

The CPD zone has 30 foot setbacks for the Front Yard, 10 foot setback for Rear Yard, 10 foot setback for Interior Side Yard, and 30 foot setback for Street Side Yard. As shown in Figure II-4, in the Section II. Project Description, the commercial buildings have been proposed with these setbacks and would therefore be within the allowable setbacks for this zone.

The HDR zone has a Front Yard setback of 30 feet, Rear Yard setback of 15 feet, Interior Side Yard setback of 5 feet per story, and Street Side Yard setback of 25 feet. The townhomes have been proposed with these setbacks and would therefore be within the allowable setbacks for this zone.

The following development standards set forth in the Zoning Ordinance apply to the HDR-1 and CPD proposed zoning:⁵

	HDR	CPD
Lot Dimensions:	6,000 sf minimum net area, 50 foot minimum lot width, 100 foot minimum lot depth	10,000 sf minimum net area, 100 foot minimum lot width, 100 foot minimum lot depth
Density:	15.1 dwelling units per net acre, or one dwelling unit for each 2,885 sf	Two acres
Front Yard:	20 feet	30 feet
Rear Yard:	15 feet	10 feet
Interior Side Yard:	5 feet per story	10 feet
Street Side Yard:	10 feet	30 feet
Height:	35 feet	35 feet or 2 stories
Building Lot Coverage:	Max 55 %	N/A
Parking:	As discussed in further detail in Section IV.M (Transportation and Traffic), off-street automobile parking requirements consist of two spaces per unit, plus 0.25 per unit for visitor parking.	As discussed in further detail in Section IV.M (Transportation and Traffic), off-street automobile parking requirements consist of one space per 250 sf of gross floor area.

Consistency Regional Comprehensive Plan and Guide

The RCPG includes several policies which could be potentially applicable to the Proposed Projects. Consistency of the site rezoning and development with these policies is discussed in Table IV.I-2. Based

⁵ City of Lancaster Municipal Code, Section 17.08.100, 17.12.130.

upon the discussion presented in Table IV.I-2, the proposed 30th Street West and Avenue K projects would be consistent with the RCPG.

Land Use Compatibility

The land use redesignation and rezoning of the project sites from Residential to Commercial and High Density Residential would allow for the development of commercial/retail uses and townhomes. Compatibility with the surrounding land uses (institutional and residential) would be ensured through compliance with development standards. More specifically, the design, height, and massing of the buildings included within the Proposed Projects would be consistent with the existing development in the area and would present a desirable image. The proposed structures are compatible with the surrounding one- to two-story residential and institutional buildings. In addition, the Antelope Valley College is directly north of the project sites and would benefit from the projects, which include a grocery-type store, a drugstore, and other retail shops. Through its proposed uses and architectural urban form, the Proposed Projects would become fully integrated into the existing streetscape and community. In addition, as discussed above, the proposed general plan amendments and zone changes would not introduce land uses that would be inconsistent with the policies and intent of the General Plan. Thus, no significant land use compatibility impacts related to the scale and massing of the Proposed Project would occur.

CUMULATIVE IMPACTS

Cumulative land use impacts could occur if other related projects in the vicinity of the 30th Street West and Avenue K projects would result in land use incompatibility impacts in conjunction with the impacts of the proposed 30th Street West and Avenue K projects. The Proposed Projects would be compatible with existing land uses and therefore would not result in significant cumulative land use impacts.

The proposed 30th Street West and Avenue K projects would implement important local and regional goals and policies for the City of Lancaster, which would assist the City in achieving short- and long-term planning goals and objectives. Future development associated with the related projects would support the development of this area, which is consistent with SCAG and City policies for promoting more intense uses in commercial corridors, while preserving and protecting adjacent residential areas. Therefore, there are no significant cumulative land use impacts associated with future development of the 30th Street West and Avenue K projects.

**Table IV.I-2
Comparison of the 30th Street West and Avenue K Projects to RCPG Policies**

Policies and Guides	Characteristics of the Site
<p><u>Consistency with Growth Management Chapter Policies Related to Growth Forecasts</u> 3.01 The population, housing, and job forecasts, which are adopted by SCAG’s Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.</p>	<p>The analysis of population, housing, and employment impacts contained in this EIR utilizes forecast data provided by SCAG and is consistent with these forecasts (See Section IV.K). The 30th Street West and Avenue K Projects would be consistent with this RCPG policy.</p>
<p>3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region’s growth policies.</p>	<p>The development of the 30th Street West and Avenue K Projects would add approximately 182 jobs to the local economy. Impacts to utilities and transportation systems have been addressed in Sections IV.K and IV.M, respectively. Therefore, the 30th Street West and Avenue K Projects would be consistent with this RCPG policy.</p>
<p><u>Consistency with Growth Management Chapter Policies Related to the RCPG Goal to Improve the Regional Standard of Living</u> 3.05 SCAG shall encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.</p>	<p>The 30th Street West and Avenue K Projects are located in an urbanized area of the City of Lancaster. Furthermore, the project sites contain existing utility infrastructure. The existing infrastructure system has the capacity to accommodate the buildout of the site. Therefore, the 30th Street West and Avenue K Projects would be consistent with this RCPG policy.</p>
<p>3.09 SCAG shall support local jurisdictions efforts to minimize cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.</p>	<p>The 30th Street West and Avenue K project sites are located within an urbanized area already served by utility, public service, and transportation systems. The Proposed Projects would connect to the existing infrastructure. Therefore, development of the 30th Street West and Avenue K Projects would be consistent with this RCPG policy.</p>
<p><u>Consistency with Growth Management Chapter Policies Related to the RCPG Goal to Improve the Regional Quality of Life</u> 3.12 SCAG shall encourage existing or proposed local jurisdictions programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.</p>	<p>The development of the 30th Street West and Avenue K Projects would locate a retail and residential development in close proximity to a Metrolink Station (4.3 miles northeast of the project sites) and within immediate walking distance of an Antelope Valley Transit (ATV) line, which runs along K Street and up 30th Street West. This would enable pedestrians to access the project sites by transit. As such, development on the sites would reduce the need for roadway expansion and reduce auto trips and vehicle miles traveled. As the Proposed Project is located in a residential area, which creates an opportunity for pedestrian access, it would further facilitate access by modes other than the automobile, including walking and biking. This development would be consistent with this RCPG policy.</p>

Table IV.I-2 (Continued)
Comparison of the 30th Street West and Avenue K Projects to RCPG Policies

Policies and Guides	Characteristics of the Site
3.13 SCAG shall encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	The development of the 30 th Street West and Avenue K Projects would provide retail and residential uses in an urbanized setting through the development of sites that are currently vacant. This area is located near public transit (e.g., bus lines). Therefore, the development of the sites would be consistent with this RCPG policy.
3.14 SCAG shall support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems and activity center.	Development of the 30 th Street West and Avenue K Projects would locate retail and residential uses near an area that is currently served by several bus lines. The development of the 30 th Street West and Avenue K Projects would be consistent with this RCPG policy.
3.18 SCAG shall encourage planned development in locations least likely to cause adverse environmental impact.	While the 30 th Street West and Avenue K project sites are located in an urbanized portion of the City with existing infrastructure, development of the project sites has the potential to generate environmental impacts to a variety of resource areas. However, mitigation measures have been provided to reduce these impacts to less than significant levels. Therefore, the development of the project sites would be generally consistent with this RCPG policy.
3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	There are no known groundwater recharge areas, woodlands, production lands, or land containing unique and endangered plants and animals. Therefore, the development of the Proposed Projects would be consistent with RCPG policy.
3.21 SCAG shall encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	No known cultural or archaeological resources exist on the 30 th Street West and Avenue K project sites. It is not anticipated that any cultural or archaeological resources will be encountered during project activities. No impacts to these resources are anticipated. Therefore, the development of the Proposed Projects would be consistent with RCPG policy.
3.22 SCAG shall discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	The 30 th Street West and Avenue K project sites do not include steep slopes or high fire hazards. The project sites are located within a 100 year floodplain. However, the project sites are not subject to seismic hazards beyond those that are present in Southern California. Mitigation measures have been provided to reduce impacts related to the 100 year floodplain impacts to less than significant levels. Development of the project sites would be consistent with this RCPG policy.
3.23 SCAG shall encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to	Development of the 30 th Street West and Avenue K project sites would include mitigation measures to address construction noise and biological resources impacts. Any development on the sites would be required to conform to

Table IV.I-2 (Continued)
Comparison of the 30th Street West and Avenue K Projects to RCPG Policies

Policies and Guides	Characteristics of the Site
<p>seismic hazards, minimize earthquake damage and to develop emergency response and recovery plans.</p>	<p>all seismic safety requirements of the Building Code to minimize exposure to seismic hazards and would not conflict with any emergency response plans. The Proposed Projects would be consistent with this RCPG policy.</p>
<p><u>Consistency with Regional Transportation Plan (RTP) Policies</u> 4.01 Transportation investments shall be based on SCAG’s adopted Regional Performance Indicators (this policy then sets forth numerical performance indicators in 8 areas which apply to transportation projects, but are not applicable on a project level since the objectives are based on performance of the regional systems as a whole.)</p>	<p>The numerical objectives presented in this policy do not apply to this project. The development of the 30th Street West and Avenue K Projects would be commercial and residential in nature and would contribute to localized improvements to certain intersections which would be significantly impacted by the future development. The development of the sites would be supportive of the listed policies which are pertinent to the development of the sites including:</p> <p><u>Mobility and Accessibility:</u> Future development would improve regional mobility and accessibility by its location near a Metrolink, and improvements to pedestrian circulation which would encourage use of the transit system by employees and visitors; use of the transit system would reduce automobile trips and reduce traffic congestion.</p> <p><u>Environment:</u> Any development on the sites would include mitigation measures to reduce environmental impacts to the maximum extent feasible.</p> <p><u>Livable Communities:</u> Development on the 30th Street West and Avenue K project sites would provide job opportunities to residents of the City of Lancaster.</p> <p><u>Equity:</u> Development of the 30th Street West and Avenue K project sites would provide employment opportunities which would be available to all ethnic, age, and income groups.</p> <p>The development of the 30th Street West and Avenue K project sites would be supportive, to the maximum extent applicable, with this RTP policy regarding the direction of Transportation Investments in the region.</p>
<p>4.02 Transportation investments shall mitigate environmental impacts to an acceptable level.</p>	<p>Although the proposed 30th Street West and Avenue K Project is a development project, rather than a transportation investment, mitigation measures would be incorporated to reduce environmental impacts to less than significant levels, to the maximum extent feasible. Development of the 30th Street West and Avenue K project sites would be consistent</p>

Table IV.I-2 (Continued)
Comparison of the 30th Street West and Avenue K Projects to RCPG Policies

Policies and Guides	Characteristics of the Site
4.04 Transportation Control Measures shall be a priority.	with the intent of this RTP policy. Development of the 30 th Street West and Avenue K project sites would incorporate measures to reduce automobile trip generation associated with the employment generating uses (see Section IV.M). The development of the project sites would be consistent with this RTP policy.
4.16 Maintaining and operating the existing transportation system will be a priority over expanding capacity.	Development of the 30 th Street West and Avenue K project sites would support the existing bus system and other regional transit systems by locating a major development project near bus lines and providing pedestrian connections to encourage transit access to the projects, without expanding the existing transportation system and would be consistent with the intent of this RTP policy.
<p><u>Consistency with Air Quality Chapter Core Actions</u> 5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or VMT/emission fees) so that options to command and control regulation can be assessed.</p>	This policy is not directly applicable to the development of the project sites as it is related to the development of programs to address air quality conditions in the region. All feasible mitigation measures (see Section IV.C) which have been adopted by the Antelope Valley Air Quality Management District and other agencies, would be implemented to minimize air emissions. The development of the project sites would be consistent with this Air Quality Chapter action, to the degree applicable.
5.11 Through its environmental document review process, SCAG should help ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	This EIR addresses consistency with applicable regional and local plans and policies related to air quality, land use and transportation. The development of the 30 th Street West and Avenue K project sites would be consistent with all applicable policies and would be consistent with this Air Quality Chapter action.
11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	If feasible, landscaping throughout the 30 th Street West and Avenue K project sites would be maintained with reclaimed water. In addition, low flow fixtures would be used throughout the development, reducing the amount of water required. Therefore, the development of the 30 th Street West and Avenue K project sites would be consistent with this policy.
<i>Source: Christopher A. Joseph & Associates, April 2007</i>	

MITIGATION MEASURES

Because no significant impacts related to land use have been identified, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Mitigation measures have not been recommended. Impacts to land use associated with the proposed 30th Street West and Avenue K projects would be less than significant without mitigation.

IV. ENVIRONMENTAL IMPACT ANALYSIS

J. NOISE

ENVIRONMENTAL SETTING

This section evaluates the potential for noise and groundborne vibration impacts resulting from implementation of the Proposed Projects. This includes the potential for the Proposed Projects to result in impacts associated with a substantial temporary and/or permanent increase in ambient noise levels in the vicinity of the project sites; exposure of people in the vicinity of the project sites to excessive noise levels, groundborne vibration, or groundborne noise levels; and whether this exposure is in excess of standards established in the local general plan or noise ordinance. Finally, mitigation measures intended to reduce impacts to noise and vibration are proposed, where appropriate, to avoid or reduce significant impacts of the Proposed Projects.

Data used to prepare this analysis were obtained from the City of Lancaster General Plan, the City of Lancaster Municipal Code, and by measuring and modeling existing and future noise levels at the project sites and the surrounding land uses. Traffic information contained in the traffic study prepared for the Proposed Projects was used to prepare the noise modeling for vehicular sources. Appendix H provides copies of the noise calculations.

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Table IV.J-1, Representative Environmental Noise Levels, illustrates representative noise levels in the environment.

**Table IV.J-1
Representative Environmental Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	—110—	Rock Band
Jet Fly-over at 100 feet		
	—100—	
Gas Lawnmower at 3 feet		
	—90—	
		Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	—80—	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime		
Gas Lawnmower at 100 feet	—70—	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	—60—	
		Large Business Office
Quiet Urban Area during Daytime	—50—	Dishwasher in Next Room
Quiet Urban Area during Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime		
	—30—	Library
Quiet Rural Area during Nighttime		Bedroom at Night, Concert Hall (background)
	—20—	
		Broadcast/Recording Studio
	—10—	
Lowest Threshold of Human Hearing	—0—	Lowest Threshold of Human Hearing

Source: California Department of Transportation, 1998.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- L_{eq} , the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L_{dn} , the Day-Night Average Level, is a 24-hour average L_{eq} with a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .

- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 5 dBA “weighting” during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
- L_{min} , the minimum instantaneous noise level experienced during a given period of time.
- L_{max} , the maximum instantaneous noise level experienced during a given period of time.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

When evaluating changes in 24-hour community noise levels, a difference of 3 dBA is a barely perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness.

Noise levels from a particular source decline as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more.

Fundamentals of Environmental Groundborne Vibration

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and, in the U.S., is referenced as vibration decibels (VdB).

The background vibration velocity level in residential and educational areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table IV.J-2, Human Response to Different Levels of Groundborne Vibration.

Table IV.J-2
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: Harris Miller Miller Hanson, Transit Noise and Vibration Impact Assessment, May 2006.

Regulatory Framework

Federal

The City of Lancaster has not adopted any thresholds for groundborne vibration impacts. Therefore, this analysis uses the Federal Railway Administration's vibration impact thresholds during construction and operation for sensitive buildings. The Federal Railway Administration has developed vibration impact thresholds for noise-sensitive buildings, residences, and institutional land uses. These thresholds are 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences and daycare

facility) and 83 VdB at institutional buildings (e.g., schools and churches). These thresholds apply to conditions where there are an infrequent number of events per day.¹

State

There are no State regulations applicable to the Proposed Projects.

Local

City of Lancaster Noise Regulations

The City of Lancaster is the local agency responsible for adopting and implementing policies as they relate to noise levels and its effect on land uses within its jurisdiction. Both acceptable and unacceptable noise levels associated with construction activities, roadway noise levels and ambient noise levels must all be defined and quantified. Chapter 8.24 (Noise Regulations) of the City of Lancaster Municipal Code identifies noise standards for various sources, specific noise restrictions, exemptions, and variances for sources of noise within the city.

In particular, Section 8.24.040 in Chapter 8.24 of the City's Municipal Code prohibits construction or repair work of any kind within 500 feet of an occupied dwelling, apartment, hotel, mobile home, or other place of residence that makes loud noises at any time on Sunday or any day between the hours of 8:00 p.m. and sunrise. Under Section 8.24.050, exceptions to the restrictions under Section 8.24.040 can be granted by the City Engineer if a finding of public interest, undue hardship, or emergency need can be made.

City of Lancaster General Plan

Under the Plan for Public Health and Safety chapter of the City of Lancaster General Plan, the City's land use compatibility guidelines for noise are defined and standards ensuring an appropriately quiet environment for the various land uses proposed within the City's General Plan study area are set. Table IV.J-3, Noise Compatible Land Use Objectives, lists the noise/land use compatibility guidelines for land uses within the City of Lancaster.

¹ "Infrequent events" is defined by the Federal Railroad Administration as being fewer than 70 vibration events per day.

**Table IV.J-3
Noise Compatible Land Use Objectives**

Land Use	Maximum Exterior CNEL	Maximum Interior CNEL
Rural, Single-family, Multiple Family Residential	65 dBA	45 dBA
Schools:		
Classrooms	65 dBA	45 dBA
Playgrounds	70 dBA	--
Libraries	--	50 dBA
Hospitals/Convalescent Facilities		
Living Areas	--	50 dBA
Sleeping Areas	--	40 dBA
Commercial and Industrial	70 dBA	--
Office Areas	--	50 dBA
<i>Source: City of Lancaster Plan for Public Health and Safety, 1997.</i>		

The noise objectives and policies for land development in the City's General Plan that are applicable to the Proposed Project are identified in Section IV.I (Land Use Planning) of this EIR, with an analysis of project consistency.

Existing Ambient Daytime Noise Levels

The project sites are located in northern Los Angeles County within an urbanized area in the City of Lancaster. The project sites are located at the intersection of 30th Street West and Avenue K, and combined are approximately 13 acres. The southwest project site is approximately 4.40 acres and the southeast project site is approximately 8.52 acres. The southwest project site is bound by Avenue K to the north, 30th Street West to the east, the Marbella Villas townhomes to the south, and Bethel Christian School to the west. The southeast project site is bound by Avenue K to the north, single-family residences to the east, Prestige Assisted Living Community to the south, and 30th Street West to the west. Both project sites are flat, open fields with low-growing, non-native grasses, junipers, and a few Joshua trees.

The area surrounding the project sites is almost completely developed with urban uses. To the north of the southwest project site is Antelope Valley College, a community college. To the east are 30th Street West and the southeast project site, and immediately adjacent to the site to the south are the one- to two-story Marbella Villas townhomes. To the west of the southwest project site is Bethel Christian School recreational areas, with the associated buildings farther west.

The southeast project site is surrounded by single family residential uses to the north across Avenue K and single family residences immediately adjacent to the east. To the south is the Prestige Assisted Living Community and to the west is 30th Street West, with the Marbella Villas townhomes and the southwest project site west across 30th Street West.

To establish baseline noise conditions at nearby sensitive receptors within the vicinity of the project sites, existing daytime noise levels were monitored at off-site locations where existing sensitive receptors were located, which included the Antelope Valley College to the north of the southwest project site, the single-family residential uses to the north and east of the southeast project site, the Prestige Assisted Living Community to the south of the southeast project site, the Marbella Villas townhomes to the south of the southwest project site, and the Bethel Christian School to the west of the southwest project site. The noise survey was conducted using the Larson-Davis 820 precision noise meter, which meets and exceeds the minimum industry standard performance requirements for “Type 1” standard instruments as defined in the American National Standard Institute (ANSI) S1.4. This instrument was calibrated and operated according to the manufacturer’s written specifications. At the measurement site, the microphone was placed at a height of approximately five feet above the local grade.

At the noise measurement locations, listed in Table IV.J-4, Existing Daytime Noise Levels at Sensitive Off-site Locations, the sound level meter was programmed to record the average sound level (L_{eq}) over a cumulative period of 15 minutes. The average noise levels and sources of noise monitored at these locations are shown in Table IV.J-4, with the locations identified in Figure IV.J-1, Noise Monitoring Locations.

Table IV.J-4
Existing Daytime Noise Levels at Sensitive Off-site Locations

Noise Measurement Location	Primary Noise Sources	Noise Level Statistics		
		L_{eq}	L_{min}	L_{max}
1. Prestige Assisted Living Community building located directly south of the southeast project site.	Roadway traffic on 30 th Street and Avenue K	54.6	48.2	63.8
2. Property boundary of Marbella Villas townhome building located directly south of the southwest project site.	Roadway traffic on 30 th Street; Residential noise (i.e., children playing)	61.6	52.6	77.0
3. Property boundary of Bethel Christian School located directly west of the southwest project site.	Tree branch knocking against street sign; roadway traffic on Avenue K; Vehicles entering and existing school driveway; wind gusts	64.4	53.4	74.8
4. Antelope Valley College located north of the southwest project site.	Students conversing; wind gusts; occasional vehicle noises (i.e., horns, car radios)	62.5	56.0	73.7
5. Property boundary of single-family residence located north of the southeast project site.	Roadway traffic on Avenue K; light residential noise (i.e., children playing; dogs barking)	70.1	56.0	79.7
6. Property boundary of single-family residence located east of the southeast project site.	Light roadway noise on Avenue K; wind gusts	64.3	55.4	72.3

Source: Christopher A Joseph and Associates, 2007. Noise measurement data are provided in Appendix H.

Existing Roadway Noise Levels Offsite

Existing roadway noise levels were calculated for 11 roadway segments located in close proximity of the project site. This task was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the project traffic analysis. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along these roadway segments are presented in Table IV.J-5, Existing Roadway Noise Levels Offsite.

**Table IV.J-5
Existing Roadway Noise Levels Offsite**

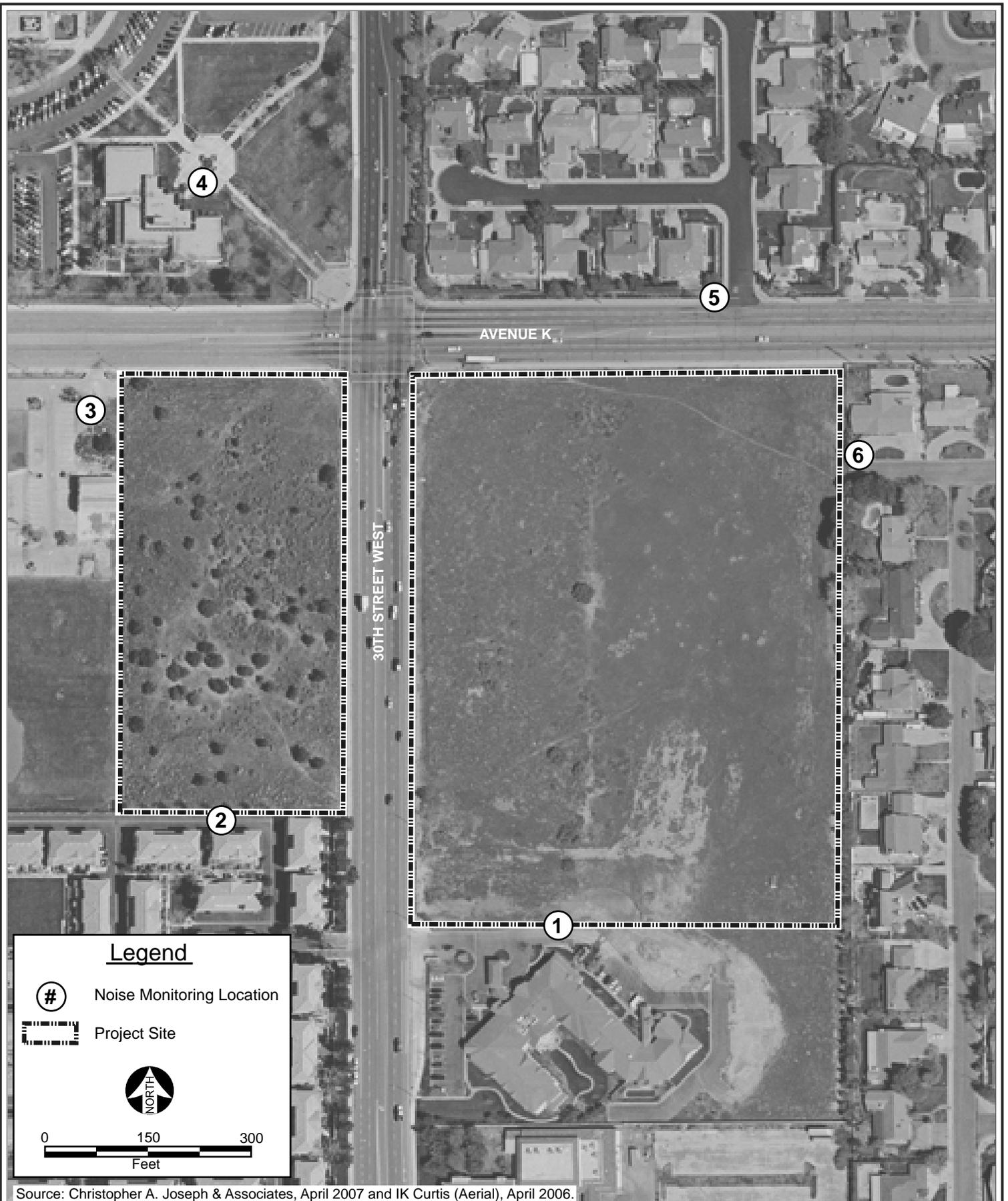
Roadway	Roadway Segment	Existing Sensitive Land Uses Located Along Roadway Segment	dBA CNEL ^a
Avenue K	Between 40 th Street West and 36 th Street West	Residential	67.7
	Between 36 th Street West and Driveway	Residential/School	67.6
	Between Driveway and 30 th Street West	Residential	70.4
	Between 30 th Street West and Eliopulos Drive	Residential	70.4
	Between Eliopulos Drive and 27 th Street West	Residential	69.4
	Between 27 th Street West and 25 th Street West	Residential	69.7
30 th Street West	Between Avenue J-8 and Avenue K	Residential	68.1
	Between 2 nd Driveway and Avenue K-4	Residential	68.0
	Between Avenue K-4 and Avenue K-8	Residential	68.1

^a Values represent noise levels at the property building of the off-site sensitive land uses. It should be noted that the resulting noise levels are conservative, as many of the off-site residential uses have noise walls to attenuate roadway traffic noise. Because an extensive surrounding land use survey was not performed, this analysis was unable to determine which off-site residential uses had noise walls. As such, the noise attenuation from noise walls was excluded from this analysis.

Source: Christopher A Joseph and Associates, 2007. Calculation data and results are provided in Appendix H.

Existing Groundborne Vibration Levels

Aside from seismic events, the greatest regular source of groundborne vibration at the project sites and immediate vicinity is from roadway truck and bus traffic. Trucks and buses typically generate



Source: Christopher A. Joseph & Associates, April 2007 and IK Curtis (Aerial), April 2006.



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Environmental Planning and Research

Figure IV.J-1
Noise Monitoring Locations

groundborne vibration velocity levels of around 63 VdB, and these levels could reach 72 VdB where trucks and buses pass over bumps in the road.²

ENVIRONMENTAL IMPACTS

Methodology

Implementation of the Proposed Projects could result in the introduction of noise levels that may exceed permitted City noise levels. The primary sources of noise associated with the Proposed Projects would be construction activities at the project sites and project-related traffic volumes associated with operation of the proposed commercial developments. Secondary sources of noise would include new stationary sources (such as heating, ventilation, and air conditioning units) and increased human activity throughout the project sites. The net increase in project site noise levels generated by these activities and other sources have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance.

Aside from noise levels, groundborne vibration would also be generated during the construction phase of the Proposed Projects by various construction-related activities and equipment. Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to applicable thresholds of significance.

Construction Noise Levels

Construction noise levels were estimated by data published by the United States Environmental Protection Agency (USEPA). Potential noise levels are identified for off-site locations that are sensitive to noise, including existing residences.

Roadway Noise Levels

Roadway noise levels have been calculated for selected study intersection locations around the project sites. The noise levels were calculated using the FHWA-RD-77-108 model and traffic volumes from the project traffic analysis. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by the State Department of Transportation (Caltrans).

² *Harris Miller Miller & Hanson, Transit Noise and Vibration Impact Assessment, May 2006.*

Groundborne Vibration Associated with Construction Equipment

Groundborne vibration levels resulting from construction activities occurring within the project sites were estimated by data published by Harris Miller Miller & Hanson Inc. for the Federal Transit Administration. Potential vibration levels resulting from construction of the Proposed Projects are identified for off-site locations that are sensitive to vibration, including existing residences.

Thresholds of Significance

Appendix G of the State CEQA Guidelines

In accordance with Appendix G to the State CEQA Guidelines, a significant noise impact may occur if the Proposed Projects would result in any of the following conditions:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airstrip, expose people residing or working in the project area to excessive noise levels; and
- f) For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

The Initial Study found that the projects would not expose people residing or working in the project area to excessive noise levels associated with an airport or private airstrip (see Appendix A). Therefore, because the project sites would not be exposed to excessive noise levels from nearby airports or private airstrips, these impacts are excluded from further analysis in this EIR.

In terms of noise associated with construction, Policy 4.3.2 of the City's General Plan states that, wherever feasible, the generation of single event noise levels (SENL) from construction activities should be managed such that SENL levels are no greater than 15 dBA above the noise objectives included in the Plan for Public Health and Safety chapter of the City General Plan, which are shown in Table IV.J-3.

The State CEQA Guidelines do not define the levels at which groundborne vibration or groundborne noises are considered “excessive.” This analysis uses the Federal Railway Administration’s vibration impact thresholds for sensitive buildings, residences, and institutional land uses under conditions where there are an infrequent number of events per day. These thresholds are 65 VdB at buildings where vibration would interfere with interior operations, 80 VdB at residences and buildings where people normally sleep, and 83 VdB at other institutional buildings.³ The 65 VdB threshold applies to typical land uses where vibration would interfere with interior operations, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipments include, but are not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. The 80 VdB threshold applies to all residential land uses and any buildings where people sleep, such as hotels and hospitals. The 83 VdB threshold applies to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. No uses employing vibration-sensitive equipment are located in the vicinity of the project sites. Therefore the 80 VdB threshold for residential uses was used as the threshold of significance for construction vibration in this EIR.

The CEQA Guidelines also do not define the levels at which temporary and permanent increases in ambient noise are considered “substantial.” As discussed previously in this section, a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. Based on this information, a significant off-site roadway noise impact could occur if project traffic would cause daily average roadway noise levels to increase by 3 dBA or greater. This is consistent with Section 8.0, Noise, of the Final EIR for the City’s General Plan.

Project Impacts

Construction Noise

Construction of the Proposed Projects would require the use of heavy equipment for site grading, installation of utilities, paving, and building fabrication. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

³ *United States Department of Transportation. Federal Railroad Administration, High-Speed Ground Transportation Noise and Vibration Impact Assessment, December 1998.*

The USEPA has compiled data regarding the noise generating characteristics of typical construction equipment. Table IV.J-6, Maximum Noise Levels Generated by Typical Construction Equipment, L_{max} , lists the maximum construction noise levels for individual pieces of construction equipment. As shown in Table IV.J-6, construction equipment used for the Proposed Projects could produce maximum noise levels of 72 to 86 dBA at a distance of 50 feet from the source. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 86 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 80 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 74 dBA L_{eq} at 200 feet from the source to the receptor.

Table IV.J-6
Maximum Noise Levels Generated by Typical Construction Equipment, L_{max}

Type of Equipment	Sound Levels at Maximum Engine Power with Mufflers (dBA at 50 feet)
Air Compressor	81
Backhoe	85
Concrete Mixer	72
Crane, Mobile	83
Dozer	80
Generator	78
Grader	85
Jack Hammer	82
Loader	79
Paver	80
Pneumatic Tool	85
Pump	76
Roller	74
Saw	78
Scraper	86
Truck	81

Sources: USEPA; Bolt, Beranek, and Newman, Noise Control for Buildings and Manufacturing Plants, 1987; Cowan, James P., Handbook of Environmental Acoustics, 1994.

During construction, two basic types of activities would be expected to occur and generate noise at the project sites. The first activity would involve the preparation and grading of the project sites to accommodate the building foundations for the Proposed Projects, which consists of approximately 36,300 square feet of commercial retail facilities on the southwest project site and approximately 42,867 square feet of commercial retail uses and 50 townhomes on the southeast project site. The second activity that would generate noise during construction would involve the physical construction and finishing of the new proposed commercial/retail and townhome buildings. Overall, construction activities are anticipated to occur over an approximately 12-month period.

In general, the site preparation and grading activities at the project sites, which would involve the use of scrapers, would generate the loudest noise levels during construction of the Proposed Projects. As shown in Table IV.J-6, the operation of scrapers could generate a maximum noise level of 86 dBA at 50 feet. During construction of the Proposed Projects, the nearest and most notable off-site sensitive receptors to the project sites include the following:

- Antelope Valley College located north of the southwest project site;
- Single-family residential uses to the north and east of the southeast project site;
- Prestige Assisted Living Community to the south of the southeast project site;
- Marabella Villas townhomes to the south of the southwest project site; and
- Bethel Christian School to the west of the southwest project site.

Southwest Project Site

The Antelope Valley College is located approximately 157 feet to the north of the project site, the Marbella Villas townhomes to the south of the project site are located approximately 16 feet away, and the Bethel Christian School to the west of the project site is located approximately 338 feet away.

Southeast Project Site

The single-family residential uses to the north and east of the project site are located approximately 122 and five feet away, respectively, and the Prestige Assisted Living Community to the south of the project site is located approximately 41 feet away.

Due to the use of construction equipment during the construction phase, the Proposed Projects would expose the surrounding off-site sensitive receptors to increased ambient exterior noise levels. Table IV.J-7, Exterior Noise at Off-site Sensitive Uses from Project Construction, shows the construction noise levels that would occur at the surrounding off-site sensitive uses during construction at the project sites.

As shown in Table IV.J-7, the construction noise levels experienced by the off-site sensitive receptors would range from 69.4 dBA L_{max} at the nearest Bethel Christian School buildings to 101 dBA L_{max} at the single-family residences located directly east of the southeast project site, with the use of mufflers on the construction equipment.

Based on Policy 4.3.2 of the City's General Plan, the generation of a SENL from construction activities should be managed such that SENL levels are no greater than 15 dBA above the noise objectives shown in Table IV.J-3. As such, for single-family residences and schools, the maximum construction noise level would be 80 dBA. Consequently, the off-site sensitive uses that would be exposed to construction noise levels exceeding 80 dBA would include the Prestige Assisted Living Community, the Marabella Villas townhomes, and the single-family residences located directly east of the southeast project site. Therefore,

significant short-term noise impacts from construction would occur at these three off-site locations. It should be noted, however, that the increase in noise levels at the off-site locations during construction at the project site would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from grading and construction would occur.

**Table IV.J-7
Exterior Noise at Off-site Sensitive Uses From Project Construction**

Off-site Sensitive Land Uses	Location	Distance to Project Site (ft.) ^a	Estimated Construction Noise Levels (dBA L _{max}) ^b
1. Prestige Assisted Living Community	Building located directly south of the southeast project site.	41	87.7
2. Marbella Villas townhomes	Building located south of the southwest project site.	16	90.9 ^c
3. Bethel Christian School	Nearest school building located directly west of the southwest project site.	338	69.4
4. Antelope Valley College	North of the southwest project site.	157	76.1
5. Single-family residence	Property boundary of residence located north of the southeast project site.	122	73.3 ^c
6. Single-family residence	Property boundary of residence located east of the southeast project site.	5	101.0 ^c
<p>^a The distances are measured from the nearest receptor building at each of the off-site sensitive land uses to either one of the project sites, depending on which of the two project sites is located closer to the receptor.</p> <p>^b The noise levels were determined with the following equation from Harris Miller Miller & Hanson Inc.'s (HMMH) Transit Noise and Vibration Impact Assessment, Final Report: $Leq = Leq \text{ at } 50 \text{ ft.} - 20 \text{ Log}(D/50)$, where Leq = noise level of noise source, D = distance from the noise source to the receiver, $Leq \text{ at } 50 \text{ ft.}$ = noise level of source at 50 feet.</p> <p>^c The construction noise level includes a 5 dBA noise reduction resulting from the presence of a sound wall.</p> <p>Source: Christopher A Joseph and Associates, April 2007.</p>			

As discussed previously under Regulatory Framework, Section 8.24.040 in Chapter 8.24 of the City's Municipal Code prohibits construction or repair work of any kind within 500 feet of an occupied dwelling, apartment, hotel, mobile home, or other place of residence that makes loud noises at any time on Sunday or any day between the hours of 8:00 p.m. and sunrise. The construction activities associated with the Proposed Projects would comply with the noise regulations established in Sections 8.24.040 of the City's Municipal Code. Because construction noise levels associated with the Proposed Projects would result in the generation of SENL levels that are greater than 15 dBA above the noise objectives for residential and school uses as identified in the City's General Plan, construction-related noise impacts

would be significant upon the off-site sensitive receptors identified above, even though they would be limited to the hours identified in the Municipal Code. Therefore, construction activities associated with the Proposed Projects would generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity, and these construction noise impacts would be significant.

Construction-Related Groundborne Vibration

Construction activities that would occur within the project sites would include grading, which would have the potential to generate low levels of groundborne vibration. Table IV.J-8, Vibration Source Levels for Construction Equipment, identifies various vibration velocity levels for the types of construction equipment that would operate during the construction of the Proposed Project. Based on the information presented in Table IV.J-8, vibration levels could reach as high as approximately 87 VdB within 25 feet of the project sites from the operation of construction equipment.

**Table IV.J-8
Vibration Source Levels for Construction Equipment**

Construction Equipment	Approximate VdB at 25 feet
Large Bulldozer	87
Caisson Drilling	87
Loaded Trucks	86
Jackhammer	79
Small Bulldozer	58
<i>Source: Harris Miller Miller Hanson, Transit Noise and Vibration Impact Assessment, May 2006.</i>	

Construction activities would have the potential to impact the nearest off-site sensitive receptors to the project sites, which include the Antelope Valley College to the north of the southwest project site, the single-family residential uses to the north and east of the southeast project site, the Prestige Assisted Living Community to the south of the southeast project site, the Marbella Villas townhomes to the south of the southwest project site, and the Bethel Christian School to the west of the southwest project site. As discussed under Thresholds of Significance above, the 80 VdB threshold for residences and buildings where people normally sleep was utilized in this analysis.

Due to the use of construction equipment during the construction phase, the Proposed Projects would expose the surrounding off-site sensitive uses to groundborne vibration levels. Such equipment could include large bulldozers, loaded trucks and small bulldozers, which would generate the vibration levels shown in Table IV.J-8. Caisson drilling and use of jackhammers are not expected to be required on either of the project sites. Table IV.J-9, Groundborne Vibration Levels at Off-site Sensitive Uses from Project Construction, shows the maximum construction-related groundborne vibration levels that would occur at the identified off-site sensitive uses during construction of the Proposed Projects. These projected vibration levels represent the levels of groundborne vibration that would be experienced at these locations when equipment is operating at the property line immediately adjacent to the sensitive receptor.

As shown in Table IV.J-9, the existing off-site sensitive uses could be exposed to groundborne vibration levels ranging from up to 53.1 VdB at the Bethel Christian School to up to 108 VdB at the single-family residences located to the east of the southeast project site. Overall, the Prestige Assisted Living Community, Marbella Villas townhomes, and the single-family residences to the east of the southeast project site would be exposed to vibration levels that exceed the Federal Railway Administration's threshold of 80 VdB for residences. As such, the vibration impact at these off-site sensitive uses would be significant.

As the remaining identified off-site sensitive receptors are located at a distance where the vibration levels from the project sites would be attenuated to a level below the Federal Railway Administration's thresholds of 80 VdB for residences and 83 VdB for institutional uses, the vibration impact at these off-site sensitive uses would be less than significant.

**Table IV.J-9
Groundborne Vibration Levels at Off-site Sensitive Uses From Project Construction**

Off-site Sensitive Land Uses	Location	Distance to Project Site (feet)^a	Estimated Construction-Related Groundborne Vibration Levels (VdB)^b
1. Prestige Assisted Living Community	Building located directly south of the southeast project site.	41	80.6
2. Marbella Villas townhomes	Building located south of the southwest project site.	16	92.8
3. Bethel Christian School	Nearest school building located directly west of the southwest project site.	338	53.1
4. Antelope Valley College	North of the southwest project site.	157	63.1
5. Single-family residence	Property boundary of residence located north of the southeast project site.	122	66.3
6. Single-family residence	Property boundary of residence located east of the southeast project site.	5	108.0
<p>^a The distances are measured from the nearest receptor building at each of the off-site sensitive land uses to either one of the project sites, depending on which of the two project sites is located closer to the receptor.</p> <p>^b The vibration levels at the off-site sensitive uses are determined with the following equation from Harris Miller Miller & Hanson Inc.'s (HMMH) Transit Noise and Vibration Impact Assessment, Final Report: $L_v(D) = L_v(25 \text{ ft}) - 30 \log(D/25)$, where L_v = vibration level of equipment, D = distance from the equipment to the receiver, $L_v(25 \text{ ft})$ = vibration level of equipment at 25 feet.</p> <p>Source: Christopher A Joseph and Associates, April 2007.</p>			

Operational Noise

Traffic Noise

The increase in traffic resulting from implementation of the Proposed Project would increase the ambient noise levels at sensitive off-site locations in the project vicinity. These concerns were addressed using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers. Based on the traffic report prepared for the Proposed Project, included as Appendix I to this Draft EIR, in combination with an analysis of the surrounding land uses, roadway noise levels were forecasted to determine if the Proposed Projects' vehicular traffic would result in a significant impact at off-site, noise-sensitive receptor locations.

Off-site locations in the project vicinity would experience a slight increase in noise resulting from the additional traffic generated by the Proposed Projects. The increases in noise levels at selected roadway segments located in close proximity to the project sites are identified in Table IV.J-10, Predicted Future Roadway Noise Levels Off-site. Table IV.J-10 identifies the changes in future noise levels along the study-area roadway segments in the project vicinity.

As shown in Table IV.J-10, the Proposed Projects would increase local noise levels by a maximum of 0.4 dBA CNEL for the roadway segment of Avenue K, between Driveway and 30th Street West, which would not exceed the 3.0 dBA threshold of significance. Because the increase in local noise levels at all of the analyzed roadway segments resulting from implementation of the Proposed Projects would not exceed the 3 dBA CNEL threshold, they would not represent a substantial permanent increase in ambient noise levels. Therefore, this impact would be less than significant.

On-site Non-Vehicular Noise

The newly constructed commercial buildings at the project sites would include rooftop mechanical equipment and heating, ventilation, and air conditioning (HVAC) units and exhaust fans in order to provide cooling and ventilation within the structures. Consequently, the noise levels generated by the HVAC units and exhaust fans could potentially disturb the existing residential uses located offsite as well as the proposed on-site residential uses. However, the design of these on-site HVAC units and exhaust fans would typically include shielding that would reduce the generated noise levels such that they would not result in a disturbance on other occupied properties. In addition, the City noise limits would also apply to the operation of this equipment. As such, this impact would be less than significant.

**Table IV.J-10
Predicted Future Roadway Noise Levels Off-site**

Roadway Segment	Existing Land Uses Located Along Roadway Segment	Noise Levels in dBA CNEL ^a				
		Future (2009) Without Project	Future (2009) With Project	Increase	Significance Threshold ^a	Significant?
Avenue K, between 40 th Street West and 36 th Street West	Residential	68.6	68.7	0.1	3.0	No
Avenue K, between 36 th Street West and Driveway	Residential/School	68.4	68.5	0.1	3.0	No
Avenue K, between Driveway and 30 th Street West	Residential	70.6	71.0	0.4	3.0	No
Avenue K, between 30 th Street West and Eliopulos Drive	Residential	70.9	71.0	0.1	3.0	No
Avenue K, between Eliopulos Drive and 27 th Street West	Residential	69.8	69.9	0.1	3.0	No
Avenue K, between 27 th Street West and 25 th Street West	Residential	70.2	70.3	0.1	3.0	No
30 th Street West, between Avenue J-8 and Avenue K	Residential	68.7	68.8	0.1	3.0	No
30 th Street West, between 2 nd Driveway and Avenue K-4	Residential	68.7	68.7	0.0	3.0	No
30 th Street West, between Avenue K-4 and Avenue K-8	Residential	68.7	68.8	0.1	3.0	No

^a Values represent noise levels at the property building of the off-site sensitive land uses. It should be noted that the resulting noise levels are conservative, as many of the off-site residential uses have noise walls to attenuate roadway traffic noise. Because an extensive surrounding land use survey was not performed, this analysis was unable to determine which off-site residential uses had noise walls. As such, the noise attenuation from noise walls was excluded from this analysis.

Traffic Information Source: Overland Traffic Consultants, Inc., April 2007.
Table Source: Christopher A. Joseph and Associates, 2007.

Loading Dock and Solid Waste Collection Noise

Intermittent noise levels would occur in association with delivery vehicle operations, loading dock activities and solid waste collection for the proposed commercial/retail uses at the project sites. As part of the Proposed Projects, approximately 34,380 square feet of commercial retail facilities would be developed on the southwest project site and approximately 42,867 square feet of commercial retail uses would be developed on the southeast project site. Detailed site plans showing the location of loading dock and trash facilities have not been prepared. It should be noted that there will be no loading docks located on the southwest project site; however, the site plan for this site does show service/loading areas (i.e., parking spaces reserved for service/loading activities) at each building pad that would be accessible by smaller trucks and vans making deliveries to the businesses located in the buildings. In order to provide the most conservative analysis, it was assumed that the loading dock facilities on the southeast project site would be located adjacent to sensitive receptors. As such, it was assumed that the southeast

project site would have two loading docks, one located adjacent to the proposed drug store and one adjacent to the proposed grocery store.

The primary noise sources associated with the loading docks include heavy trucks stopping (air brakes), backing into the loading dock (back-up alarm), and pulling out of the loading dock (engine noise). Once a truck has backed into the dock, it is typically unloaded from the inside of the store using a forklift or hand cart, and most of the unloading noise is contained within the building and truck trailer. Loading activities (e.g., idling, backing, and using hydraulic liftgates) involving small- to medium-sized trucks generate noise in the range of 60 to 65 dBA at 50 feet from the source, while larger trucks generate noise in the range of 70 to 75 dBA at 50 feet. Trash collection activities typically also generate noise levels ranging from 70 to 75 dBA at 50 feet.

Southwest Project Site

For the southwest project site, the site plan shows service/loading areas at each building pad. At Pad 1, the closest building pad to the residential uses to the south (i.e., Marbella Villas townhomes), the service/loading area would be approximately 50 feet from the southern property line of the southwest project site. Currently, these townhomes are separated from the southwest project site by an approximately six-foot concrete block wall, which breaks the line of sight and acts as a noise barrier. However, because the townhomes are two stories in height, the upper stories of these townhomes currently have an unobstructed view of the southwest project site. Based on the distance of these townhomes from the southwest project site, the noise levels from the nearest service/loading area could reach a maximum of approximately 65 dBA at the townhomes. This assessment is based on the noise levels generated by small- to medium-sized trucks, since large trucks would not be able to use the service/loading areas as identified in the site plan. While the lower stories of the townhomes would receive an approximately five dBA decrease due to the presence of the existing block wall, no noise attenuation would be available for the upper-stories. According to Policy 4.3.2 of the City's General Plan, the generation of single event noise levels (SENL) from motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities should, wherever feasible, be managed such that SENL levels are no greater than 15 dBA above the noise objectives included in the Plan for Public Health and Safety chapter of the City General Plan, which are shown in Table IV.J-3. As such, for multi-family residences, the maximum noise level would be 80 dBA. Consequently, the noise levels generated by loading dock activities involving small- to medium-sized delivery trucks at the proposed loading dock would not exceed the maximum noise level allowed for single events at the townhomes.

The proposed site plan for the southwest corner shows the trash enclosure for Pad 1 to be located approximately 30 feet north of the southern property line of the southwest project site. Trash collection activities would typically generate noise levels of up to 75 dBA at 50 feet. Therefore, trash collection activities on the southwest project site would have the potential to exceed the 80 dBA maximum noise level threshold at the townhomes. Thus, the noise impact associated with trash collection activities at the southwest project site would be significant.

Southeast Project Site

For the southeast project site, two loading docks would be located on-site, one located adjacent to the proposed drug store and one adjacent to the proposed grocery store. Due to the location of the proposed grocery store's loading dock in the eastern portion of the site, noise levels generated at this loading dock would have the greatest noise impact on the single-family residences located off-site to the east. The proposed grocery store loading dock (including the truck access path) would be located approximately 10 feet from the existing single-family residences to the east. Based on this distance, the noise levels associated with the proposed grocery store loading dock could reach a maximum of approximately 79 dBA and 89 dBA at the single-family residences if small- to medium-sized trucks and large trucks are used for delivery at the dock, respectively.⁴ According to Policy 4.3.2 of the City's General Plan, the generation of single event noise levels (SENL) from motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities should, wherever feasible, be managed such that SENL levels are no greater than 15 dBA above the noise objectives included in the Plan for Public Health and Safety chapter of the City General Plan, which are shown in Table IV.J-3.

As trash collection activities also generate noise levels in the same range as that of loading activities involving large trucks, noise levels reaching 89 dBA at the single-family residences could also occur when trash collection occurs at the loading dock. Although an approximately six-foot cinder-block wall currently separates the single-family residences off-site from the southeast project site, which would provide a five dBA noise attenuation, the single-family residences are two story in height. As such, no noise attenuation would be available for the upper-stories of these single-family residences. Because the noise levels generated from loading dock and trash collection activities would exceed the maximum noise level of 80 dBA for residential uses, this impact would be significant.

The noise levels associated with loading dock and trash collection activities would also affect the new townhomes proposed on the southeast project site. Although the loading dock for the proposed grocery store would be located closer to the onsite townhomes than the loading dock for the proposed drugstore, the delivery truck access path for both loading docks would be located approximately seven feet away from the new townhomes.⁵ Based on the distance, the noise levels associated with the proposed grocery store and drugstore loading docks could reach a maximum of approximately 82 dBA and 92 dBA at the

⁴ *The noise levels were determined with the following equation from Harris Miller Miller & Hanson Inc.'s (HMMH) Transit Noise and Vibration Impact Assessment, Final Report: $Leq = Leq \text{ at } 50 \text{ ft.} - 20 \text{ Log}(D/50)$, where Leq = noise level of noise source, D = distance from the noise source to the receiver, $Leq \text{ at } 50 \text{ ft.}$ = noise level of source at 50 feet.*

⁵ *As noise generated by trucks are often the primary sources of noise at loading docks, it is assumed that similar noise levels would be experienced by the townhomes from both loading docks as the truck access path for the docks are located at similar distances from the townhomes.*

single-family residences if small- to medium-sized trucks and large trucks are used for delivery at the dock, respectively.⁶ As trash collection activities also generate noise levels in the same range as that of loading activities involving large trucks, noise levels reaching as high as 92 dBA at the new townhomes could also occur when trash collection occurs at the loading docks. Although a sound wall would be erected along the boundary of the new townhomes that would separate them from the proposed commercial uses, the wall would likely not be built high enough to shield the upper stories of the new townhomes. As such, no noise attenuation would be available for the upper-stories of the new townhomes. Because the noise levels generated from loading dock and trash collection activities would exceed the maximum noise level of 80 dBA for residential uses, this impact would be significant.

Overall, loading dock and trash collection activities associated with the Proposed Projects would result in significant noise impacts on the off-site sensitive uses as well as the new proposed townhomes onsite.

CUMULATIVE IMPACTS

This cumulative impact analysis considers development of the Proposed Projects in combination with ambient growth and other development projects within the vicinity of the Proposed Projects. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the Proposed Projects to result in cumulative noise impacts.

Future construction associated with the related projects could result in a cumulatively significant impact with respect to temporary or periodic increases in ambient noise levels. Construction noise is localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise levels, more than one source emitting high levels of construction noise would need to be in close proximity to the Proposed Projects. The nearest related project to the project sites is the proposed single-family homes project located at the north side of Avenue K and east of 36th Street West, which is located approximately 0.6 mile from the project sites. Due to this distance, and along with the numerous intervening structures located between these two sites, a substantial increase in construction noise levels would not occur should construction for this related project occur at the same time as the Proposed Projects. Therefore, this cumulative impact would be less than significant.

⁶ *The noise levels were determined with the following equation from Harris Miller Miller & Hanson Inc.'s (HMMH) Transit Noise and Vibration Impact Assessment, Final Report: $Leq = Leq \text{ at } 50 \text{ ft.} - 20 \text{ Log}(D/50)$, where Leq = noise level of noise source, D = distance from the noise source to the receiver, $Leq \text{ at } 50 \text{ ft.}$ = noise level of source at 50 feet.*

Cumulative development in the City may result in the exposure of people to or the generation of excessive groundborne vibration. As mentioned above, the nearest related project to the Proposed Projects is the proposed single-family homes project located at the north side of Avenue K and east of 36th Street West. As this related project is located approximately 0.6 mile from the project sites, the Proposed Projects and this related project are not in close enough proximity to each other to affect the same noise-sensitive receptors. Only receptors located in close proximity to each construction site would be potentially impacted by each development. Therefore, future development would result in a less-than-significant cumulative impact in terms of groundborne vibration.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the Proposed Projects and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the Proposed Projects to the future year 2009 cumulative base traffic volumes on the roadway segments in the project vicinity. The noise levels associated with existing traffic volumes and cumulative base traffic volumes with the Proposed Projects (i.e., future cumulative traffic volumes) are identified in Table IV.J-11, Cumulative Project Roadway Noise Impacts With Proposed Projects. As shown, cumulative development along with the Proposed Projects would increase local noise levels by a maximum of 0.9 dBA CNEL at Avenue K, between 36th Street West and Driveway, which would not exceed 3.0 dBA CNEL and not be substantial. Therefore, the cumulative impact associated with mobile source noise would be less than significant.

MITIGATION MEASURES

The following mitigation measures are recommended to address construction-related noise and vibration impacts, and operational-related noise impacts:

Construction

The following mitigation measures are applicable to both projects.

Construction Noise

- J-1. The Proposed Projects shall comply with Section 8.24.040 of the City of Lancaster Municipal Code, which prohibit construction activity within 500 feet of an occupied dwelling on Sundays and between the hours of 8:00 p.m. and sunrise on other days.
- J-2. Noise and groundborne vibration construction activities whose specific location on the project sites may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.

**Table IV.J-11
Cumulative Project Roadway Noise Impacts With Proposed Projects**

Roadway Segment	Existing Land Uses Located Along Roadway Segment	Noise Levels in dBA CNEL ^a				
		Existing (2007) Traffic Volumes	Future (2010) With Project Traffic Volumes	Cumulative Increase	Significance Threshold	Significant?
Avenue K, between 40 th Street West and 36 th Street West	Residential	67.7	68.7	1.0	3.0	No
Avenue K, between 36 th Street West and Driveway	Residential/School	67.6	68.5	0.9	3.0	No
Avenue K, between Driveway and 30 th Street West	Residential	70.4	71.0	0.6	3.0	No
Avenue K, between 30 th Street West and Eliopulos Drive	Residential	70.4	71.0	0.6	3.0	No
Avenue K, between Eliopulos Drive and 27 th Street West	Residential	69.4	69.9	0.5	3.0	No
Avenue K, between 27 th Street West and 25 th Street West	Residential	69.7	70.3	0.6	3.0	No
30 th Street West, between Avenue J-8 and Avenue K	Residential	68.1	68.8	0.7	3.0	No
30 th Street West, between 2 nd Driveway and Avenue K-4	Residential	68.0	68.7	0.7	3.0	No
30 th Street West, between Avenue K-4 and Avenue K-8	Residential	68.1	68.8	0.7	3.0	No
^a Values represent noise levels at the property building of the off-site sensitive land uses. It should be noted that the resulting noise levels are conservative, as many of the off-site residential uses have noise walls to attenuate roadway traffic noise. Because an extensive surrounding land use survey was not performed, this analysis was unable to determine which off-site residential uses had noise walls. As such, the noise attenuation from noise walls was excluded from this analysis.						
<i>Traffic Information Source: Overland Traffic Consultants, Inc., April 2007. Table Source: Christopher A. Joseph and Associates, 2007.</i>						

- J-3. Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- J-4. The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers.
- J-5. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

- J-6. Barriers such as plywood structures or flexible sound control curtains shall be erected between the Proposed Projects and the adjacent sensitive land uses to minimize the amount of noise to the maximum extent feasible during construction.
- J-7. All construction truck traffic shall avoid residential areas and other sensitive receptors to the extent feasible.
- J-8. Two weeks prior to the commencement of construction at the project sites, notification must be provided to the surrounding off-site residential and school uses that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period. The contractor shall provide the name and telephone number of a contact person on the project to whom questions and complaints may be directed.

Construction Vibration

- J-9. Operation of large bulldozers shall be prohibited within 50 feet of the eastern property line and within 25 feet of the southern property line of the southeast parcel. Small rubber-tired bulldozers must be used within these areas during grading and site preparation operations.
- J-10. Operation of large bulldozers shall be prohibited within 50 feet of the southern property line of the southwest parcel. Small rubber-tired bulldozers must be used within these areas during grading and site preparation operations.

Operation

- J-11. All new mechanical equipment (i.e., air conditioning, refrigeration, heating, pumping, and filtering equipment) associated with the Proposed Projects shall be installed with proper shielding and muffling devices such that noise generated from this equipment would not exceed the ambient noise level on the premises of other occupied properties by more than five decibels.

Southwest Project Site

The following mitigation measure is applicable to the southwest corner only.

- J-12. On the southwest parcel, the project applicant shall construct a concrete block noise wall along the southern property line. This wall shall be of sufficient height to block the line of sight between loading dock areas on the southwest parcel and upper story windows of the Marbella Villas townhome units that are adjacent to and face the southern property line of the southwest parcel. A landscape buffer shall be provided between the wall and the townhome units containing trees that are at least the height of the wall when initially planted.

Southeast Project Site

The following mitigation measures are applicable to the southeast corner only.

- J-13. The residential uses associated with the southeast project site shall comply with the Noise Insulation Standards of Title 24 of the California Code of Regulations, which insure an acceptable interior noise environment.
- J-14. The project applicant for the southeast project site shall submit evidence, along with the application for a building permit, that sound insulation for the proposed residential units will be sufficient to mitigate interior noise levels to below a CNEL of 45 dBA in any habitable room.
- J-15. On the southeast parcel, the project applicant shall construct a concrete block noise wall along the eastern property line. This wall shall be of sufficient height to block the line of sight between loading dock areas on the southwest parcel and upper story windows of the single family residential units that are adjacent to and face the eastern property line of the southeast parcel. A landscape buffer shall be provided between the wall and the residential units containing trees that are at least the height of the wall when initially planted.
- J-16. Deliveries of commercial products to the proposed commercial retail facilities and grocery products to the proposed grocery store shall occur between the hours of 7:00 a.m. to 10:00 p.m., to the maximum extent feasible.

LEVEL OF SIGNIFICANCE AFTER MITIGATION***Construction Noise***

With compliance with Section 8.24.040 of the City's Municipal Code and the implementation of the Mitigation Measures J-1 through J-8 listed above, which would require the implementation of noise reduction devices and techniques during construction at the project site, construction-related noise impacts associated with the Proposed Projects would be reduced to the maximum extent feasible. Nevertheless, because construction noise levels associated with the Proposed Projects would still result in the generation of SENL levels that are greater than 15 dBA above the noise objectives for residential and school uses as identified in the City's General Plan, construction-related noise impacts would be significant and unavoidable upon the off-site sensitive receptors identified above.

Construction Vibration

The construction-related vibration impacts associated with the Proposed Projects would adversely affect the Prestige Assisted Living Community, Marbella Villas townhomes, and the single-family residences to the east of the southeast project site, which would be exposed to vibration levels that exceed the Federal

Railway Administration's threshold of 80 VdB for residences. Implementation of Mitigation Measures J-9 and J-10 would prohibit the use of equipment that generates high levels of vibration (i.e., large bulldozers) in buffer zones established adjacent to these sensitive uses. These mitigation measures would reduce the vibration levels from construction equipment to below the 80 VdB threshold, as shown in Table IV.J-12. As such, impacts associated with construction vibration would be less than significant after mitigation.

On-Site Non-Vehicular Noise

This impact was found to be less than significant with adherence to design requirements for shielding that would reduce the generated noise levels such that they would not result in a disturbance on other occupied properties. Implementation of Mitigation Measure J-11, which would require all new mechanical equipment associated with the Proposed Projects to be installed with proper shielding and muffling devices, would prevent that noise levels resulting from this equipment from disturbing the other occupied adjacent properties of the Proposed Projects. As such, this impact would be less than significant.

**Table IV.J-12
Groundborne Vibration Levels at Off-site Sensitive Uses From Project Construction With
Observance of Buffer Zone for Large Bulldozers**

Off-site Sensitive Land Uses	Location	Distance to Closest Edge of Buffer Zone (feet) ^a	Estimated Construction-Related Groundborne Vibration Levels (VdB) ^b
1. Prestige Assisted Living Community	Building located directly south of the southeast project site.	66	74.4
2. Marbella Villas townhomes	Building located south of the southwest project site.	66	74.4
6. Single-family residence	Property boundary of residence located east of the southeast project site.	55	76.7

^a The distances are measured from the nearest receptor building at each of the off-site sensitive land uses to either one of the project sites, depending on which of the two project sites is located closer to the receptor.

^b The vibration levels at the off-site sensitive uses are determined with the following equation from Harris Miller Miller & Hanson Inc.'s (HMMH) Transit Noise and Vibration Impact Assessment, Final Report: $L_v(D) = L_v(25 \text{ ft}) - 30 \log(D/25)$, where L_v = vibration level of equipment, D = distance from the equipment to the receiver, $L_v(25 \text{ ft})$ = vibration level of equipment at 25 feet.

Source: Christopher A Joseph and Associates, April 2007.

In addition, Mitigation Measure J-13 would ensure that the proposed residential uses would be constructed in accordance with Title 24 insulation standards of the California Code of Regulations for residential buildings, while Mitigation Measure J-14 would ensure that interior noise levels at the proposed residential units would be below a CNEL of 45 dBA in any habitable room. Thus, noise impacts at the proposed residential units would be less than significant.

Loading Dock and Trash Collection

On the southwest project site, noise levels exceeding 80 dBA could be experienced from trash collection activities. The sound wall and landscape buffer required by Mitigation Measure J-12 would conservatively reduce noise levels at the closest Marbella Villa townhome units by a factor of 5dBA, to 75 dBA. By prohibiting location of trash collection facilities within 50 feet of the southern property line, noise levels associated with trash collection facilities would be reduced to approximately 65 dBA, which would be below the 80 dBA threshold. Thus, noise impacts would be less than significant with mitigation.

On the southeast project site, noise levels of up to 89 dBA could be experienced from large delivery trucks and trash collection activities. The sound wall and landscape buffer required by Mitigation Measure J-15 would conservatively reduce noise levels experienced at the closest single family residence by a factor of 5dBA, to 84 dBA. However, large delivery trucks and loading dock activities on this parcel would still operate within a distance of single family residences that would result, on occasion, in generation of the 84 dBA noise level, which would be above the 80 dBA threshold. Implementation of Mitigation Measure J-16 would require, to the extent feasible, deliveries to the commercial retail facilities and grocery store to occur after 8:00 a.m. and prior to 6:00 p.m. This would reduce the noise impacts on the nearby sensitive uses as deliveries would, to the extent feasible, mostly occur outside of recognized sleep hours. However, such noise levels could still occasionally occur prior to 8:00 a.m. As such, impacts associated with small and medium delivery truck loading dock activity and solid waste collection would be less than significant after mitigation, while delivery and loading dock activities associated with large delivery trucks would be significant and unavoidable.

IV. ENVIRONMENTAL IMPACT ANALYSIS

K. POPULATION AND HOUSING

ENVIRONMENTAL SETTING

North Los Angeles County Subregion

As part of its comprehensive planning process for the Southern California region, the Southern California Association of Governments (SCAG) has divided the region into 13 subregions. The 30th Street West and Avenue K project sites are located within the North Los Angeles County Subregion. The North Los Angeles County Subregion includes the Cities of Lancaster, Palmdale, Santa Clarita, and the northern part of the Los Angeles County unincorporated area.

City of Lancaster

In 2000, the City of Lancaster had a population of 119,416 persons, 38,289 households, and employment for 52,119 persons (see Table IV.K-1).¹ SCAG forecasts that by the year 2010, the City of Lancaster will have a total population of 168,032 (an increase of 40.7 percent from 2000), 51,418 households (an increase of 34.3 percent from 2000), and will provide employment for 59,684 persons (an increase of 14.5 percent from 2000). For the period of 2010 to 2015, forecasted growth in the City of Lancaster continues; the citywide population is expected to reach 191,912 persons (an increase of 14.2 percent), 58,980 households (an increase of 14.7 percent), and employment will total 62,937 jobs (an increase of 5.5 percent). For the period of 2015 to 2020, SCAG forecasts continue to anticipate growth in the City of Lancaster; the citywide population is expected to reach 215,468 persons (an increase of 12.3 percent), 66,591 households (an increase of 12.9 percent), and employment will total 66,081 jobs (an increase of 5.0 percent).

¹ SCAG Forecast 2004. This is the most current forecast adopted by SCAG and reflects the 2000 Census data from the U.S. Census Bureau.

**Table IV.K-1
Population, Housing and Employment Forecasts for the
City of Lancaster**

Area	Population	Housing	Employment
City of Lancaster			
2000 Census ^a	119,416	38,289	52,119
SCAG Forecasts ^b			
2010	168,032	51,418	59,684
2015	191,912	58,980	62,937
2020	215,468	66,591	66,081
2025	238,048	74,058	69,026
2030	259,696	81,403	71,816
Percent Change			
2000 to 2010 ^c	+40.7%	+34.3%	+14.5%
2010 to 2015	+14.2%	+14.7%	+5.5%
2015 to 2020	+12.3%	+12.9%	+5.0%
2020 to 2025	+10.5%	+11.2%	+4.5%
2025 to 2030	+9.1%	+9.9%	+4.0%
^a SCAG 2004 Growth Projection, City Projections, http://www.scag.ca.gov/forecast/downloads/2004GF.xls ^b Ibid. ^c Represents a 10-year difference and increase rather than a 5-year difference as represented by other years. This is because 2000 census numbers are available, whereas current year 2006 (or 2005) numbers are not as accurate. Source (table): Christopher A. Joseph & Associates, April 2007.			

Southwest and Southeast Project Sites

Currently, both the southwest and southeast project sites are vacant and undeveloped. Therefore, there are no existing population, housing, or employment numbers related to existing on-site uses. The Proposed Projects involve the construction of a total of approximately 77,247 square feet of retail use and 50 townhome units. The southwest project site would contain approximately 36,300 square feet of commercial retail use, while the southeast project site would contain the 50 townhomes and approximately 42,867 square feet of retail use.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a project would have a significant impact on population and housing if it would:

- (a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
- (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

As discussed in the Initial Study (see Appendix A), the Proposed Projects would have no impact with respect to Thresholds (b) and (c), listed above. As such, no further analysis of these topics is required.

Project Impacts

Southwest Project Site

Construction

Construction of the southwest project site would result in increased employment opportunities in the construction field, which could potentially result in increased permanent population and demand for housing in the vicinity of the project sites. However, the employment patterns of construction workers in Southern California are such that it is not likely that they would relocate their households as a consequence of the construction employment associated with the southwest project site. The construction industry differs from most other industry sectors in several ways:

- There is no regular place of work. Construction workers regularly commute to job sites that change many times over the course of a year. Their sometimes lengthy daily commutes are facilitated by the off-peak starting and ending times of the typical construction workday.
- Many construction workers are highly specialized (e.g., crane operators, steelworkers, masons, etc.) and move from job site to job site as dictated by the demand for their skills.

- The work requirements of most construction projects are highly specialized. Workers remain at a job site only for the time frame in which their specific skills are needed to complete a particular phase of the construction process.

Therefore, project-related construction workers would not be likely to relocate their place of residence as a consequence of working on the southwest project site, and significant housing or population impacts would not result from construction of the project.

Operation

Employment

Operation of the proposed southwest project site, consisting of approximately 36,300 square feet of commercial development, would provide employment for approximately 86 persons (see Table IV.K-2). The southwest project site's estimated employment would result in an increase of approximately 86 jobs on-site, which would be consistent with SCAG projections for the City of Lancaster through 2010. As stated above, SCAG predicts approximately 7,565 new jobs between 2000 and 2010. The southwest project site's estimated employment generation represents approximately 1.0 percent of this increase. Therefore, the southwest project site would result in a less than significant impact regarding employment.

Table IV.K-2
Estimated Employment Generation
Southwest Project Site

Type of Development	Size (sf)	Employee Generation Factor^a	Total Employees
Retail and Services	36,300	424 sf/employee	85.6
Subtotal			86
<i>Existing Employment at the southwest project site</i>			<i>0</i>
Total Under Proposed Project			86
^a <i>Employment Density Study Summary Report, Prepared for Southern California Association of Governments, Prepared by The Natelson Company, Inc., October 2001.</i> <i>Source (table): Christopher A. Joseph & Associates, April 2007.</i>			

Housing

The proposed southwest project site would not include development of residential uses. The project proposes a general plan amendment and zone change to redesignate the southwest project site from Urban Residential (UR) to Commercial (C) and to rezone the site from R-7,000 to Commercial Planned Development (CPD). The proposed zone change would not be consistent with current forecasts, which would allow for housing to be developed on the project site. With the zone change, the southwest project site would contribute to a decrease in the amount of additional housing that could potentially be added to the City of Lancaster. The proposed southwest project site is expected to generate approximately 86 jobs,

all of which are new jobs compared to current conditions on the project site. For several reasons, the Proposed Project is not expected to generate a demand for 86 housing units. Typical skills required for many of the uses proposed by the project (i.e., retail, restaurant, fast food) are of the type that are filled by workers and students who are already present in the local labor force. It is reasonable to expect, therefore, that many of the new employees will be drawn from the local labor force and student population readily available in the immediate area and surrounding communities. The southwest project site would not result in a direct demand for new housing in the area. Therefore, impacts regarding housing would be less than significant.

Population

The proposed southwest project site would not include development of residential uses or any residential zoning, and therefore would not induce population growth. As discussed above, the jobs created by the proposed southwest project site would not likely create a demand for housing, and similarly would not result in population growth. Likewise, the proposed zone change would prevent any residences from being developed on-site and the proposed commercial uses would not induce population growth. Currently, the existing zoning, which is R-7,000, would allow for approximately 28 single family residences to be developed on the project site. In this situation, approximately 86 residents would be added to the population of the City of Lancaster.² With the proposed general plan amendment and zone change, no additional residents would be generated because development would consist of commercial uses, not residential uses. Thus the proposed southwest project site would not pose additional issues related to increased or decreased population. The proposed southwest project site would result in less than significant impacts related to population.

Southeast Project Site

Construction

Construction of the proposed southeast project site would result in increased employment opportunities in the construction field, which could potentially result in increased permanent population and demand for housing in the vicinity of the southeast project site. However, the employment patterns of construction workers in Southern California are such that it is not likely that they would relocate their households as a consequence of the construction employment associated with the southeast project site. The construction industry differs from most other industry sectors in several ways:

² Based on an average of 3.0772 persons per household, State of California, Department of Finance, E-5 Population and Housing Estimates, for Cities, Counties, and the State, 2001–2007, with 2000 Benchmark, at <http://www.dof.ca.gov/HTML/DEMOGRAP/ReportsPapers/Estimates/E5/E5-06/E-5text2.asp>.

- There is no regular place of work. Construction workers regularly commute to job sites that change many times over the course of a year. Their sometimes lengthy daily commutes are facilitated by the off-peak starting and ending times of the typical construction workday.
- Many construction workers are highly specialized (e.g., crane operators, steelworkers, masons, etc.) and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are highly specialized. Workers remain at a job site only for the time frame in which their specific skills are needed to complete a particular phase of the construction process.

Therefore, project-related construction workers would not be likely to relocate their place of residence as a consequence of working on the proposed southeast project site, and significant housing or population impacts would not result from construction of the project.

Operation

Employment

The proposed southeast project site would allow development of approximately 42,867 square feet of commercial retail uses and 50 townhome units. The southeast project site would provide employment for approximately 101 persons (Table IV.K-3), which would be consistent with SCAG projections for the City of Lancaster through 2010. As stated above, SCAG predicts approximately 7,565 new jobs between 2000 and 2010. The southeast project site's estimated employment generation represents approximately 1.3 percent of this increase. Therefore, the southeast project site would result in a less than significant impact regarding employment.

Table IV.K-3
Estimated Employment Generation
Southeast Project Site

Type of Development	Size (sf)	Employee Generation Factor^a	Total Employees
Retail and Services	42,867	424 sf/employee	101.1
Subtotal			101
<i>Existing Employment at the southeast project site</i>			<i>0</i>
Total Under Proposed Project			101
^a <i>Employment Density Study Summary Report, Prepared for Southern California Association of Governments, Prepared by The Natelson Company, Inc., October 2001.</i> <i>Source (table): Christopher A. Joseph & Associates, April 2007.</i>			

Housing

The southeast project site would include the development of 50 townhome units along with the commercial development. The project proposes a general plan amendment and zone change request to redesignate the site from Urban Residential (UR) to Residential High Density (MR2) and Commercial (C) and rezone from R-10,000 to CPD and High Density Residential (HDR). While the southeast project site would allow for the addition of 50 townhomes, which is greater than what is currently allowed for by the existing zoning, the southeast project site's additional housing units would be within the growth range that is planned for the City of Lancaster from the year 2000 to 2010. SCAG forecasts that between 2000 and 2010, approximately 13,129 new housing units would become available in the City. The southeast project site would add approximately 0.4 percent of the new housing units between 2000 and 2010. This does not represent a substantial increase in the amount of housing within the City and therefore, impacts regarding housing would be less than significant.

As stated above, the Proposed Project would change the existing zoning to allow for commercial land uses. The proposed southeast project site development is expected to generate approximately 101 new jobs compared to current conditions on the project site. For several reasons, the Proposed Project is not expected to generate a demand for 101 housing units. Typical skills required for many of the uses proposed by the project (i.e., retail, restaurant, grocery store) are of the type that are filled by workers and students who are already present in the local labor force. It is reasonable to expect, therefore, that many of the new employees will be drawn from the local labor force and student population readily available in the immediate area and surrounding communities. The southeast project site would not result in a direct demand for new housing in the area. Therefore, impacts regarding housing would be less than significant.

Population

The southeast project site would be expected to result in approximately 154 new residents (see Table IV.K-4) in the City of Lancaster.³ SCAG forecasts that between 2000 and 2010, the City of Lancaster will gain an additional 48,616 persons. With the proposed general plan amendment and zone change, the southeast project site would allow for commercial and residential uses, while the existing zoning would only allow for residential uses. Under the existing zoning of the site, which is R-10,000, approximately 45 single-family residences could potentially be developed. In this situation, approximately 138 additional residents would be generated.⁴ With the proposed development of the southeast project site,

³ Based on an average of 3.072 persons per household, State of California, Department of Finance, E-5 Population and Housing Estimates, for Cities, Counties, and the State, 2001–2007, with 2000 Benchmark, at <http://www.dof.ca.gov/HTML/DEMOGRAP/ReportsPapers/Estimates/E5/E5-06/E-5text2.asp>.

⁴ Ibid.

approximately 154 additional residents would be generated. While the proposed development of the project site creates more population growth than what is possible under the existing zoning, the southeast project site's additional population is within the growth forecast for the City of Lancaster. The addition of the estimated 154 new residents would be well within the SCAG's anticipated growth rate for the City of Lancaster, representing approximately 0.3 percent of the Citywide total for the period of 2000 to 2010. Considering the Proposed Project is within the SCAG forecasts for the City of Lancaster, impacts with respect to population would be less than significant.

Table IV.K-4
Estimated Population Generation
Southeast Project Site

Type of Development	Number of Units	Population Generation Factor^a	Total Population
Townhome	50	3.072/household	153.6
<i>Subtotal</i>			154
<i>Existing Population at the southeast project site</i>			<i>0</i>
Total Under Proposed Project			154
^a State of California, Department of Finance, E-5 Population and Housing Estimates, for Cities, Counties, and the State, 2001–2007, with 2000 Benchmark, website: http://www.dof.ca.gov/HTML/DEMOGRAP/ReportsPapers/Estimates/E5/E5-06/E-5text2.asp , May 2007. Source (table): Christopher A. Joseph & Associates, April 2007.			

CUMULATIVE IMPACTS

Employment

Combined, the proposed 30th Street West and Avenue K Projects would generate approximately 187 employees, 187 more employees than what currently exists on the project sites. This represents a net increase of approximately 187 jobs in the City of Lancaster, as the Proposed Projects would develop uses on currently vacant and undeveloped land, and would not result in the demolition of any existing uses. There are a number of related developments in the City of Lancaster, and in proximity to the project sites. These projects would, if approved and constructed, result in additional employees, residents, and housing units in the City of Lancaster. As discussed above, the City of Lancaster employed approximately 52,119 persons in 2000. SCAG forecasts that the City of Lancaster will provide employment for 59,684 persons by the year 2010, employment for 62,937 persons by the year 2015, and employment for 66,081 persons by 2020 (see Table IV.K-1). The Proposed Projects would account for approximately 2.5 percent of the employment growth projected by SCAG for the City of Lancaster between 2000 and 2010. The Proposed Projects are therefore well within these projections, and has a less than significant direct effect.

Development of the Proposed Projects, in conjunction with the various related projects in the area would further increase employment opportunities in the City of Lancaster and surrounding areas. Job growth is

considered a beneficial effect and, as the projects' incremental contribution to regional job growth would be not considered cumulatively considerable, such job growth would not be considered a significant cumulative impact. Additionally, the Proposed Projects would not likely result in the relocation and addition of permanent residents to fill the jobs generated by the commercial uses proposed. Therefore, the incremental contribution associated with the Proposed Projects would not contribute substantially to the significant cumulative impact on population growth and housing demand.

Housing

Combined, the proposed 30th Street West and Avenue K Projects would create 50 townhome units, 50 residential units more than what currently exists on the project sites. This represents a net increase of 50 residential units in the City of Lancaster, as the Proposed Project would develop uses on currently vacant and undeveloped land, and would not result in the demolition of any existing uses. There are a number of related developments in the City of Lancaster, and in proximity to the project sites. These projects would, if approved and constructed, result in additional employees, residents, and housing units in the City of Lancaster. As discussed above, the City of Lancaster provided approximately 38,289 housing units in 2000. SCAG forecasts that the City of Lancaster will provide 51,418 housing units by the year 2010, 58,980 housing units by the year 2015, and 66,591 housing units by 2020 (see Table IV.K-1). The Proposed Projects would account for approximately 0.4 percent of the housing growth projected by SCAG for the City of Lancaster between 2000 and 2010. The Proposed Projects are therefore well within these projections, and has a less than significant direct effect.

Development of the Proposed Projects, in conjunction with the various related projects in the area would further increase residential units in the City of Lancaster and surrounding areas. However, the current zoning for the project sites would allow for approximately 28 single-family houses on the southeast project site and approximately 45 single-family houses on the southeast project site. The current zoning would allow for approximately 73 single-family homes, while the Proposed Projects would only create 50 townhomes. The Proposed Projects would contribute less housing than what is currently planned for, and would not exceed SCAG projections. Thus, as the projects' incremental contribution to regional housing growth would be not considered cumulatively considerable, such housing growth would not be considered a significant cumulative impact. Therefore, the incremental contribution associated with the Proposed Projects would not contribute substantially to the significant cumulative impact on population growth and housing demand.

Population

Combined, the proposed 30th Street West and Avenue K Projects would generate an additional 154 residents, 154 more residents than what currently exists on the project sites. This represents a net increase of 154 persons living in the City of Lancaster, as the Proposed Projects would develop uses on currently vacant and undeveloped land, and would not result in the demolition of any existing uses. There are a number of related developments in the City of Lancaster, and in proximity to the project sites. These

projects would, if approved and constructed, result in additional employees, residents, and housing units in the City of Lancaster. As discussed above, the population of the City of Lancaster was 119,416 in 2000. SCAG forecasts that the population of the City of Lancaster will reach 168,032 persons by the year 2010, 191,912 persons by the year 2015, and 215,468 persons by 2020 (see Table IV.K-1). The Proposed Projects would account for approximately 0.3 percent of the housing growth projected by SCAG for the City of Lancaster between 2000 and 2010. The Proposed Projects are therefore well within these projections, and has a less than significant direct effect.

Development of the Proposed Projects, in conjunction with the various related projects in the area would further increase the population of the City of Lancaster and surrounding areas. However, the current zoning for the project sites would allow for approximately 28 single-family houses on the southwest project site and approximately 45 single-family houses on the southeast project site, for a total of 73 single-family homes, while the Proposed Project would only create 50 townhomes. Under the current zoning, it would be possible for approximately 223 additional persons to be added to the population of the City of Lancaster.⁵ However, the Proposed Projects are only expected to contribute 154 additional residents. The Proposed Projects would generate less people than what is currently planned for, and would not exceed SCAG projections. Thus, as the projects' incremental contribution to regional population growth would be not considered cumulatively considerable, such population growth would not be considered a significant cumulative impact. Therefore, the incremental contribution associated with the Proposed Projects would not contribute substantially to the significant cumulative impact on population growth and housing demand.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Projects would result in less than significant impacts to employment, housing, and population.

⁵ Based on 3.061 persons per household in the City of Lancaster. State of California, Department of Finance, E-5 Population and Housing Estimates, for Cities, Counties, and the State, 2001–2007, with 2000 Benchmark, website: <http://www.dof.ca.gov/HTML/DEMOGRAP/ReportsPapers/Estimates/E5/E5-06/E-5text2.asp>.

IV. ENVIRONMENTAL IMPACT ANALYSIS
L. PUBLIC SERVICES
1. FIRE PROTECTION

ENVIRONMENTAL SETTING

Los Angeles County Fire Department (LACFD) provides fire protection services for the City of Lancaster on a contractual basis. The Department's operations are divided into nine operational Divisions, which are composed of 20 Battalions serving unincorporated areas of Los Angeles County and 58 contract cities. The project site is located within Battalion 11 which includes seven fire stations, all of which are located within the City of Lancaster. The closest station is Fire Station 134, located at 43225 North 25th Street, approximately one mile to the southeast of the project sites.

Regulatory Framework

General Plan

Chapter III, Plan for Public Health and Safety, of the City's General Plan contains objectives and policies with respect to fire prevention and suppression services.¹ These objectives and policies pertain to the regulation of new development in natural fire hazard areas and the provision of adequate fire facilities. The General Plan also sets forth performance objectives for the level of service provided. The current performance objective for fire protection is a five minute maximum response time to emergency calls within urban areas and a seven minute maximum response time to emergency calls within rural areas.

Municipal Code

The City of Lancaster has adopted the Los Angeles County Fire Code (Title 32) as the City's Fire Code. The Fire Code (Section 15.32 of the Municipal Code) establishes requirements with respect to fire protection and prevention. The municipal code also establishes fire protection fees (Section 15.76) which are intended to mitigate impacts of new development on the level of fire service capacity in existing facilities. All new residential, commercial, or industrial developments are required to pay fire protection fees prior to issuance of a building permit. However, consideration in lieu of the fire protection fees required may be accepted provided that either an acceptable substitute consideration is proposed that has a value equal to or greater than the required fees, or, a developer or property owner elects to construct an identified capital improvement.

¹ *The City's existing General Plan was prepared in 1997 and is currently in the process of being updated.*

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project may have a significant environmental impact if it were to:

- (a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection.

Project Impacts

Construction

Construction of the Proposed Projects would increase the potential for accidental on-site fires from such sources as the operation of mechanical equipment and use of flammable construction materials. In most cases, the implementation of “good housekeeping” procedures by the construction contractors and the work crews would minimize these hazards. Good housekeeping procedures that would be implemented during construction of the Proposed Projects include: the maintenance of mechanical equipment in good operating condition, careful storage of flammable materials in appropriate containers, and the immediate and complete cleanup of spills of flammable materials when they occur.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. These impacts are considered to be less than significant for the following reasons:

1. Construction impacts are temporary in nature and do not cause lasting effects;
2. Partial lane closures, if determined to be necessary, would not greatly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the project sites, flagmen would be used to facilitate the traffic flow until construction is complete; and
3. The project sites are located approximately one mile from LACFD Fire Station 134, which houses an Engine Company.

Based on the above information, project construction would not be expected to tax fire fighting and emergency services to the extent that there would be a need for new, expanded, consolidated, or relocated fire facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the LACFD. Therefore, construction-related impacts to fire protection services would be less than significant.

Operation

As discussed in Section IV.K, Population, Housing, and Employment, the Proposed Projects would introduce a total of approximately 154 new residents and 187 new employees to the project sites, resulting in as many as 341 persons on the project sites on a daily basis. Implementation of the Proposed Projects would also increase the number of site visitors (i.e., customers). This increase in residents, employees, and site visitors would generate a potential increase in the demand for fire protection services.

Facilities

To offset potential impacts related to the additional population, the Proposed Projects would incorporate the applicable design features identified in Policy 4.7.2 of the General Plan, which would minimize the potential for fires. In addition, the Proposed Projects would be subject to review and comment from the LACFD. The current response time to the project sites from Fire Station 134 is approximately 4.1 minutes.² As discussed above, there are seven fire stations located within the City of Lancaster. The funding for such facilities is supported by fire protection fees. It is not anticipated that the Proposed Projects would cause the need for new or expanded fire facilities. Furthermore, the payment of fire protection fees fulfill the project applicant's requirements to mitigate any potential impacts caused by the Proposed Projects. Impacts would be less than significant.

Access

Access to the southwest project site would be provided from one driveway on Avenue K and two driveways on 30th Street West (See Figure II-3). Access to the southeast project site would be provided from one driveway on Avenue K and two driveways on 30th Street West (See Figure II-4). All driveways would be developed in accordance with the applicable fire access codes and standards. In addition, the proposed development plans would be submitted to the LACFD for review and comment prior to construction. Thus, impacts associated with fire services and apparatus accessibility would be less than significant.

² *Written correspondence from John R Todd, Chief, Forestry Division, County of Los Angeles Fire Department, June 14, 2007.*

CUMULATIVE IMPACTS

Implementation of the Proposed Projects in combination with the 75 related projects listed in Section III, Environmental Setting, would increase the demand for fire protection services in the project area. Specifically, there would be increased demands for additional LACFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (i.e., developer fees, property taxes, government funding) to which the applicants of the Proposed Projects and related projects would be required to contribute. In addition, similar to the Proposed Project, each of the related projects would be individually subject to LACFD review, and would be required to comply with all applicable fire safety requirements of the LACFD and City of Lancaster in order to adequately mitigate fire protection impacts. Therefore, cumulative impacts on fire protection would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Projects would have a less-than-significant impact with respect to fire protection and services.

IV. ENVIRONMENTAL IMPACT ANALYSIS
L. PUBLIC SERVICES
2. POLICE PROTECTION

ENVIRONMENTAL SETTING

Los Angeles County Sheriff's Department (LACSD) provides police protection services for the City of Lancaster on a contractual basis. The Proposed Project is within the jurisdiction of the Lancaster Station which is located at 501 West Lancaster Boulevard, approximately 3.0 miles to the northeast of the project sites. Lancaster Station has 224 sworn personnel, 61 civilian personnel assigned, 55 black-and-white patrol vehicles, and 5 police motorcycles. Station personnel cover an area of more than 600 square miles, including the contract city of Lancaster, and the communities of Lake Los Angeles, Quartz Hill, and Antelope Acres. Law enforcement services are provided for over 180,000 residents.³

In addition to general law and traffic vehicles operating during three shifts (early morning, day, and night), the City is served by several specialized units providing proactive policing services. The sworn officer to citizen population ratio is currently one officer per 833 citizens. This staffing level is adequate to meet the current demand of services in the area.⁴

Response times are measured from the time a call is received, until the patrol car arrives at the location. Response times vary, as calls are handled by the nearest available patrol car located within the patrol area, not necessarily from the station itself. Depending on the location of the responding patrol car, response time in the project area currently are 5.4 minutes for emergency calls, 14.0 minutes for priority calls (immediate, but not life threatening), and 83.1 minutes for routine calls. Currently, response times are adequate, however, programs are continually implemented to reduce response times.⁵

Regulatory Framework

General Plan

Chapter III, Plan for Public Health and Safety, of the City's General Plan contains objectives and policies with respect to crime prevention and protection services.⁶ These objectives and policies identify strategic design features for new development which can be used to discourage criminal activity and, thereby, reduce the need for officers and facilities. The General Plan also sets forth performance objectives for the

³ *Written correspondence from Gordon E. Carn, A/Captain, County of Los Angeles Sheriff's Department Headquarters, April 30, 2007.*

⁴ *Ibid.*

⁵ *Ibid.*

⁶ *The City's existing General Plan was prepared in 1997 and is currently in the process of being updated.*

level of service provided. The current performance objective for police protection is a seven minute average response time to emergency calls within urban areas and a nine minute average response time to emergency calls within rural areas.

Municipal Code

The City's Municipal Code (Section 15.64.130) establishes Sheriff's substation facilities fees. The Sheriff's substation facilities fee is imposed on all new development in the City. The sheriff's substation facilities fee shall be used to finance land acquisition, design, construction, equipping, and related capital costs for sheriff substation facilities.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project may have a significant environmental impact if it were to:

- (a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.

Project Impacts

As discussed in Section IV.K, Population, Housing, and Employment, the Proposed Projects would introduce a total of approximately 154 new residents and 187 new employees to the project sites, resulting in as many as 341 persons on the project sites on a daily basis. Implementation of the Proposed Projects would also increase the number of site visitors (i.e., at the proposed residences and commercial uses). This increase in residents, employees, and site visitors would generate a potential increase in the demand for police protection services.

Officer-to-Population Ratio

As previously discussed, the Lancaster Sheriff's Station has 224 officers and serves a population of roughly 180,000 residents; therefore, the existing officer-to-population ratio is approximately one officer per 833 persons. The additional employee and resident population generated by the Proposed Projects

would slightly reduce the ratio of police officers per 833 residents; however, the need for additional officers is not anticipated.⁷

To offset potential impacts related to the additional population, the Proposed Project would incorporate the applicable design features identified in Policy 4.6.2 of the General Plan. The use of strategic design features would reduce the demand for LASD officers by enhancing public safety and discouraging criminal activity. Under this policy, the Proposed Project would be subject to review and comment from the LASD. With implementation of this policy and the LASD's review of the project plans, the demand for officers and facilities would be reduced and impacts to the officer-to-population ratio would be less than significant.

Facilities

The Lancaster Station is adequate to meet the needs of the community it serves through the year 2020. The Proposed Project by itself will not have a significant impact on current law enforcement services, however, any development on vacant land will place an increased demand for services. Law enforcement needs for the City as a whole are determined annually and are based on several factors including, but not limited to, population increases, numbers of calls for service, response times, number of traffic accidents, arrests, bookings and patrol miles.⁸ Nonetheless, it is not anticipated that the Proposed Project would cause the need for new or expanded police facilities. As discussed above, with implementation of Policy 4.6.2 of the General Plan and the LASD's review of the project plans, the demand for officers and facilities would be reduced. Furthermore, the payment of Sheriff's substation facilities fees fulfills project applicant requirements to mitigate any potential impacts caused by the Proposed Projects. Impacts would be less than significant.

CUMULATIVE IMPACTS

Implementation of the Proposed Projects in combination with the 75 related projects listed in Section III, Environmental Setting, would increase the demand for police protection services in the project area. Specifically, there would be increased demands for additional LASD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (i.e., developer fees, property taxes, government funding) to which the applicants of the Proposed Projects and related projects would be required to contribute. In addition, similar to the Proposed Projects, each of the related projects would be individually subject to LASD review, and would be required to comply with all applicable development

⁷ *Written correspondence from Gordon E. Carn, Captain, County of Los Angeles Sheriff's Department Headquarters, April 30, 2007.*

⁸ *Ibid.*

and design requirements of the City of Lancaster's municipal code and General Plan. Therefore, cumulative impacts on police would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Projects would have a less than significant impact with respect to police protection and services.

IV. ENVIRONMENTAL IMPACT ANALYSIS

L. PUBLIC SERVICES

3. SCHOOLS

ENVIRONMENTAL SETTING

The project sites are located within the boundary of the Antelope Valley Union High School District for high schools and the Lancaster Unified School District for elementary and middle schools. The southwest project site is within the attendance boundaries of Nancy Cory Elementary School located at 3540 West Avenue K-8 and the southeast project site is within the attendance boundaries of Sunnydale Elementary School located at 1233 West Avenue J-8. Both project sites are within the attendance boundaries of Amargosa Middle School located at 44333 27th Street West and Lancaster High School, located at 44701 North 32nd Street West.

Regulatory Framework

California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local laws (Government Code Section 65996). Per section 65995.5-7 of the Government Code, developer fees have been imposed at a rate of \$2.75 per square foot of new residential construction and \$0.31 per square foot of new commercial construction for the Lancaster Unified High School District. Per section 65995.5-7 of the Government Code, Level II developer fees have been imposed at a rate of \$1.64 per square foot of new construction for the Antelope Valley Union High School District. However, if State funding becomes unavailable, Section 65995.7 authorizes a school district that is eligible to collect the Level II Fee to calculate and collect the Level III Fees. The Level III developer fees have been imposed at a rate of \$3.28 per square foot of new construction for the Antelope Valley Union High School District.⁹

⁹ AVUHSD-School Facility Needs Analysis, September 2006.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project may have a significant environmental impact if it were to:

- (a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools.

Project Impacts

As discussed in Section IV.K, Population, Housing, and Employment, the Proposed Projects would introduce approximately 154 new residents and 187 new employees to the project sites. These new residents and employees would generate students within the attendance boundaries of the identified schools.

Southwest Project Site

Nancy Cory Elementary School

The Nancy Cory Elementary School would serve the southwest project site. In the 2004-2005 school year, Nancy Cory Elementary School had an enrollment of 775 students.¹⁰ The school currently is at capacity and operates on a modified traditional calendar.¹¹ Bungalow classrooms are located on campus to provide additional classrooms. The approximately 86 employees generated on the southwest project site are not anticipated to generate a significant number of students such that the construction of new school facilities or the expansion of existing school facilities would be required. Nonetheless, the project applicant would be required to pay school fees per SB 50. The payment of school fees is considered to provide full and complete mitigation of school facilities impacts. With payment of the required fees, impacts to Nancy Cory Elementary School would be reduced to a less than significant level.

¹⁰ Nancy Cory Elementary School, School Accountability Report Card, website: <http://www.lancaster.k12.ca.us/Site%20Report%20Cards.htm>, accessed April 9, 2007.

¹¹ Karen Avila, Antelope Valley Union High School District, June 28, 2007.

Southeast Project Site***Sunnydale Elementary School***

The Sunnydale Elementary School would serve the southeast project site. In the 2004-2005 school year, Sunnydale Elementary School had an enrollment of 785 students and was at capacity.¹² Modular classrooms are located on campus to provide additional classrooms. The approximately 101 employees and 154 residents generated on the southeast project would potentially generate a significant number of students such that the expansion of existing school facilities could be required. Nonetheless, the project applicant would be required to pay school fees per SB 50. The payment of school fees is considered to provide full and complete mitigation of school facilities impacts. With payment of the required fees, impacts to Sunnydale Elementary School would be less than significant.

Amargosa Creek Middle School

The Amargosa Creek Middle School would serve both project sites. In the 2004-2005 school year, Amargosa Creek Middle School had an enrollment of 1,537 students. Four portable buildings were added to the southwest section of campus to provide additional classrooms.¹³ As the Lancaster School District considers this facility to be at and above capacity, students generated by the approximately 154 new residents and 187 new employees introduced by the Proposed Projects could generate a significant number of students such that the expansion of existing school facilities or construction of new facilities may be required. As discussed above, the payment of school fees would provide full and complete mitigation of school facilities impacts. With payment of the required fees, impacts to Amargosa Creek Middle School would be less than significant.

Lancaster High School

The Lancaster High School would serve both project sites. In the 2004-2005 school year, Lancaster High School had an enrollment of 3,148 students. Lancaster High School recently added eight portable classrooms to accommodate growth, and nine additional portable classrooms are estimated to be added in the next school year (2005-2006).¹⁴ Additional classrooms provide space for instruction. In the 2004-2005 school year, an additional lunch period was incorporated to help alleviate the crowded situation.

¹² Sunnydale Elementary School, School Accountability Report Card, website: <http://www.lancaster.k12.ca.us/Site%20Report%20Cards.htm>, accessed April 9, 2007.

¹³ Amargosa Creek Middle School, School Accountability Report Card, website: <http://www.lancaster.k12.ca.us/Site%20Report%20Cards.htm>, accessed April 9, 2007.

¹⁴ Lancaster High School, School Accountability Report Card, website: <http://www.lnhs.org/LNHSSA~1.htm>, accessed April 9, 2007.

Thus as Lancaster High School is currently overcrowded, the addition of any students would cause the school's capacity to be further exceeded. The Antelope Valley Union High School District has adopted school fees, which the Proposed Projects would be required to pay per SB 50. The payment of which is considered to provide full and complete mitigation of school facilities impacts. With payment of the required fees, impacts to schools would be less than significant.

CUMULATIVE IMPACTS

The Proposed Projects, in combination with the related projects, is expected to result in a cumulative increase in the demand for school services. There are a total of 75 related projects and together, the related projects would have the potential to generate students that would attend the same schools as the Proposed Projects. The related projects would generate approximately 1,638 employees and 10,371 persons (see Table IV.L-1, below). Therefore, implementation of the Proposed Projects in combination with the 75 related projects listed in Section III, Environmental Setting, would increase the demand for school services and facilities in the project area. This need would be funded via existing mechanisms (i.e., developer fees) to which the applicants of the Proposed Projects and related projects would be required to contribute. The payment of developer fees is considered to provide full and complete mitigation of school facilities impacts as per SB 50. Therefore, cumulative impacts on schools would be less than significant.

Table IV.L-1
Estimated Employment and Population Generation

Type of Development	Size (sf)	Employee Generation Factor ^a	Total Employees
Retail and Services	683,323	424 sf/employee	1,612
Building for High School	36,600	4.96 employees/43,560 sf	4
Church Addition	2,000	13.04 employees/43,560 sf	1
Religious Center	5,525	13.04 employees/43,560 sf	2
Self-Storage	118,104	7.04 employees/43,560 sf	19
		Total	1,638
Type of Development	Size (unit or lot)	Population Generation Factor ^b	Total Population
Multi-Family	156	3.072/unit	479
Single-Family	3,220	3.072/unit	9,892
		Total	10,371
<p>a. <i>Employment Density Study Summary Report, Prepared for Southern California Association of Governments, Prepared by The Natelson Company, Inc., October 2001.</i></p> <p>b. <i>State of California, Department of Finance, E-5 Population and Housing Estimates, for Cities, Counties, and the State, 2001–2007, with 2000 Benchmark, website: http://www.dof.ca.gov/HTML/DEMOGRAP/ReportsPapers/Estimates/E5/E5-06/E-5text2.asp, May 2007.</i></p> <p>Source (table): Christopher A. Joseph & Associates, April 2007.</p>			

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Projects would have a less than significant impact with respect to schools.

IV. ENVIRONMENTAL IMPACT ANALYSIS

L. PUBLIC SERVICES

4. LIBRARIES

ENVIRONMENTAL SETTING

Existing Facilities

Library services in the City of Lancaster are provided by the County of Los Angeles Public Library (County Library). The County Library provides library service to over 3.5 million residents living in unincorporated areas and to residents of 51 incorporated cities of Los Angeles County. The service area extends over 3,000 square miles. Library services are provided by 84 Regional and Community Libraries. The County Library uses the standard of 2.75 library material items per person and 0.5 gross square feet (sf) per person to determine a library's service adequacy to its community. The project sites are equidistant from two County libraries: the Lancaster Library and the Quartz Hill Library.

Lancaster Library

The Lancaster Library is located at 601 West Lancaster Boulevard approximately four miles northeast of the project sites. The current collection totals 365,989 items with 325,537 books, 15,154 audio recordings, 16,773 video recordings, federal and state publications, 280 magazine and newspaper subscriptions, and other special materials. The library, with an area of 48,721 square feet, features the following major areas: an adult reading room, a separate children's area, a young adult area, a circulation desk with 10 check-out terminals, and a meeting room with a capacity of 176 persons.¹⁵

Quartz Hill Library

The Quartz Hill Library is located at 42018 North 50th Street West, approximately four miles southwest of the project sites. Quartz Hill is located adjacent to the City of Lancaster and is part of the unincorporated County of Los Angeles. The collection consists of 68,479 books, 5,220 audio recordings including compact discs and books-on-tape, telephone directories, 5,670 video recordings, auto manuals, pamphlets, 53 newspapers and magazines for adults and children, and English language learning materials. Quartz Hill Library is 3,500 square feet in size and includes a separate room for children's programs.

¹⁵ County of Los Angeles Public Library, Lancaster Regional Library, website: <http://colapublib.org/libs/lanaster/>, accessed June 28, 2007.

Regulatory Framework

General Plan

Chapter IV, Plan for the Living Environment, of the City's General Plan contains objectives and policies with respect to library facilities.¹⁶ These objectives and policies promote the continued adequate provision of library facilities and service levels. The General Plan also sets forth performance objectives for the level of service provided. The current performance objective for library facilities is 0.35 square feet of library space and 2.0 loanable material items per capita.

Municipal Code

The City's municipal code (Section 15.64.140) establishes library facilities fees. The library facilities fee is imposed on all new development in the City. The library facilities fee are used to finance land acquisition, design, construction, equipping, and related capital costs for local library facilities.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project may have a significant environmental impact if it were to:

- (a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for libraries.

Project Impacts

Southwest Project Site

As discussed in Section IV.K, Population, Housing, and Employment, the Proposed Project would introduce a total of approximately 86 new employees to the project sites. In general, employees of commercial sites are not expected to patronize libraries during working hours, as they are more likely to use libraries near their homes during non-work hours. However, as discussed above, a library facilities fee is imposed on all new development in the City of Lancaster. Thus, the payment of these fees would

¹⁶ The City's existing General Plan was prepared in 1997 and is currently in the process of being updated.

provide for the increased demand on library facilities attributable to the Proposed Project and impacts would be less than significant.

Southwest Project Site

As discussed in Section IV.K, Population, Housing, and Employment, the Proposed Project would introduce a total of approximately 154 new residents and 101 new employees to the project sites. In general, employees of commercial sites are not expected to patronize libraries during working hours, as they are more likely to use libraries near their homes during non-work hours. Based on the performance objectives set forth in the General Plan, the 154 new residents introduced by the southeast project site would generate need for approximately 54 square feet of library space and 308 loanable material items. As discussed above, a library facilities fee is imposed on all new development in the City of Lancaster. Thus, the payment of these fees would provide for the increased demand on library facilities attributable to the Proposed Project and impacts would be less than significant.

CUMULATIVE IMPACTS

Implementation of the Proposed Projects in combination with the 75 related projects listed in Section III, Environmental Setting, would increase the demand for library services and facilities in the project area. Based on the performance objectives set forth in the General Plan, the 10,371 new residents (see Table IV.L-1) introduced by the related projects would generate need for approximately 3,629 square feet of library space and 20,742 loanable material items. This need would be funded via existing mechanisms (i.e., developer fees) to which the applicants of the Proposed Projects and related projects would be required to contribute. With payment of library facilities fees as per the City of Lancaster municipal code (Section 15.64.140), cumulative impacts on libraries would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Projects would have a less-than-significant impact with respect to libraries.

IV. ENVIRONMENTAL IMPACT ANALYSIS

M. TRANSPORTATION AND TRAFFIC

The information in this section is based primarily on the Traffic Impact Analysis Report prepared by Overland Traffic Consultants, Inc., August, 2007 (included in Appendix I to this Draft EIR).

ENVIRONMENTAL SETTING

The project sites are located in the City of Lancaster. In the immediate vicinity of the project sites the land use is designated as urban residential with a school use on the northwest corner of the property. Surrounding the project area is predominately urban residential with non urban residential south of Avenue L and office/professional uses along the Antelope Valley Freeway east of the project sites.

Area Transportation Facilities

The project area is well served by both local and regional transportation facilities. The nearest regional facility serving the site is the Antelope Valley Freeway (SR 14) which is under the jurisdiction of the California Department of Transportation (Caltrans). In addition to the regional freeway facilities, several major and secondary arterials serve the study area, as does a well-developed local street grid. The key transportation facilities in the project vicinity are discussed below.

Freeways

Antelope Valley Freeway (SR 14)

The Antelope Valley Freeway (SR 14) is located less than one mile east of the project sites. This north-south freeway provides two to three mixed-flow lanes in each direction in the project vicinity. The freeway originates along the Golden State Freeway (I-5) at the north end of the San Fernando Valley and extends through Santa Clarita, Palmdale, Lancaster and further north.

Streets and Highways

Avenue K is designated as an Arterial roadway which provides three lanes in each direction in the immediate project vicinity. This east-west roadway creates the northern boundary of the project sites. Roadway medians are provided in the project area.

30th Street West is designated as an Arterial roadway and an Increased Capacity Intersection at Avenue K. This roadway provides two lanes and a bike lane in each direction in the project vicinity. This north-south roadway creates the east boundary of the smaller shopping center and the west boundary of the larger shopping center and housing. Roadway medians are provided in the project area.

40th Street West is a north-south Arterial roadway situated west of the project sites. One to two lanes are provided in each direction in the project area.

Avenue J-8 is designated as a Secondary Arterial and is situated north of the project site. This discontinuous roadway extends from west of 30th Street West at Bobby Jones Drive to Sierra Highway in the immediate project area. The roadway provides one to two lanes in each direction.

25th Street West is a north-south Secondary Arterial which is situated east of the project sites. This discontinuous roadway provides one to two lanes in each direction.

Avenue K-8 is designated as a Secondary Arterial and operates in the east-west direction. Avenue K-8 is located south of the project site and provides two lanes in each direction in the project vicinity.

36th Street West, Eliopulos Drive, 27th Street West, and Avenue K-4 are local streets in the project area. 36th Street West, 27th Street West, and Eliopulos Drive operate in the north-south direction and provide one lane in each direction. Avenue K-4 operates in the east-west direction and also provides one lane in each direction.

Transit

Public transportation in the study area is provided by the Antelope Valley Transit Authority (AVTA). AVTA operates several routes throughout the community including Route 12, which operates from Lancaster Park to Avenue K then north along 30th Street West. Metrolink provides rail service from Lancaster through Palmdale, Santa Clarita, Burbank and Los Angeles. A rail station is provided on Sierra Highway south of Lancaster Boulevard, which is located northeast of the project sites. Bus lines connect to the rail station. In addition, AVTA operates several commuter bus lines including Route 785 to Los Angeles, Route 786 to Century City and West Los Angeles, and Route 787 to West San Fernando Valley. Santa Clarita Transit provides bus service between Santa Clarita and the Antelope Valley.

Existing Traffic Conditions

The potential traffic impact of the Proposed Projects has been evaluated using the Intersection Capacity Utilization (ICU) method at the signalized locations. The ICU analysis method calculates the operating conditions of an intersection using a ratio of peak hour traffic volume to intersection capacity. The unsignalized locations were evaluated using the Highway Capacity Manual (HCM) methodology for two way stopped intersections. The HCM method calculates the delay at the minor roadway and turning movements at the major intersection. The amount of new traffic added to an intersection by the proposed project determines the significance of the project traffic impact. Twelve key intersections and three street segments have been selected and approved by the City of Lancaster for this traffic impact analysis.

These intersections are:

- 30th Street West & J-8 Place
- 40th Street West & Avenue K
- 36th Street West & Avenue K
- Avenue K & Future Project Driveway west of 30th Street West

- 30th Street West & Avenue K
- Avenue K & Eliopulos Drive/Future Project Driveway east of 30th Street West
- 27th Street West & Avenue K
- 25th Street West & Avenue K
- 30th Street West & Future Project Driveway south of Avenue K (retail)
- 30th Street West & Future Project Driveway south of Avenue K (residential)
- 30th Street West & Avenue K-4
- 30th Street West & Avenue K-8

The study street segments are:

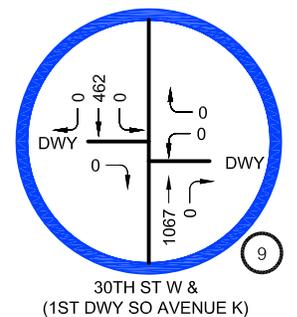
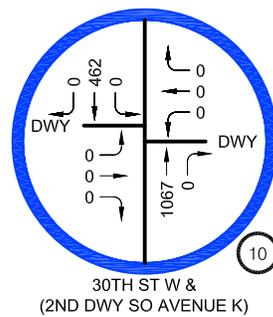
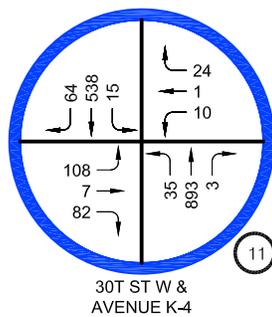
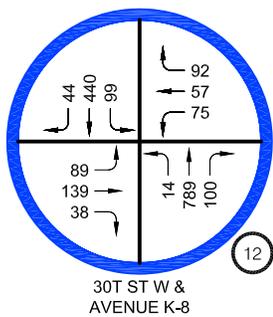
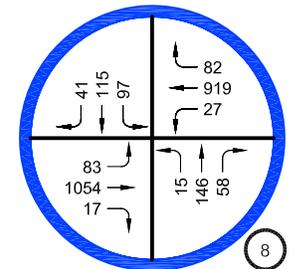
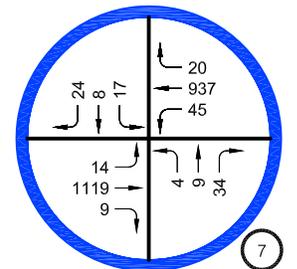
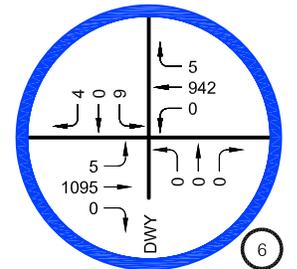
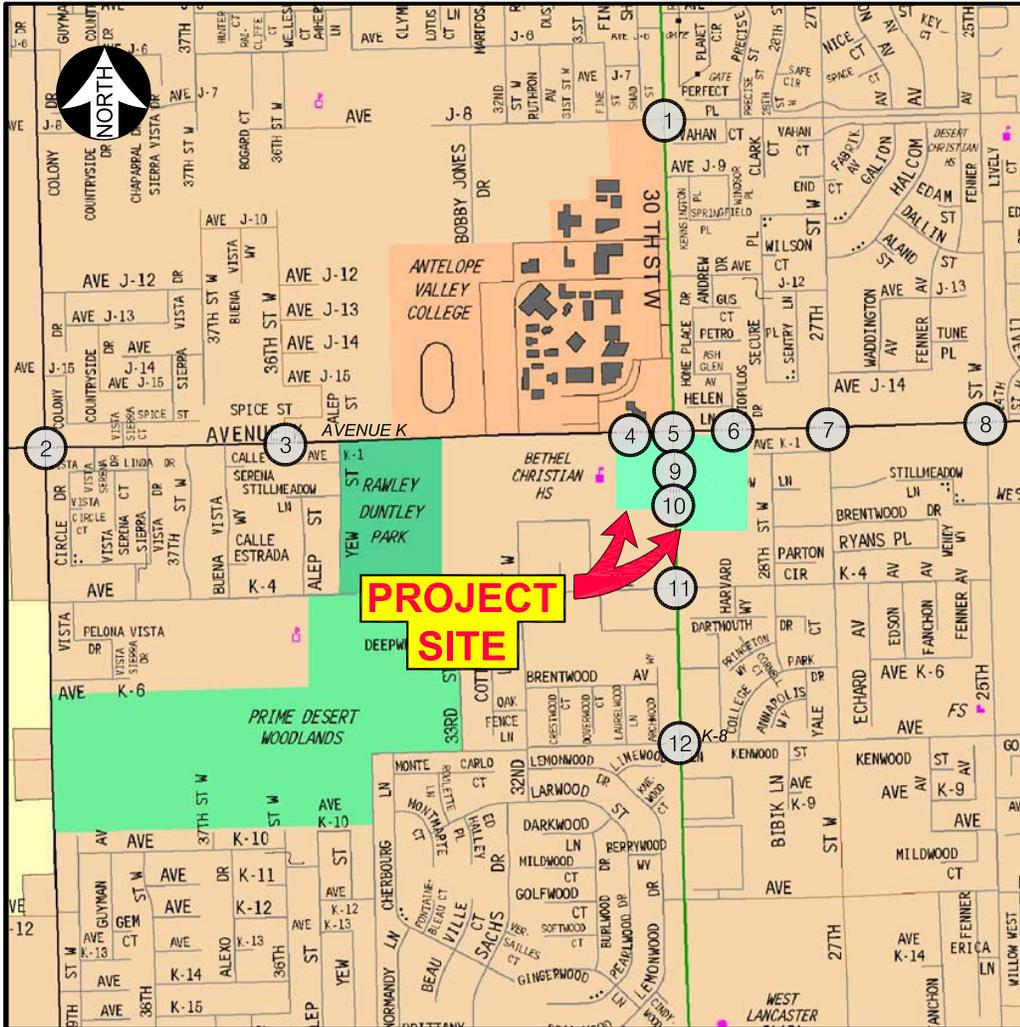
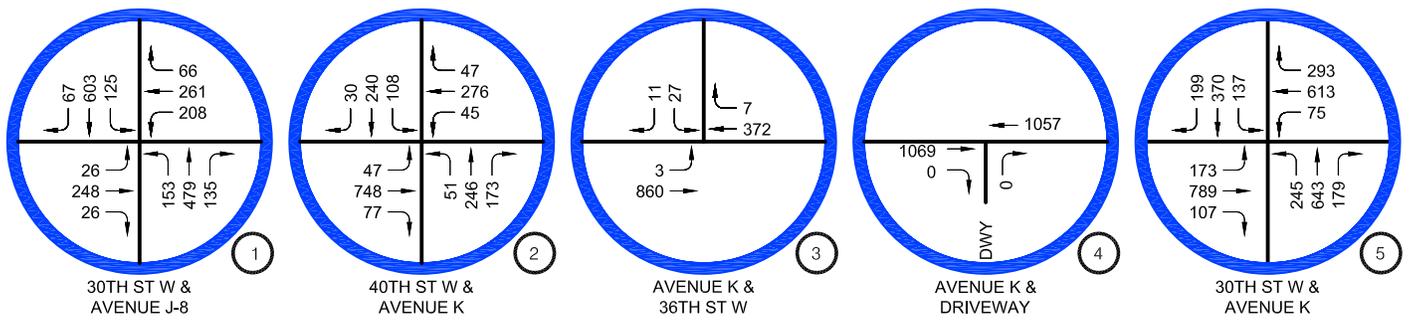
- Avenue K between 30th Street West & Eliopulos Drive
- Avenue K between Eliopulos Drive & 27th Street West
- 30th Street West south of Avenue K

The ICU analysis of traffic conditions has been conducted for present peak hour conditions, future peak hour conditions with ambient growth, future peak hour conditions with two percent per year ambient growth and other projects in the area and future peak hour conditions with the project traffic added. Pursuant to the County of Los Angeles and City of Lancaster traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

- (a) Existing traffic plus ambient growth to 2012 study year (added 10% total) (existing + ambient conditions);
- (b) Traffic in (a) plus related projects (without project scenario);
- (c) Traffic in (b) with the Proposed Projects traffic (with project scenario);
- (d) Traffic in (c) plus the proposed traffic mitigation, if necessary.

Existing Peak Hour Traffic Volumes

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted during 2007 year by an independent count company while there were no holidays and schools were in session. The AM and PM peak period counts were conducted manually from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Traffic counts were conducted by counting the number of vehicles at each

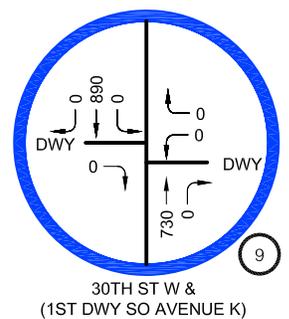
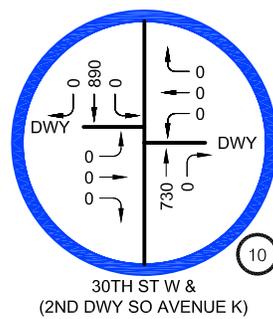
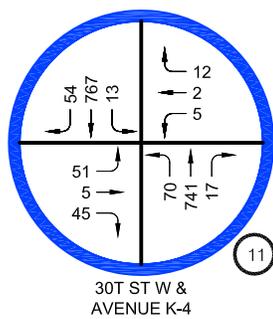
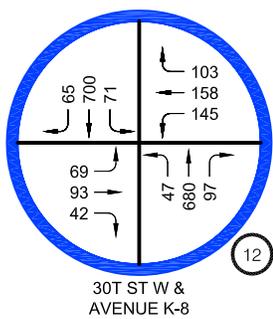
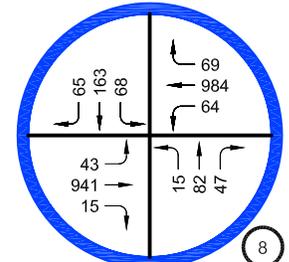
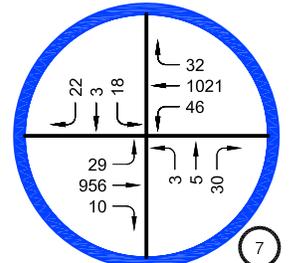
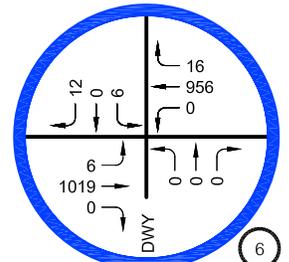
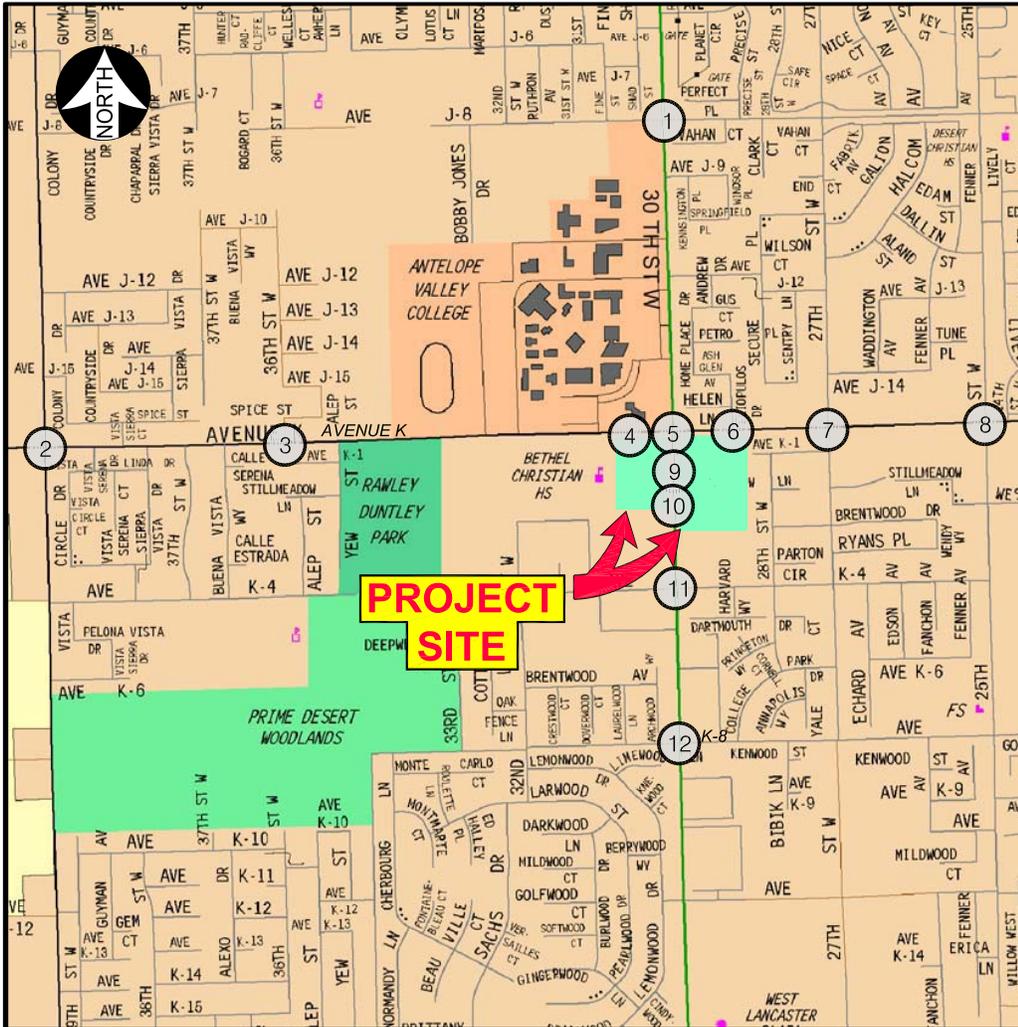
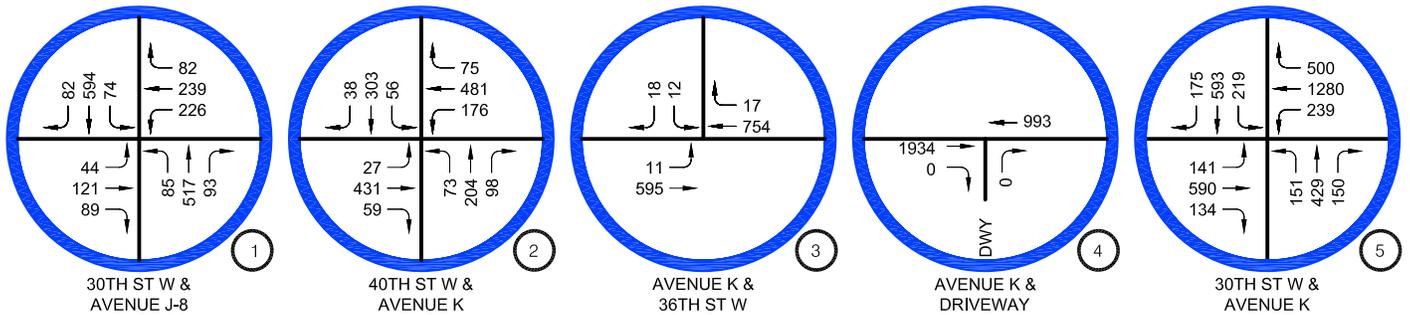


Source: Overland Traffic Consultants, Inc., August 2007.



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Environmental Planning and Research

Figure IV.M-1
Existing (2007) Traffic Volumes
AM Peak Hour



Source: Overland Traffic Consultants, Inc., August 2007.



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Environmental Planning and Research

Figure IV.M-2
Existing (2007) Traffic Volumes
PM Peak Hour

of the study intersections making each allowed move. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements combined. The existing (2007) peak hour traffic volume at each study intersection is illustrated in Figure IV.M-1, for the morning rush hour, and Figure IV.M-2, for the afternoon rush hour. The driveway locations are not yet intersections (with the exception of the one across from Eliopulos Drive) and are therefore determined based on counts from the adjacent intersections. Data collection worksheets for the peak hour counts are contained in the appendices to the Traffic Report (Appendix I to this Draft EIR).

Analysis of Existing Traffic Conditions

The traffic conditions analysis was then conducted using the Intersection Capacity Utilization (ICU) method for the signalized intersections and Highway Capacity Manual (HCM) for two-way stopped intersections method (delay) for most of the unsignalized intersections. The HCM two-way stopped intersection methodology does not evaluate conditions where there are more than two through lanes on the major roadway. Therefore, the unsignalized locations along Avenue K (where there are three through lanes) were evaluated using the HCM methodology with a third through lane incorporated into the analysis as a dedicated right turn lane to simulate the activity at the intersection. The study intersections were evaluated using these methodologies pursuant to the criteria established by the City of Lancaster. The baseline peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine the intersection's operating condition.

The peak hour traffic counts were used along with current intersection lane configurations to determine the intersection's operating condition. The available capacity for key intersection movements is directly related to traffic demand. The capacity per hour of green time for each approach is calculated based upon Highway Capacity Manual (HCM) methodology. A lane capacity of 1,600 vehicles per hour per lane (reduced to 2,880 vehicles per hour for dual left turn lanes) and 10% yellow clearance time were used. To calculate capacity the proportion of total signal time needed by key traffic movement is determined and compared to the total available time. The key movements are the opposing movements whose combined green time demands are the greatest, and the conflicting key movements are added and expressed as a decimal fraction. The resulting ICU displays the proportion of the total hours required to meet the intersection demand volumes in the key conflicting traffic movements.

The HCM methodology for two way stopped intersections evaluates the amount of delay based upon the intersection traffic volumes. The minor street/driveways typically provide access to residential or business areas. The major road traffic is typically operating free-flow with the exception of the right and left turns. Operation performance (delay) is measured at the minor roadways based upon the traffic volumes.

Once the ICU/HCM value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the

LOS grades are shown in Table IV.M-1 for signalized locations and Table IV.M-2 for unsignalized locations below.

**Table IV.M-1
Level of Service Definitions for Signalized Locations**

Level of Service	Description of Operating Condition	ICU Value
A	No loaded cycles and few are even close. Approach phase is fully utilized with no delay.	0.00 - 0.600
B	A stable flow of traffic.	0.601 - 0.700
C	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.	0.701 - 0.800
D	Approaching instability. Delays may be lengthy during short times within the peak hour. Vehicles may be required to wait through more than one cycle.	0.801 - 0.900
E	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.	0.901 - 1.000
F	Gridlock conditions with stoppages of long duration.	> 1.000

Source: Overland Traffic Consultants, Inc., August 2007.

**Table IV.M-2
Level of Service Definitions
for Non-Signalized Locations**

LOS	Delay (seconds)
A	Less than 10
B	10 – 15
C	16 – 25
D	26 – 35
E	36 – 50
F	Greater than 50

Source: Overland Traffic Consultants, Inc., August 2007.

By applying these procedures to the intersection data, the ICU/Delay values and the corresponding LOS for existing traffic conditions were determined for each intersection. The ICU/HCM and LOS values are summarized in Table IV.M-3.

**Table IV.M-3
Critical Movement Analysis Summary
Existing (2007) Conditions**

No.	Intersection	Peak Hour	Direction	Existing	
				ICU/Delay	LOS
1	30 th Street West & Avenue J-8	AM		0.60	A
		PM		0.546	A
2	40 th Street West & Avenue K	AM		0.845	D
		PM		0.775	C
3	36 th Street West & Avenue K	AM	EBL	8.0	A
			SB	15.2	C
		PM	EBL	9.3	A
			SB	16.1	C
4	Avenue K & Future Driveway e/o 30 th Street West	AM		n/a	
		PM		n/a	
5	30 th Street West & Avenue K	AM		0.598	B
		PM		0.757	C
6	Avenue K & Eliopulos Drive & Future Driveway e/o 30 th Street West	AM	EBL	9.9	A
			SB	15.3	C
			NB		
		PM	EBL	10.1	B
			SB	14.9	B
			NB		
7	27 th Street West & Avenue K	AM	NB	49.7	E
			SB	93.7	F
		PM	NB	32.2	D
			SB	74.6	F
8	25 th Street West & Avenue K	AM		0.571	A
		PM		0.546	A
9	30 th Street West & Future Driveways (N) s/o Avenue K	AM	WB	n/a	
			EB		
		PM	WB	n/a	
			EB		
10	30 th Street West & Future Driveways (S) s/o Avenue K	AM	WB	n/a	
			EB		
		PM	WB	n/a	
			EB		
11	30 th Street West & Avenue K-4	AM	WB	15.9	C
			EB	24.5	C
		PM	WB	15.9	C
			EB	21.9	C
12	30 th Street West & Avenue K-8	AM		0.543	A
		PM		0.520	A
<p><i>EBL = Eastbound Left Turn</i> <i>NB = Northbound</i> <i>SB = Southbound</i> <i>WB = Westbound</i> <i>EB = Eastbound</i> <i>Source: Overland Traffic Consultants, Inc., August 2007.</i></p>					

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a significant traffic impact may occur if the Proposed Projects would result in any of the following conditions:

- (a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- (b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- (e) Result in inadequate emergency access;
- (f) Result in inadequate parking capacity; and
- (g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

As discussed in Section IV.A, Impacts Found to be Less Than Significant in this Draft EIR, the projects would have no potential impacts with respect to Threshold (c) listed above. As such, the following analysis focuses on Thresholds (a), (b), (d), (e), (f), and (g).

Impact Significance Criteria

According to the standards adopted by the County of Los Angeles and the City of Lancaster, a traffic impact is considered significant if the project related increase in the ICU/HCS value degrades an intersection currently operating at an acceptable level of service (LOS A – D) to a deficient level (LOS E or F) or in the project related increase in the ICU value equals or exceeds the thresholds shown below in Table IV.M-4 for signalized and unsignalized intersections:

**Table IV.M-4
Significant Impact Criteria for Signalized & Unsignalized Intersections**

Pre-Project LOS	Signalized Intersections Project V/C Increase	Unsignalized Intersections Project Percentage Delay Increase
E	0.02	2%
F	0.02	2%

Source: Overland Traffic Consultants, Inc., August 2007.

Project Impacts

Project Traffic Generation

Traffic-generating characteristics of shopping centers and townhomes have been extensively surveyed by the Institute of Transportation Engineers (ITE). The database has been published in a handbook titled *Trip Generation, 7th Edition*. This publication of traffic generation studies has become the industry standard for estimating traffic generation of different land uses.

On the basis of the ITE trip generation rates shown in Table IV.M-5, estimates of the projects' traffic were calculated and are summarized in Table IV.M-6. The shopping center on the southeast corner incorporates residential components and it would be reasonably realistic to assume that some of the customers to this shopping center would be from the new townhomes. A 5% internal capture reduction was incorporated in the analysis to reflect this activity. The shopping center on the southwest corner provides shopping and a restaurant. It is estimated that 10% of the patrons to the restaurant would be from the shopping center. In addition, since both Avenue K and 30th Street West are Arterial roadways, it would be reasonable to assume that some of the patrons to the shopping centers would be already utilizing the roadways (not new vehicle trips) on the way to/from other destinations and make a stop at the project sites as part of another trip. Such trips are referred to as "pass-by" trips. "The Trip Generation Handbook, An ITE Recommended Practice" identifies a range of pass-by trips from 8% to 68% of the trips for shopping centers. Typically, the smaller the shopping center the larger the pass-by reduction. Shopping centers, which are approximately the size of the proposed centers, ranged from 17% to 55% pass-by trips. A conservative 20% reduction in the vehicle trips was incorporated into the analysis to reflect the pass-by activity for the Proposed Projects. No pass by reductions were taken at the site adjacent intersection of 30th Street West and Avenue K or at the driveways. As shown in Table IV.M-6, both project sites combined would be expected to add an average of 4,810 daily vehicle trips with 210 AM peak hour trips and 448 PM peak hour trips to the roadway network.

**Table IV.M-5
Project Trip Generation Rates**

Land Use	ITE Code	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
High Turnover Restaurant	932	127.15	11.52	5.99	5.33	10.92	6.66	4.26
Pharmacy with Drive Thru	881	88.16	2.66	1.52	1.14	8.62	4.22	4.40
Shopping Center	820	42.94	1.03	0.63	0.40	3.75	1.80	1.95
Residential Townhomes	230	5.86	0.44	0.07	0.37	0.52	0.35	0.17
Grocery Store	850	102.24	3.25	1.98	1.27	10.45	5.33	5.12

Note: Rates are per 1,000 square feet for the shopping center, grocery store, pharmacy, and restaurant, and per unit for the townhomes.
Source: Overland Traffic Consultants, Inc., August 2007.

**Table IV.M-6
Estimated Project Traffic Generation**

Proposed Project	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Southwest Project Site								
Restaurant	10,500 sf	1,335	119	63	56	115	70	45
Internal Trips	10%	(134)	(12)	(6)	(6)	(12)	(7)	(5)
Pass-by	20%	(240)	(21)	(11)	(10)	(21)	(13)	(8)
Subtotal Restaurant		961	86	46	40	82	50	32
Shopping Center	25,800 sf	1,108	26	16	10	96	46	50
Pass-by	20%	(222)	(5)	(3)	(2)	(19)	(9)	(10)
Subtotal Shopping Center		886	21	13	8	77	37	40
Subtotal Southwest Project Site	36,300 sf	1,847	107	59	48	159	87	72
Southeast Project Site								
Pharmacy with Drive Through	17,272 sf	1,523	46	26	20	149	73	76
Internal Trips	5%	(76)	(2)	(1)	(1)	(8)	(4)	(4)
Pass-by	20%	(289)	(9)	(5)	(4)	(28)	(14)	(14)
Subtotal Pharmacy		1,158	35	20	15	113	55	58
Grocery Store	15,000 sf	1,534	49	30	19	157	80	77
Internal Trips	5%	(77)	(3)	(2)	(1)	(8)	(4)	(4)
Pass-by	20%	(291)	(10)	(6)	(4)	(30)	(15)	(15)
Subtotal Grocery Store		1,166	36	22	14	119	61	58
Shopping Center	10,595 sf	455	11	7	4	40	19	21
Internal Trips	5%	(23)	0	0	0	(2)	(1)	(1)
Pass-by	20%	(86)	(2)	(1)	(1)	(8)	(4)	(4)
Subtotal Shopping Center		346	9	6	3	30	14	16
Residential Townhomes	50 units	293	23	4	19	27	18	9
Subtotal Southeast Project Site	42,867 sf	2,963	103	52	51	289	148	141
Total Proposed Project		4,810	210	111	99	448	235	213

Source: Overland Traffic Consultants, Inc., August 2007.

Trip Distribution

A primary factor affecting trip direction is the location of the employment centers for the residents and the location of the patrons and employees of the shopping centers. The estimated project directional trip distribution used in this analysis was based the location of the employment and population centers and the available freeways and surface streets used to access the project sites. Figure IV.M-3 illustrates the estimated project traffic distribution for shopping center projects and Figure IV.M-4 illustrates the estimated project traffic for the residential component of the southeast shopping center.

Traffic Assignment

The allocation of project traffic volume to the study intersections was calculated by multiplying the assigned distribution percentages as shown in Figures IV.M-5, IV.M-6 and IV.M-7 to the traffic generation estimates illustrates the estimated project traffic distribution for the southwest project site, for the southeast project site commercial component and southeast project site residential component respectively. Results of the traffic assignments at the study intersections for the southwest project site and southeast project site are shown in Figures IV.M-8 and IV.M-9, respectively. The project traffic assignment provides the necessary level of detail to analyze the Proposed Projects peak hour traffic impacts at the study locations.

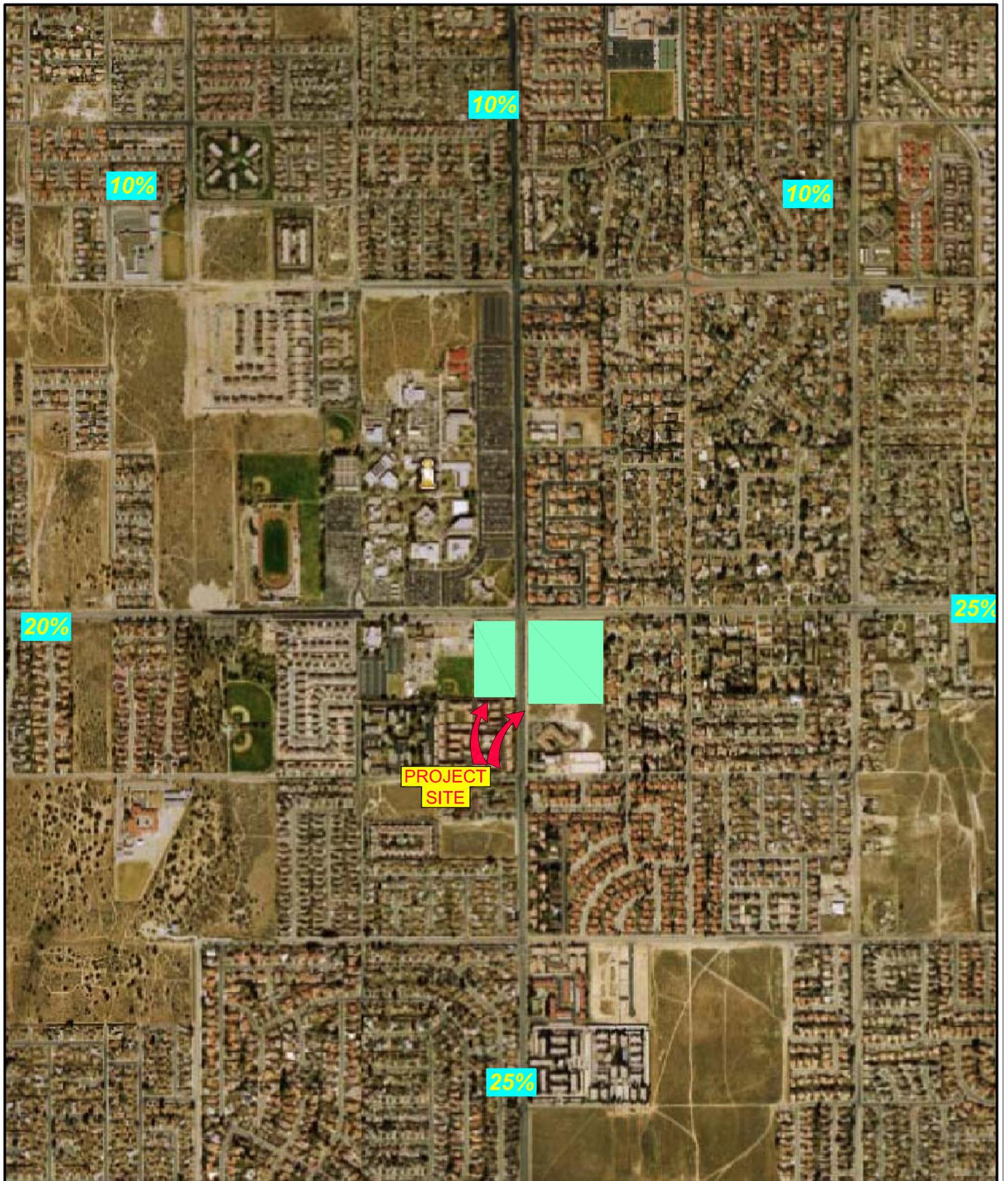
Access

Southwest Project Site

Project access for the southwest project site will be provided from Avenue K west of 30th Street West. The driveway will be located along the northern boundary of the project site and restricted to right turns in and out of the site. The location and turn restrictions will minimize the conflict to Avenue K and to the intersection of Avenue K and 30th Street West. Two additional driveways are proposed along 30th Street West south of Avenue K. The northerly driveway will be restricted to right turns in and out and the southerly driveway will not be restricted. This southerly driveway is situated near the southern boundary of the site.

Southeast Project Site

Project access for the southeast project site will be provided from Avenue K east of 30th Street West. The driveway will be located along the northern boundary of the project site and allow full access to the site. One additional driveway is proposed along 30th Street West south of Avenue K. This driveway will be restricted to right turns in and out.



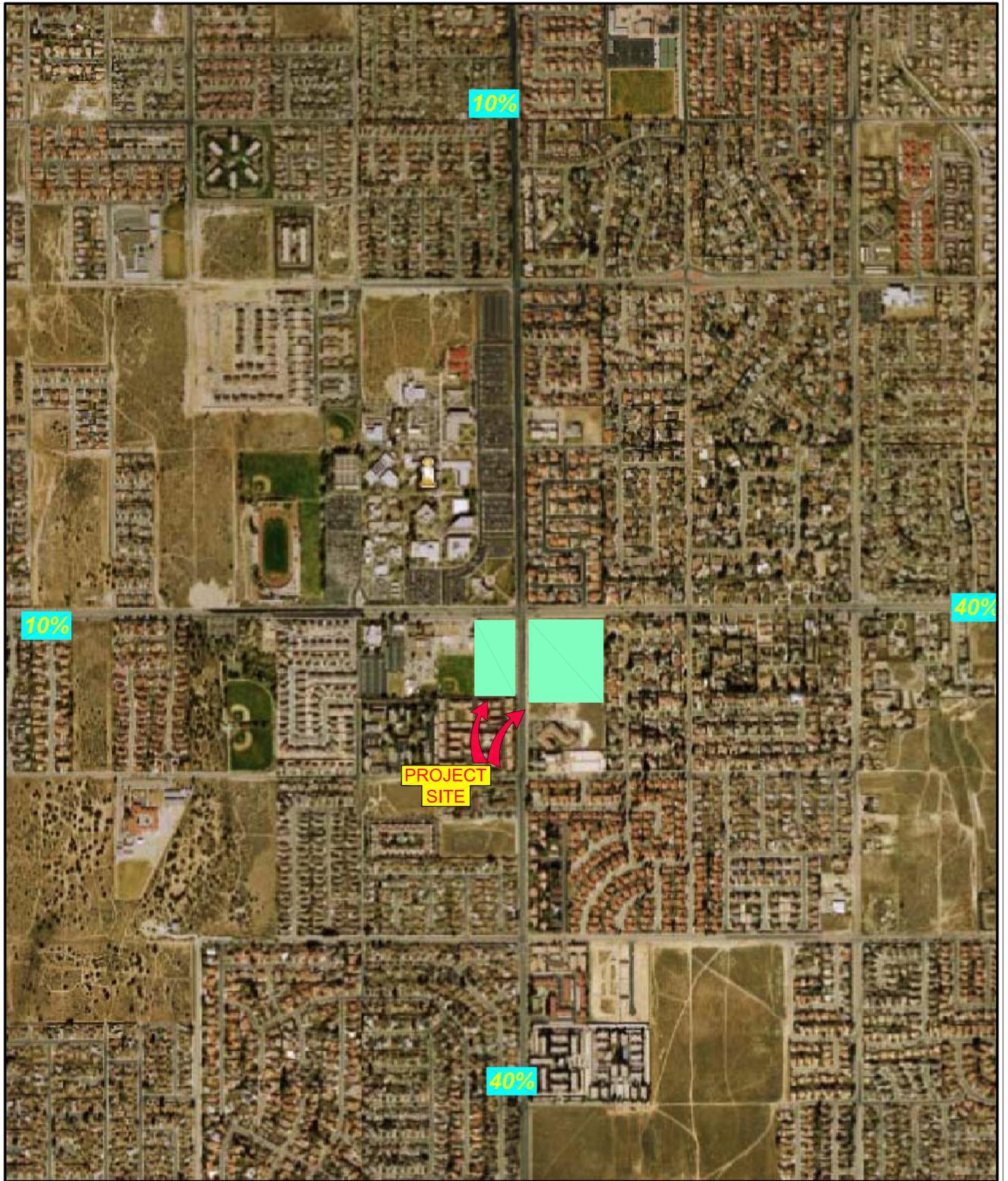
Source: Overland Traffic Consultants, Inc., August 2007.



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Figure IV.M-3
Project Distribution Percentages
Commercial Component



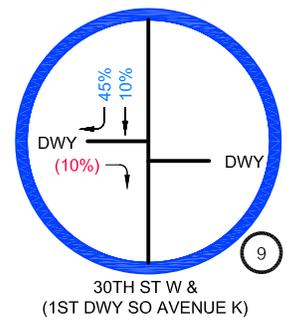
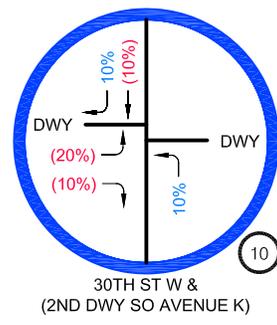
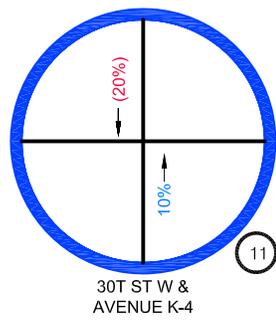
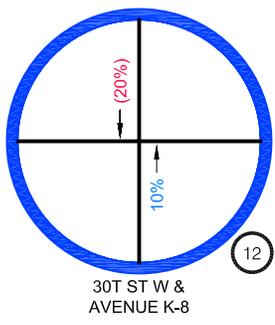
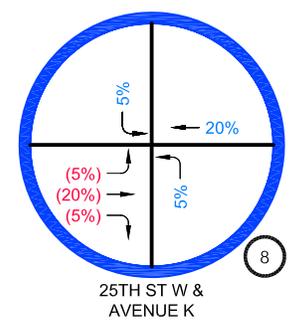
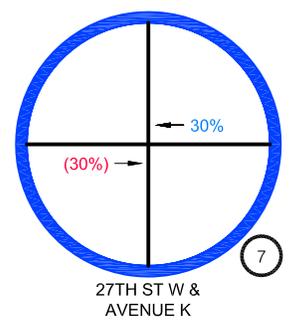
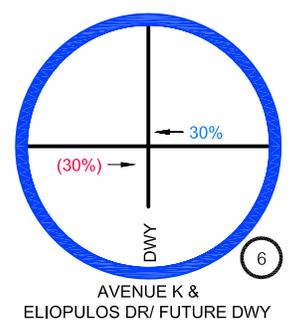
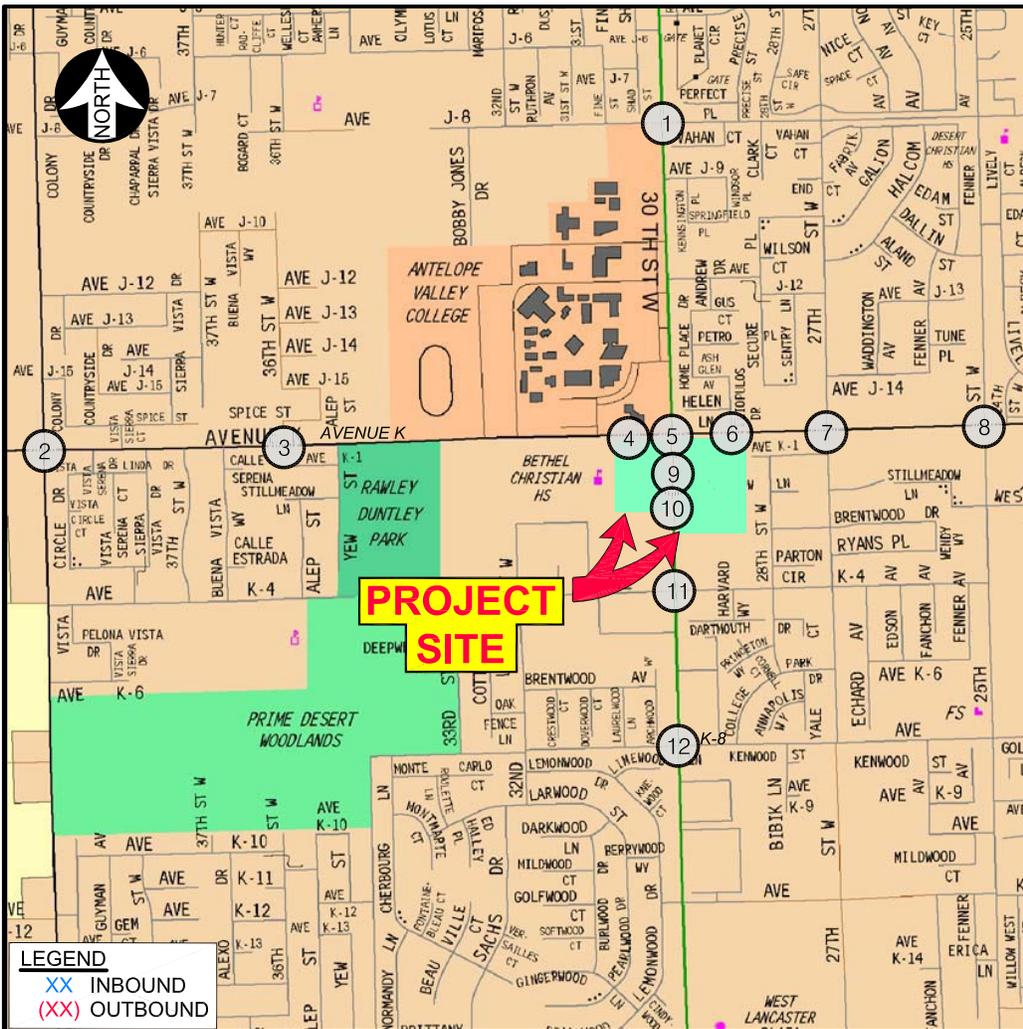
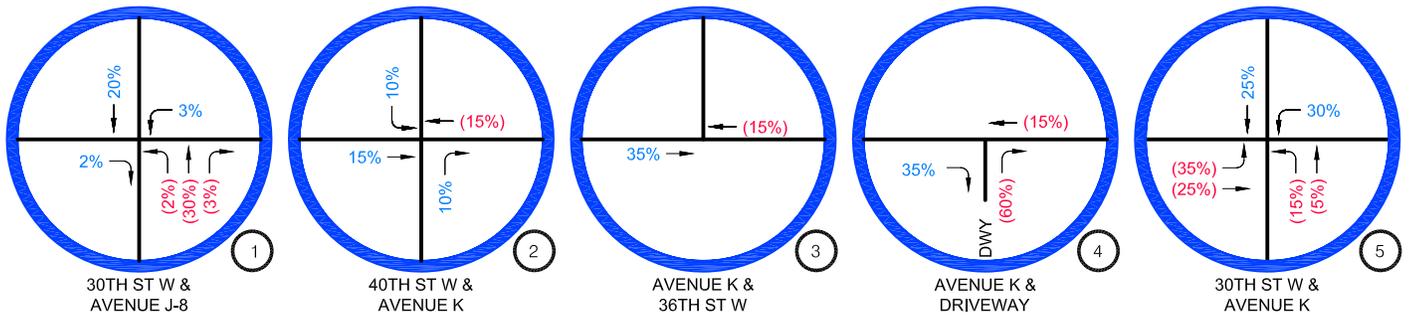
Source: Overland Traffic Consultants, Inc., August 2007.



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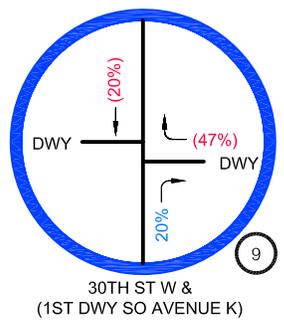
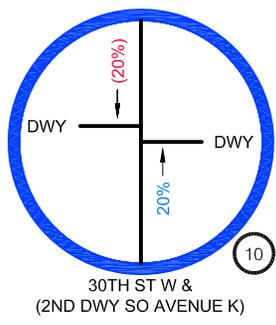
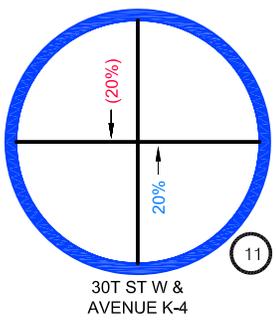
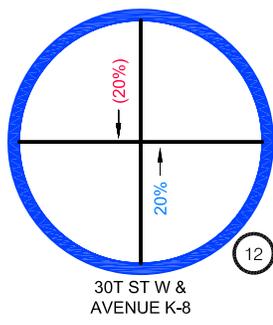
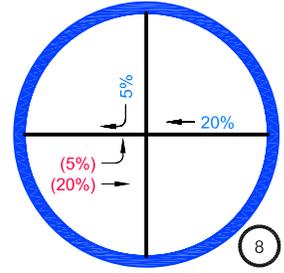
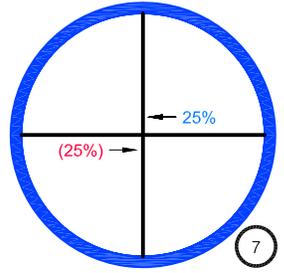
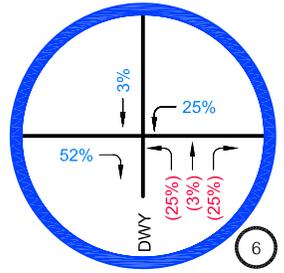
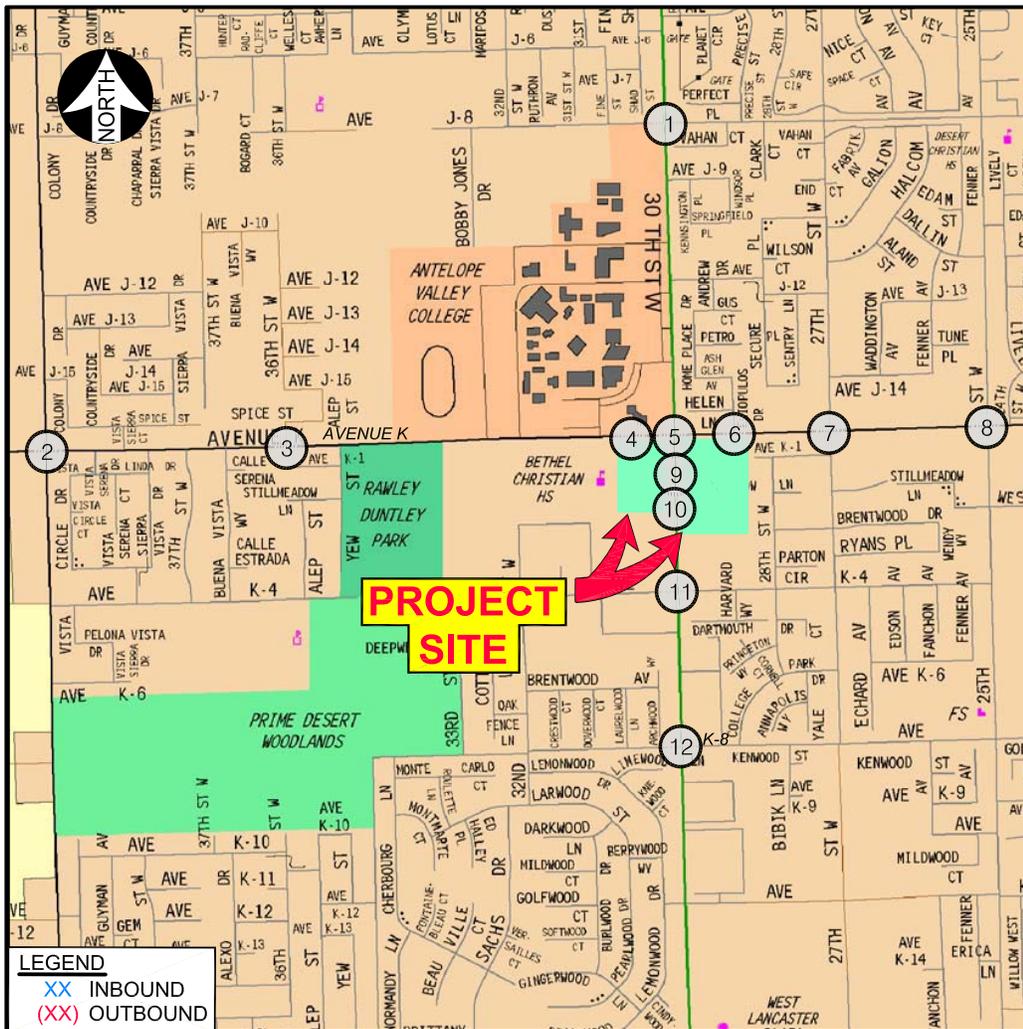
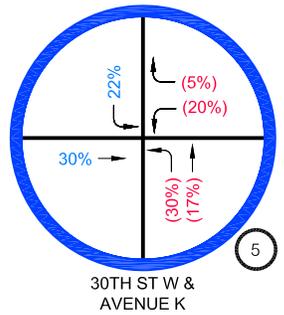
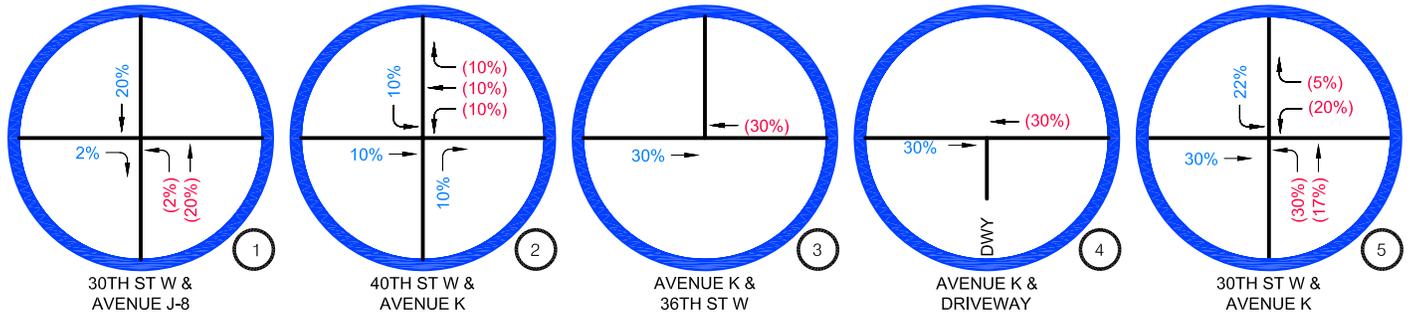


Figure IV.M-4
Project Distribution Percentages
Residential Component



LEGEND
 XX INBOUND
 (XX) OUTBOUND

Source: Overland Traffic Consultants, Inc., August 2007.

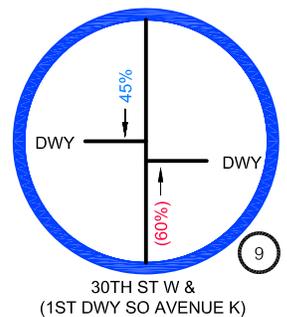
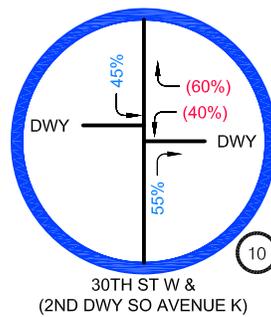
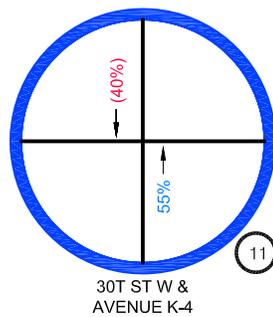
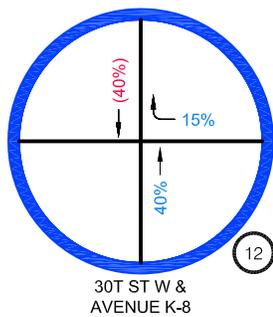
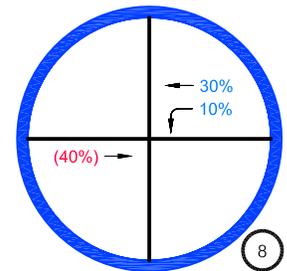
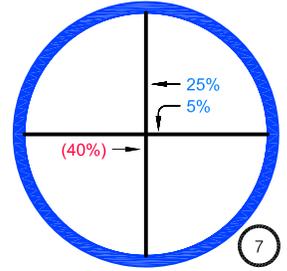
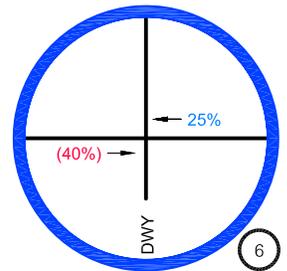
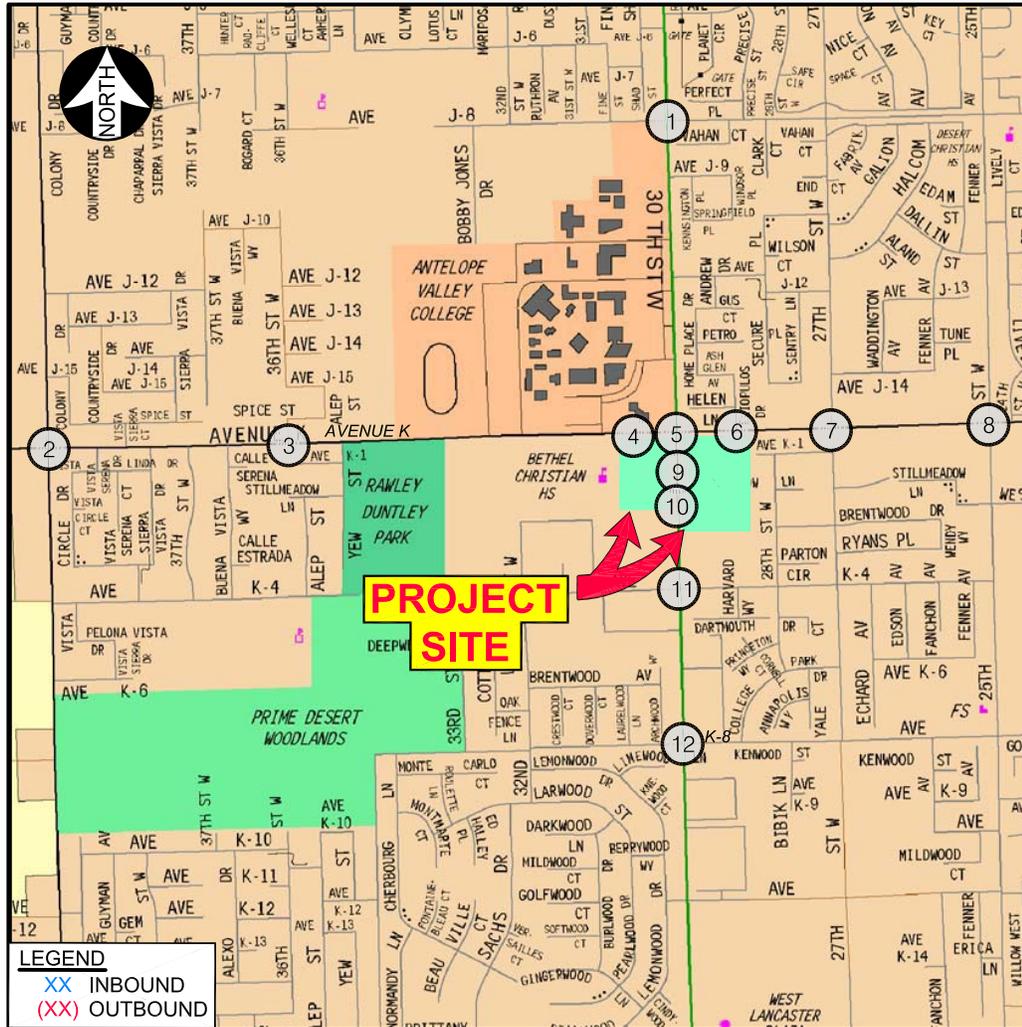
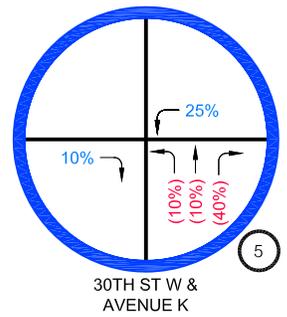
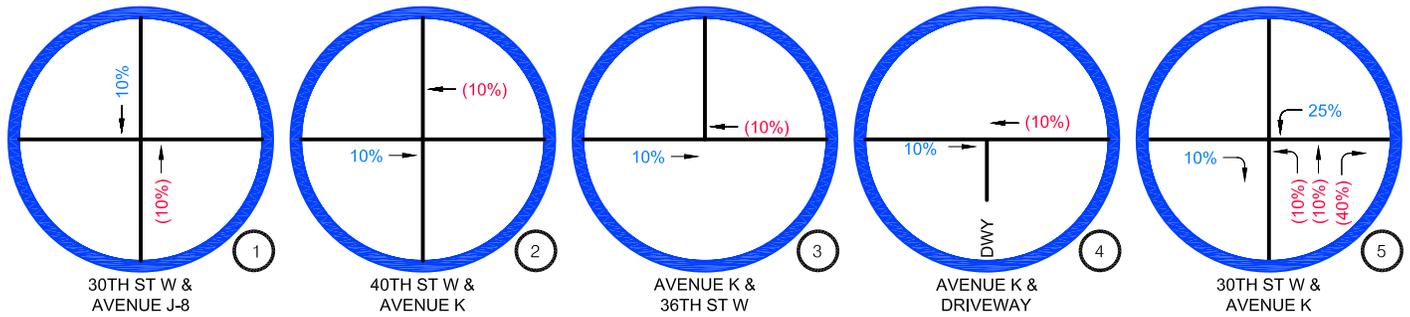


Source: Overland Traffic Consultants, Inc., August 2007.



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Figure IV.M-6
 Project Traffic Distribution Percentages
 Southeast Project Site
 Commercial Component

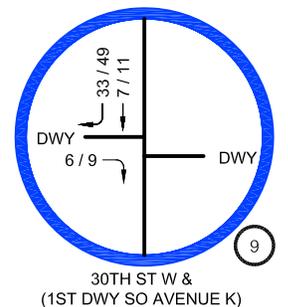
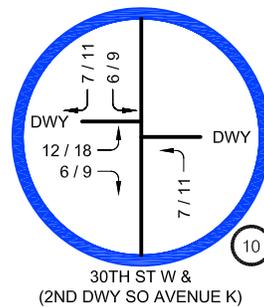
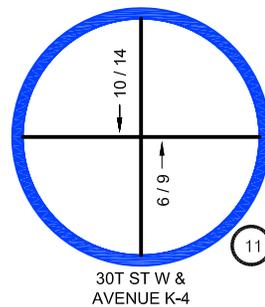
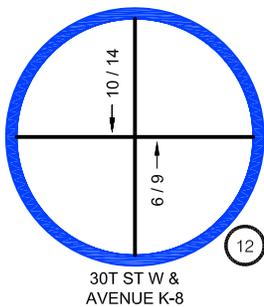
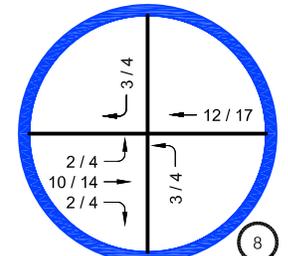
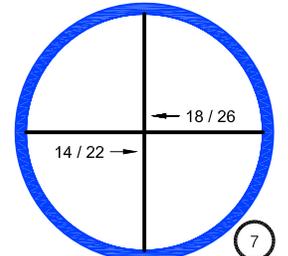
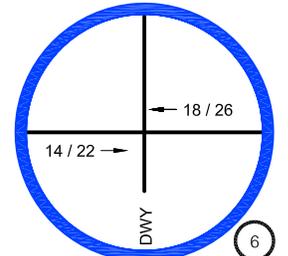
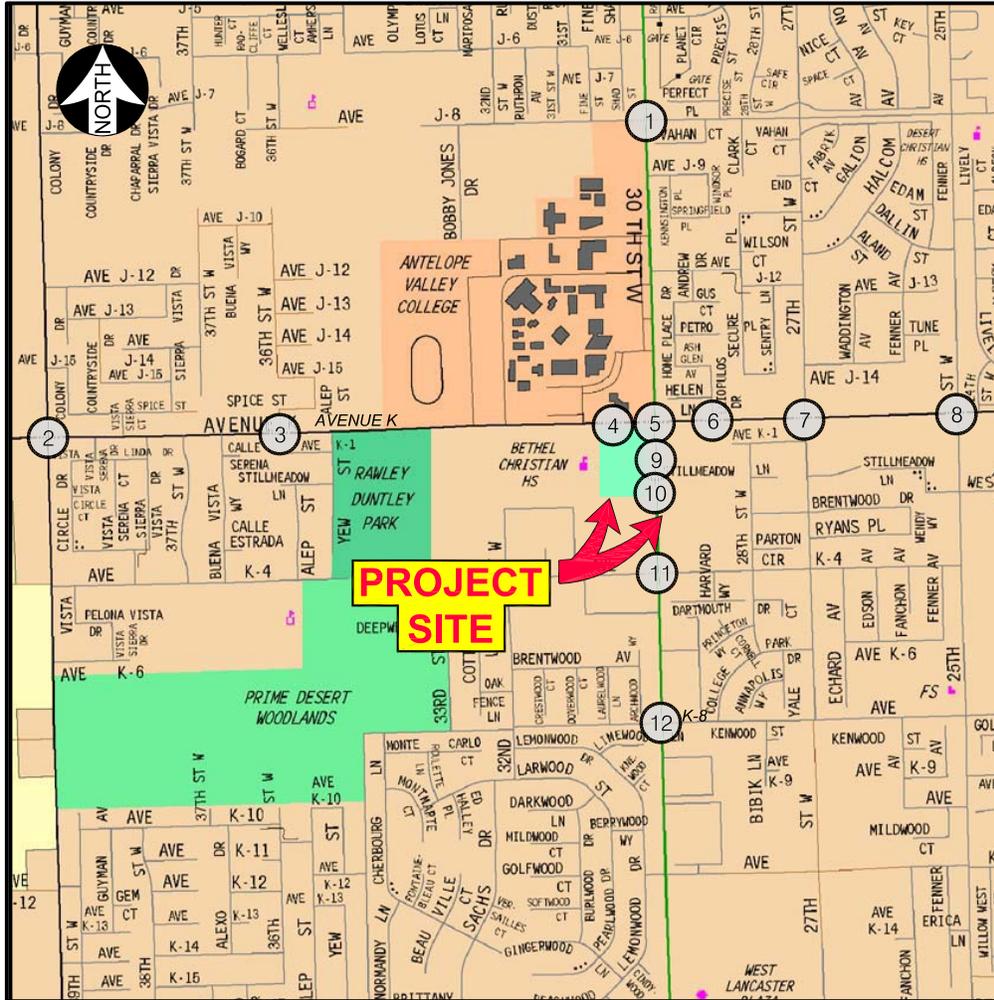
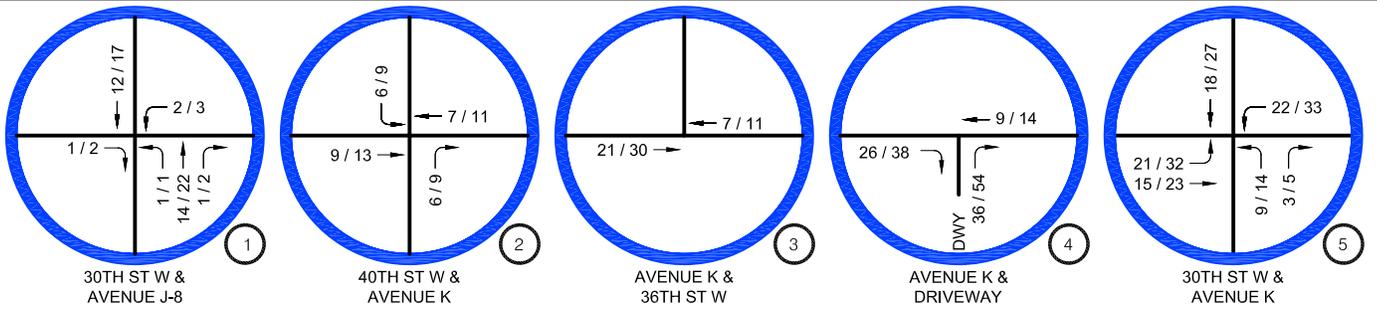


Source: Overland Traffic Consultants, Inc., August 2007.



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Figure IV.M-7
 Project Traffic Distribution Percentages
 Southeast Project Site
 Residential Component



Legend

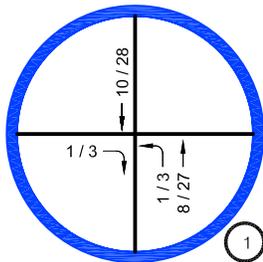
→ a.m. Trips/p.m. Trips

Source: Overland Traffic Consultants, Inc., August 2007.

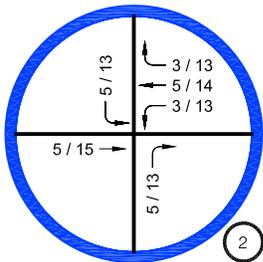


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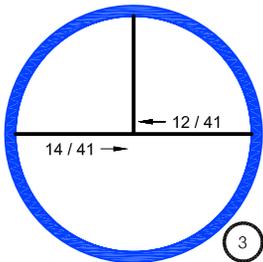
Figure IV.M-8
Project Trips
Southwest Project Site



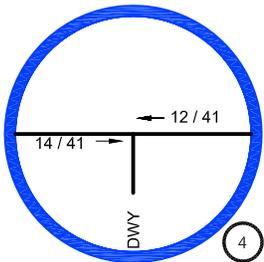
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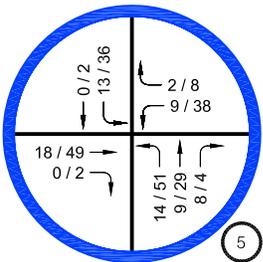
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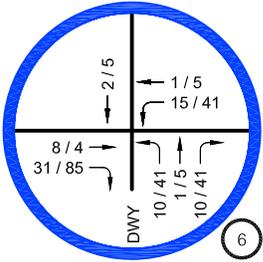
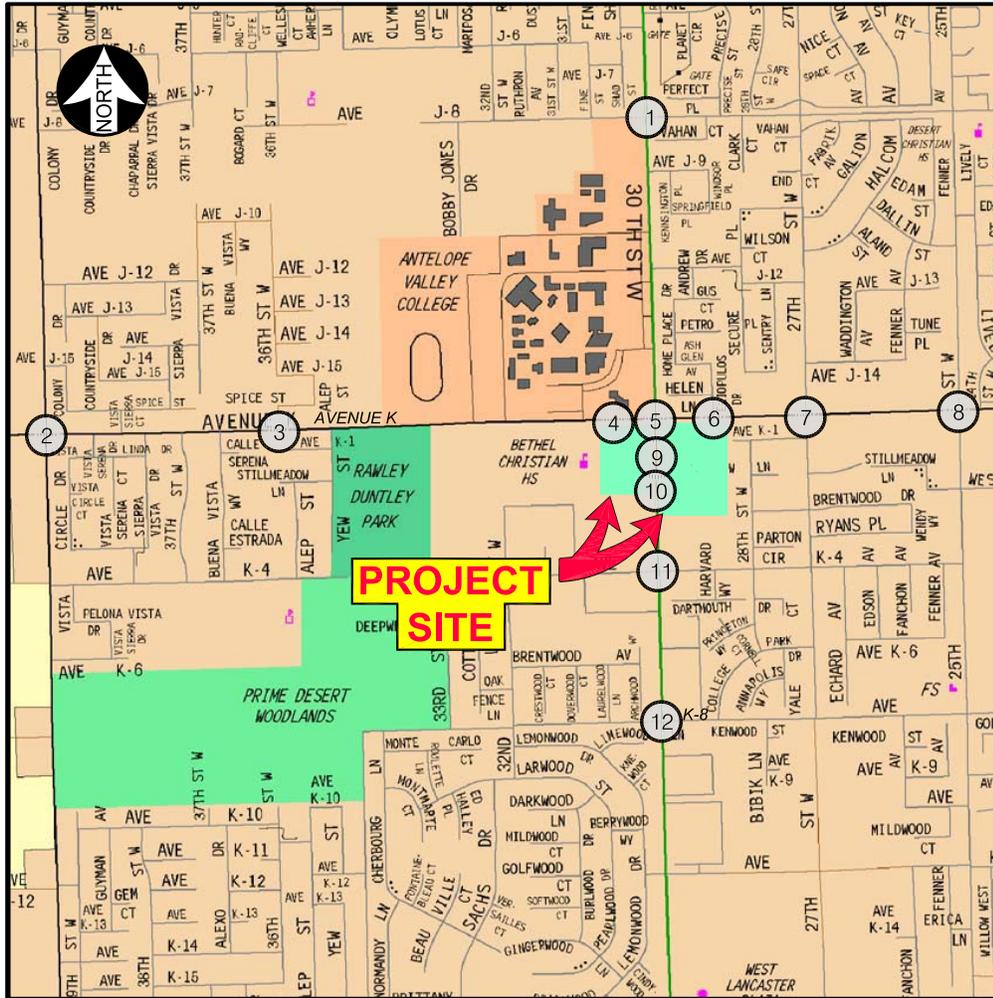
AVENUE K & 36TH ST W



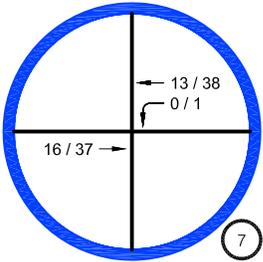
AVENUE K & DRIVEWAY



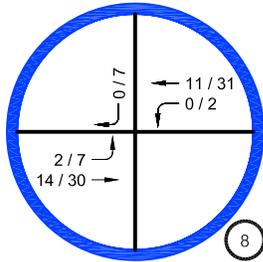
30TH ST W & AVENUE K



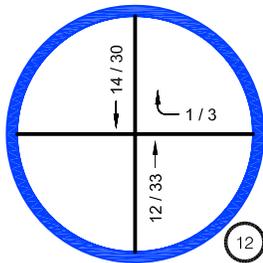
AVENUE K & ELIOPULOS DR / FUTURE DWY



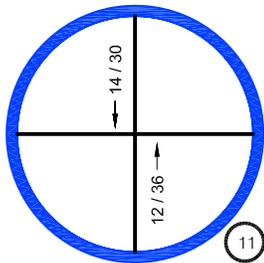
27TH ST W & AVENUE K



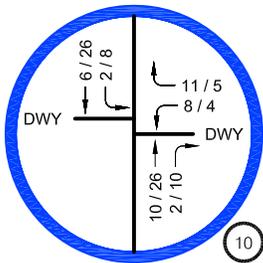
25TH ST W & AVENUE K



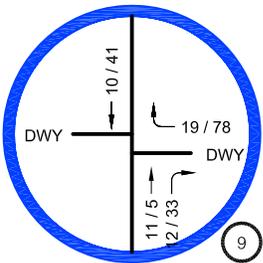
30TH ST W & AVENUE K-8



30TH ST W & AVENUE K-4



30TH ST W & (2ND DWY SO AVENUE K)



30TH ST W & (1ST DWY SO AVENUE K)

Legend

#/# → a.m. Trips/p.m. Trips

Source: Overland Traffic Consultants, Inc., August 2007.

Parking

Southwest Project Site

The southwest project site would develop a commercial shopping center with vehicular access provided from 30th Street West and Avenue K. City of Lancaster Municipal Code dictates that shopping centers provide 1 parking space per 250 square feet of floor area for commercial uses, and 2 spaces per 100 square feet of floor area for restaurant uses. The proposed plans for the southwest project site include 25,800 square feet of retail and 10,500 square feet of restaurant uses, which constitutes more than 10 percent of the overall development as eating venues. Therefore, 234 parking stalls would be required; as 216 parking spaces are proposed, the southwest project site would be 18 spaces short of the code requirement and impacts would be considered significant (see Table IV.M-7).

Southeast Project Site

The southeast project site would construct both a shopping center and residential component. The shopping center would have driveway on Avenue K across from Eliopulos Drive with full access and one driveway on 30th Street West restricted to right turns in and out. The alignment of the Avenue K driveway across from Eliopulos Drive will provide for an efficient assignment of right-of-way. The proposed plans for the commercial portion of the southeast project site include 42,867 square feet of retail. This project site proposes a total of 264 parking spaces which will exceed the city code requirements of 214 parking spaces. The access for the residential component would be a driveway off of 30th Street West to internal roadways, which would provide full access. Two parking spaces per unit are proposed (100 total spaces) with 24 guest spaces which exceed the City code requirement for 2 spaces per unit for residents and 1 space per four units for guests. See Table IV.M-7 for parking requirements and the total parking proposed.

Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments (related projects) including the Proposed Project. Pursuant to the Los Angeles County and City of Lancaster traffic impact guidelines, the following scenarios have been analyzed:

- (a) Existing traffic + ambient growth (added 2 percent per year (total 10%) ambient growth to 2012 study year);
- (b) Existing traffic + ambient growth + related projects (without project scenario);
- (c) Traffic in (b) + the Proposed Project traffic (with project scenario); and
- (d) Traffic in (c) + the proposed traffic & mitigation, if necessary.

**Table IV.M-7
Project Parking**

Proposed Use	Proposed Size	Code Requirement ^a	Number of Spaces
<i>Southwest Project Site</i>			
Commercial	25,800 sf	1 space per 250 sf	129
Restaurant	10,500 sf	1 space per 100 sf	105
<i>Total Required</i>			<i>234</i>
<i>Total Proposed</i>			<i>216</i>
<i>Southeast Project Site</i>			
Commercial	42,867 sf	1 space per 250 sf	214
Residential	50 units	2 spaces per unit	100
Residential Guests		1 space per 4 units	14
<i>Total Required</i>			<i>328</i>
<i>Total Proposed</i>			<i>388</i>
^a City of Lancaster Municipal Code 17.12.220 E			
^b Shopping Centers of 2 acres with no more than 10% eating, drinking, or entertainment.			
Source: Overland Traffic Consultants, Inc., August 2007.			

Ambient growth represents project being developed outside of the analysis area or projects not currently identified which may add traffic to the area intersections. Existing conditions with the ambient growth is displayed below in Table IV.M-8.

Comparing the changes in the traffic conditions between the scenarios provides the necessary information to determine if the added traffic volume creates a significant impact on the study intersections. The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, development projects were researched and project lists were obtained from the City of Lancaster. These lists were reviewed and 75 related projects were identified that could produce additional traffic at the study intersections. It should be noted that this project, or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed related projects. The locations of the related projects are shown in Figure IV.M-10.

**Table IV.M-8
Existing and Ambient Growth Traffic Conditions**

No.	Intersection	Peak Hour	Direction	Existing		Existing + Ambient		Growth (+)
				ICU/Delay	LOS	ICU/Delay	LOS	
1	30 th Street West & Avenue J-8	AM		0.600	A	0.654	B	0.06
		PM		0.546	A	0.595	A	0.05
2	40 th Street West & Avenue K	AM		0.845	D	0.925	E	0.08
		PM		0.775	C	0.850	D	0.08
3	36 th Street West & Avenue K	AM	EBL	8.0	A	8.1	A	0.1
			SB	15.2	C	16.8	C	1.6
		PM	EBL	9.3	A	9.6	A	0.3
			SB	16.1	C	17.9	C	1.8
4	Avenue K & Future Driveway e/o 30 th Street West	AM	NB	n/a		n/a		
		PM	NB	n/a		n/a		
5	30 th Street West & Avenue K	AM		0.598	A	0.653	B	0.09
		PM		0.757	C	0.830	D	0.12
6	Avenue K & Eliopulos Drive & Future Driveway e/o 30 th Street West	AM	EBL	9.9	A	10.4	B	0.5
			SB	15.3	C	16.8	C	1.5
			NB					
		PM	EBL	10.1	B	10.6	B	0.5
			SB	14.9	B	16.3	C	1.40
	NB							
7	24 th Street West & Avenue K	AM	NB	49.7	E	91.1	F	41.4
			SB	93.7	F	242.1	F	148.4
		PM	NB	32.2	D	48.2	E	16.0
			SB	74.6	F	154.8	F	80.2
8	25 th Street West & Avenue K	AM		0.571	A	0.623	B	0.06
		PM		0.546	A	0.594	A	0.05
9	30 th Street West & Future Driveways (N) s/o Avenue K	AM	WB	n/a		n/a		
			EB					
		PM	WB	n/a		n/a		
			EB					
10	30 th Street West & Future Driveways (S) s/o Avenue K	AM	WB	n/a		n/a		
			EB					
		PM	WB	n/a		n/a		
			EB					
11	30 th Street West & Avenue K-4	AM	WB	15.9	C	17.5	C	1.6
			EB	24.5	C	33.7	D	9.2
		PM	WB	15.9	C	17.8	C	1.9
			EB	21.9	C	26.9	D	5.0
12	30 th Street West & Avenue K-8	AM		0.543	A	0.591	A	0.05
		PM		0.520	A	0.567	A	0.05

EBL = Eastbound Left Turn
 NB = Northbound
 SB = Southbound
 WB = Westbound
 EB = Eastbound
 Source: Overland Traffic Consultants, Inc., August 2007.

To evaluate future traffic conditions with the related projects, estimates of the peak hour trips generated by the projects have been calculated by applying ITE traffic generating rates. The traffic impacts created by the ambient traffic growth and related projects are shown below in Table IV.M-9.

**Table IV.M-9
Future Traffic Conditions Without Project**

No.	Intersection	Peak Hour	Direction	Existing + Ambient		Existing + Ambient + Related Projects		Growth (+)
				ICU/Delay	LOS	ICU/Delay	LOS	
1	30 th Street West & Avenue J-8	AM		0.654	B	0.700	B	0.046
		PM		0.595	A	0.648	B	0.053
2	40 th Street West & Avenue K	AM		0.925	E	1.021	F	0.096
		PM		0.850	D	0.946	E	0.096
3	36 th Street West & Avenue K	AM	EBL	8.1	A	8.3	A	0.2
			SB	16.8	C	18.9	C	2.1
		PM	EBL	9.6	A	10.5	B	0.9
			SB	17.9	C	22.8	C	4.9
4	Avenue K & Future Driveway e/o 30 th Street West	AM		n/a		n/a		
		PM		n/a		n/a		
5	30 th Street West & Avenue K	AM		0.653	B	0.684	C	0.031
		PM		0.830	D	0.893	D	0.063
6	Avenue K & Eliopulos Drive & Future Driveway e/o 30 th Street West	AM	EBL	10.4	B	10.7	B	0.3
			SB	16.8	C	16.8	C	0.0
			NB					
		PM	EBL	10.6	B	11.4	B	0.8
			SB	16.3	C	17.5	C	1.2
7	27 th Street West & Avenue K	AM	NB	91.1	F	145.8	F	54.7
			SB	242.1	F	412.3	F	170.2
		PM	NB	48.2	E	78.7	F	30.5
			SB	154.8	F	356.0	F	201.2
8	25 th Street West & Avenue K	AM		0.623	B	0.659	B	0.036
		PM		0.594	A	0.652	B	0.058
9	30 th Street West & Future Driveways (N) s/o Avenue K	AM		n/a		n/a		
		PM		n/a		n/a		
10	30 th Street West & Future Driveways (S) s/o Avenue K	AM		n/a		n/a		
		PM		n/a		n/a		
11	30 th Street West & Avenue K-4	AM	WB	17.5	C	18.9	C	1.4
			EB	33.7	D	42.6	E	8.9
		PM	WB	17.8	C	20.4	C	2.6
			EB	26.9	D	33.3	D	6.4
12	30 th Street West & Avenue K-8	AM		0.591	A	0.617	B	0.026
		PM		0.567	A	0.615	B	0.048

EBL = Eastbound Left Turn

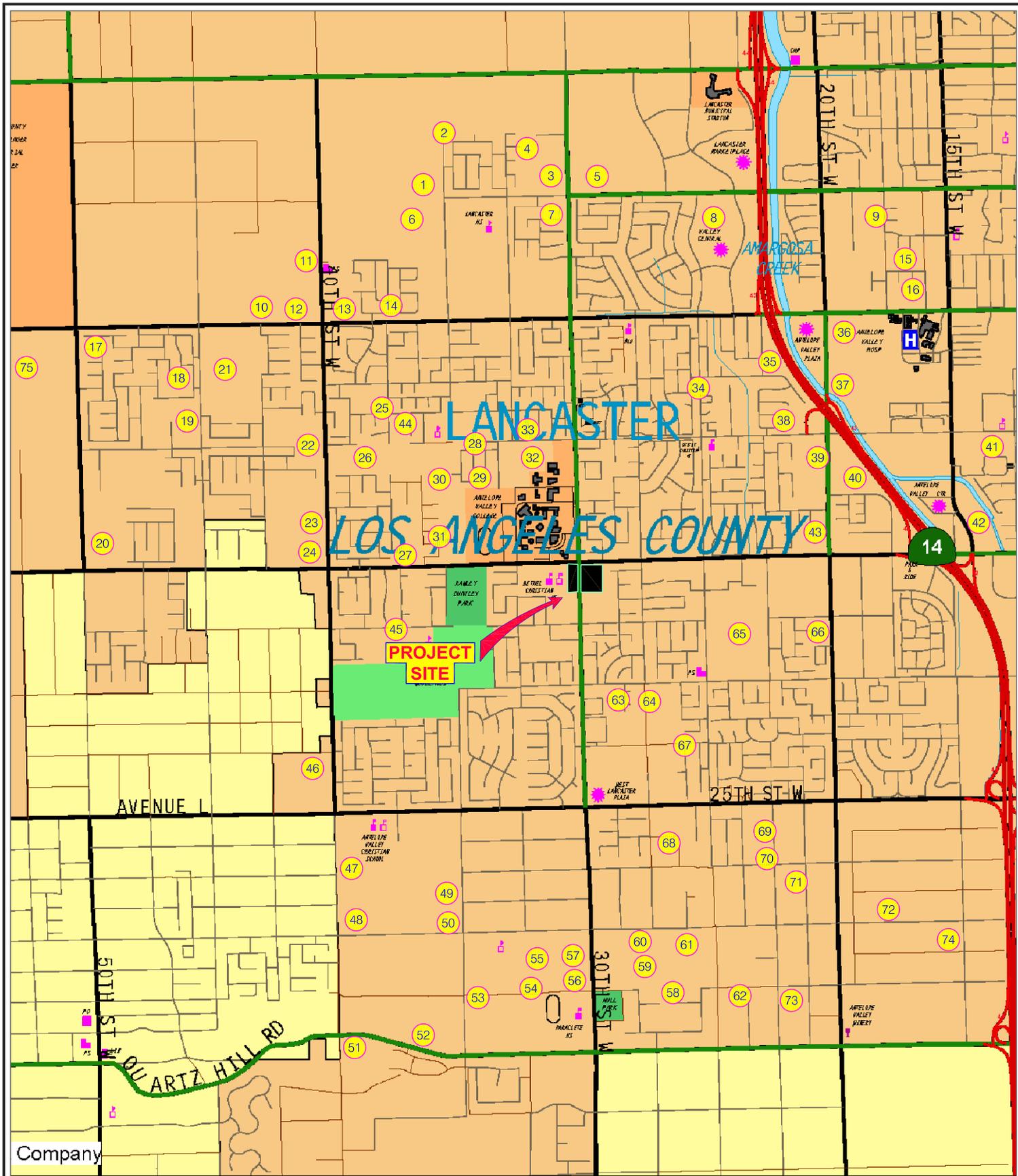
NB = Northbound

SB = Southbound

WB = Westbound

EB = Eastbound

Source: Overland Traffic Consultants, Inc., August 2007.



Source: Overland Traffic Consultants, Inc., August 2007.



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Figure IV.M-10
Related Projects Location Map

It should be noted that the impact analysis does not consider any changes to the existing intersection configuration (i.e., future highway dedications or roadway improvements) in the without project conditions. However, in the with project conditions the roadway improvements which would be required of the project to meet City roadway standards adjacent to the site are included. For these projects an eastbound dedicated right turn lane and northbound through lane would be required at 30th Street West and Avenue K.

Traffic conditions with the projects were evaluated in two ways. First, the Proposed Projects were evaluated. This incorporates the shopping center on the southwest corner, the shopping center on the southeast corner and the residential development south of the southeast corner shopping center. Table IV.M-10 contains the results of the traffic impact analysis with the full development of both projects. Future traffic volumes with project are shown in Figures IV.M-11 and IV.M-12. As shown, five significant traffic impacts are created by the Proposed Projects.

Subsequent to the analysis of the full development of both projects, development of each project site was considered separately at the significantly impacted intersections. The intersections which were not significantly impacted were not reevaluated since there would be no significant impact with each separate project. The evaluation of each project site is conducted with future (related projects) included. Table IV.M-11 displays the results of this analysis. As shown, four significant impacts occur with the southeast corner project alone and four impacts occur with the southwest corner project alone.

Street Analysis

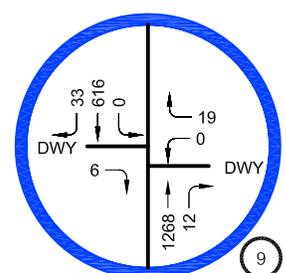
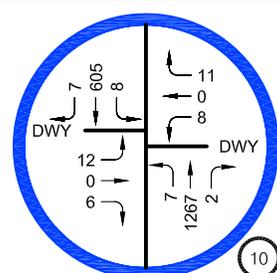
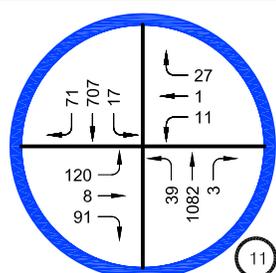
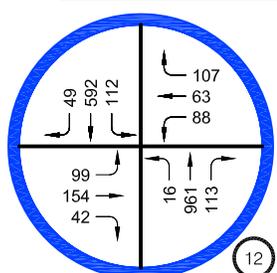
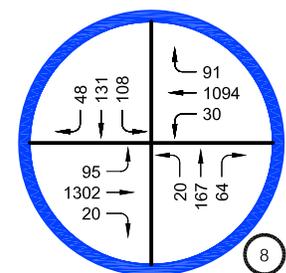
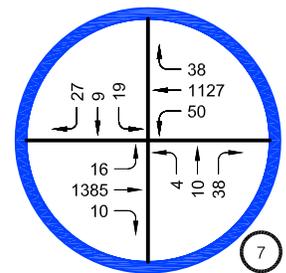
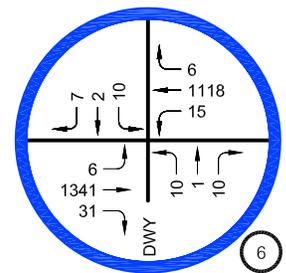
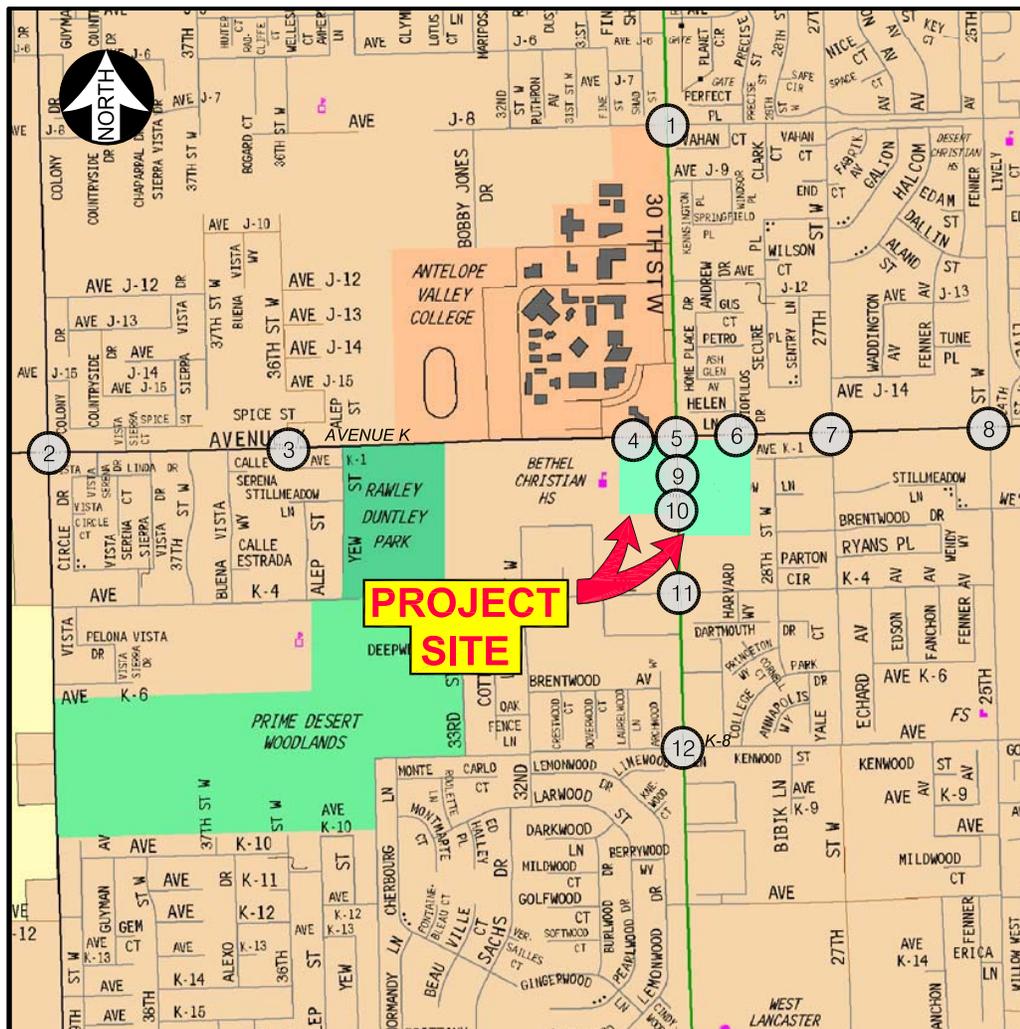
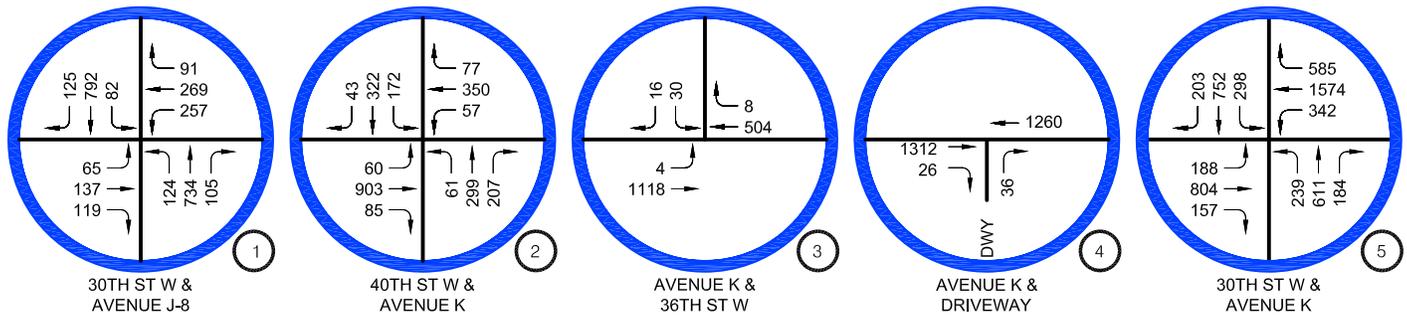
A street analysis was conducted for the street segment of Avenue K between 27th Street West and Eliopulos Drive/Future Project Driveway, the street segment of Avenue K between 25th Street and 27th Street and on 30th Street West south of Avenue K. Existing counts were conducted in 2007. Future project conditions were evaluated similar to the intersection analysis. Traffic generated by other projects in the vicinity, which will add traffic to the roadway, and ambient growth of 2% per year were added to determine future without project conditions. The potential project trips were then added to this future without project condition. A comparison of the future without and future with project conditions was then conducted, and it was determined that the Proposed Projects would create a less than 3% impact on the roadways surrounding the project site throughout the day. As shown in Table IV.M-11, 40th Street West and Avenue K is not impacted by each project separately; the intersection is only significantly impacted when both proposed project's trip generation is included.

**Table IV.M-10
Future Traffic Conditions with Combined Projects**

No.	Intersection	Peak Hour	Direction	Existing + Ambient + Related Projects		Future with Proposed Project			Significant Impact?
				ICU/Delay	LOS	ICU/Delay	LOS	Impact (+)	
1	30 th Street West & Avenue J-8	AM		0.700	B	0.709	C	0.009	NO
		PM		0.648	B	0.668	B	0.020	NO
2	40 th Street West & Avenue K	AM		1.021	F	1.031	F	0.010	NO
		PM		0.946	E	0.972	E	0.026	YES
3	36 th Street West & Avenue K	AM	EBL	8.3	A	8.4	A	0.1	NO
			SB	18.9	C	19.7	C	0.8	NO
		PM	EBL	10.5	B	10.7	B	0.2	NO
			SB	22.8	C	25.2	C	2.4	NO
4	Avenue K & Future Driveway e/o 30 th Street West	AM	NB	n/a		14.5	B		NO
		PM	NB	n/a		30.0	D		NO
5	30 th Street West & Avenue K	AM		0.684	C	0.654	B	-0.030	NO
		PM		0.893	D	0.938	E	0.045	YES
6	Avenue K & Eliopulos Drive & Future Driveway e/o 30 th Street West	AM	EBL	10.7	B	10.8	B	0.1	NO
			SB	16.8	C	21.2	C	4.4	NO
			NB			23.4	C	23.4	NO
		PM	EBL	11.4	B	11.6	B	0.2	NO
			SB	17.5	C	27.2	D	9.7	NO
			NB			41.7	E	41.7	YES
7	27 th Street West & Avenue K	AM	NB	145.8	F	179.2	F	33.4	YES
			SB	412.3	F	511.6	F	99.3	YES
		PM	NB	78.7	F	109.3	F	30.6	YES
			SB	356.0	F	541.8	F	185.8	YES
8	25 th Street West & Avenue K	AM		0.659	B	0.666	B	0.007	NO
		PM		0.652	B	0.677	B	0.025	NO
9	30 th Street West & Future Driveways (N) s/o Avenue K		WB	n/a		13.8	B		NO
			EB			10.2	B		NO
			WB	n/a		12.8	B		NO
			EB			12.8	B		NO

**Table IV.M-10 (Continued)
Future Traffic Conditions with Combined Projects**

No.	Intersection	Peak Hour	Direction	Existing + Ambient + Related Projects		Future with Proposed Project			Significant Impact?
				ICU/Delay	LOS	ICU/Delay	LOS	Impact (+)	
10	30 th Street West & Future Driveways (S) s/o Avenue K	AM	WB	n/a		19.8	C		NO
			EB			14.3	C		NO
		PM	WB	n/a		15.7	C		NO
			EB			21.6	C		NO
11	30 th Street West & Avenue K-4	AM	WB	18.9	C	19.3	C	0.4	NO
			EB	42.6	E	45.9	E	3.3	YES
		PM	WB	20.4	C	21.4	C	1.0	NO
			EB	33.3	D	36.6	E	3.3	YES
12	30 th Street West & Avenue K-8	AM		0.617	B	0.622	B	0.005	NO
		PM		0.615	B	0.628	B	0.013	NO
<i>EBL = Eastbound Left Turn NB = Northbound SB = Southbound WB = Westbound EB = Eastbound Source: Overland Traffic Consultants, Inc., August 2007.</i>									

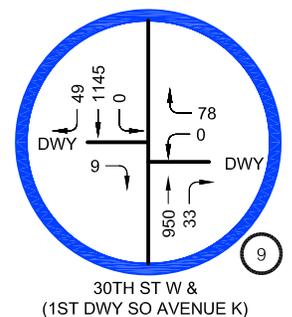
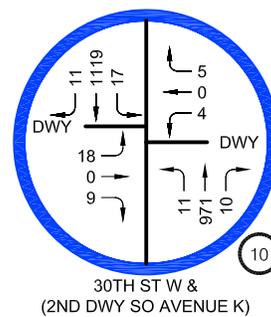
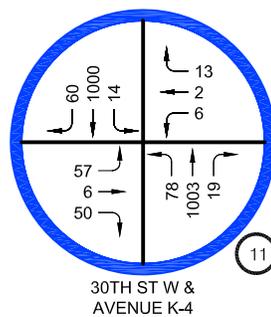
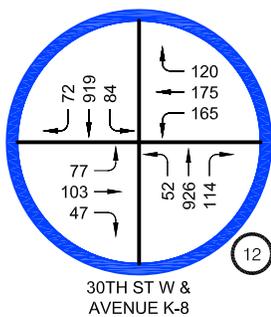
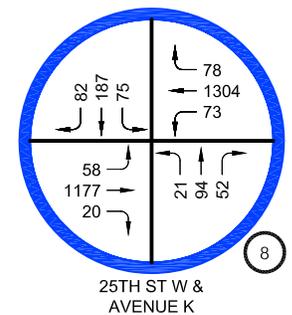
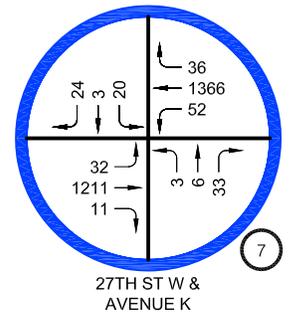
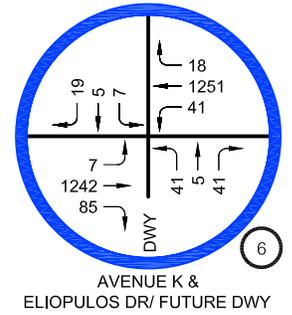
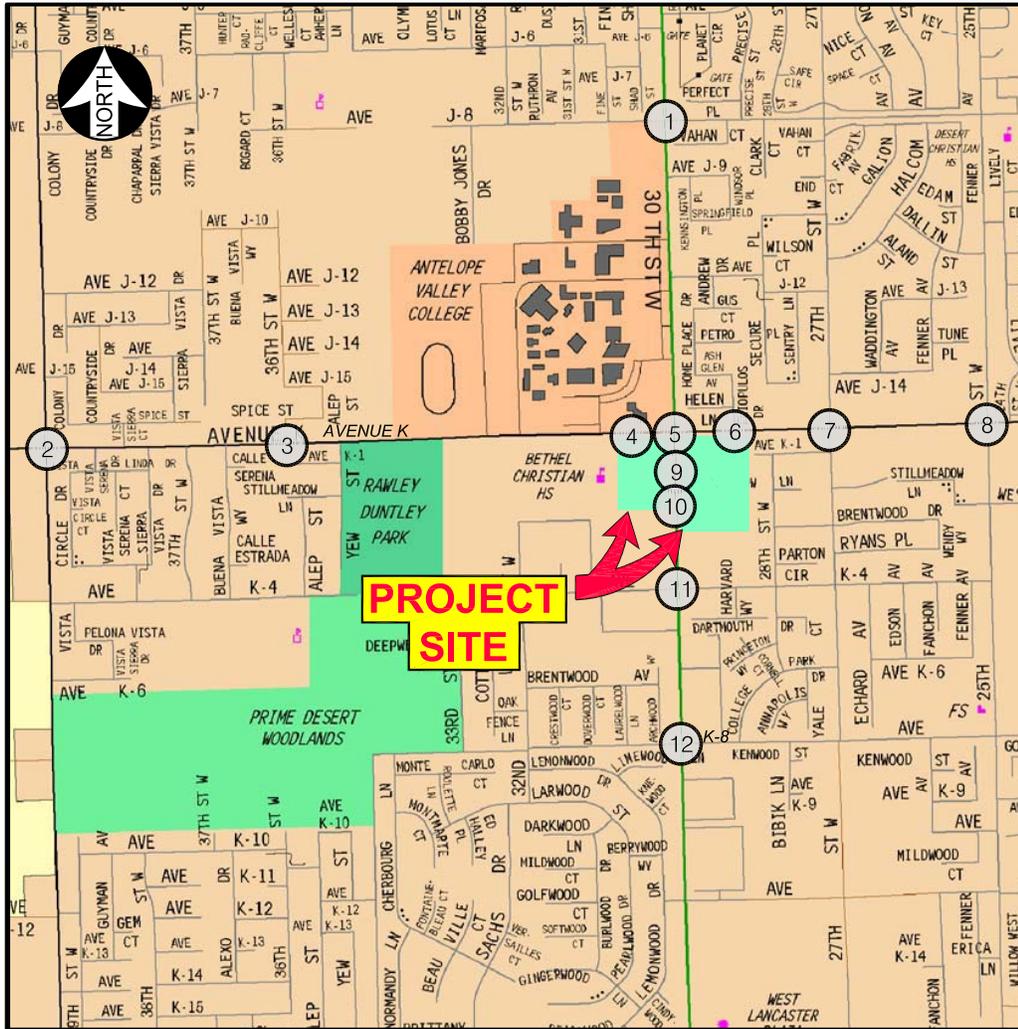
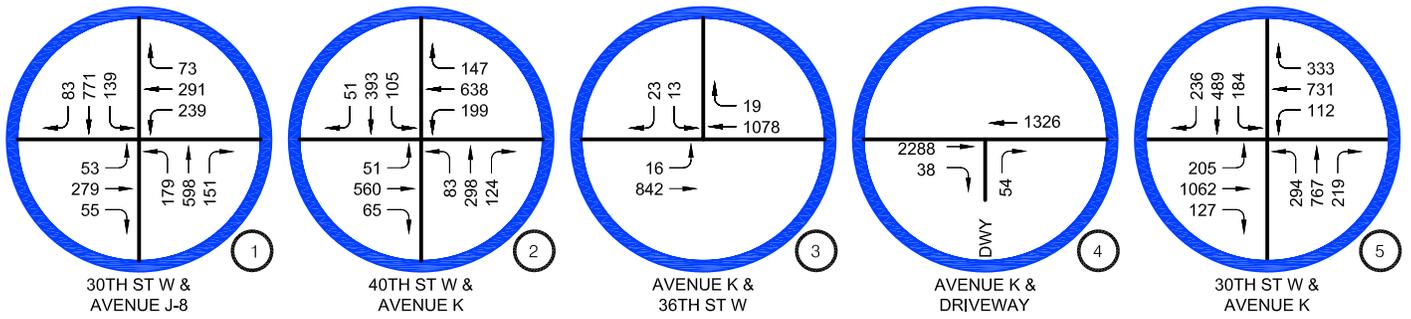


Source: Overland Traffic Consultants, Inc., August 2007.



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Figure IV.M-11
Future (2012) Traffic Volumes
With Combined Projects
AM Peak Hour



Source: Overland Traffic Consultants, Inc., August 2007.



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Figure IV.M-12
 Future (2012) Traffic Volumes
 With Combined Projects
 PM Peak Hour

**Table IV.M-11
Future Traffic Conditions for Each Project Site**

No.	Intersection	Peak Hour	Existing + Ambient + Related Projects ^a		Future with Proposed Project			Significant Impact?	
			ICU / Delay	LOS	ICU / Delay	LOS	Impact (+)		
Southwest Project Site									
2	40 th Street West & Avenue K	AM	1.025	F	1.031	F	0.006	NO	
		PM	0.980	E	0.999	E	0.019	NO	
5	30 th Street West & Avenue K	AM	0.693	B	0.654	B	-0.039	NO	
		PM	0.914	E	0.938	E	0.024	YES	
6	Avenue K & Eliopulos Drive & Future Driveway e/o 30 th Street West	AM	EBL	10.7	B	10.8	C	0.1	NO
			SB	20.9	C	21.2	C	0.3	NO
			NB	23.0	C	23.4	C	0.4	NO
		PM	EBL	11.4	B	11.6	B	0.2	NO
			SB	26.4	D	27.2	D	0.8	YES
			NB	40.0	E	41.7	D	1.7	NO
7	27 th Street West & Avenue K	AM	NB	158.8	F	179.2	F	20.4	YES
			SB	430.0	F	511.6	F	81.6	YES
		PM	NB	91.6	F	109.3	F	17.7	YES
			SB	446.0	F	541.8	F	95.8	YES
11	30 th Street West & Avenue K-4	AM	WB	19.2	C	19.3	C	0.1	NO
			EB	44.3	E	45.9	E	1.6	NO
		PM	WB	21.1	C	21.4	C	0.3	NO
			EB	35.6	E	36.6	E	1.0	YES
Southeast Project Site									
2	40 th Street West & Avenue K	AM	1.027	F	1.031	F	0.004	NO	
		PM	0.954	E	0.972	E	0.018	NO	
5	30 th Street West & Avenue K	AM	0.691	B	0.654	B	-0.037	NO	
		PM	0.918	E	0.938	E	0.020	YES	
6	Avenue K & Eliopulos Drive & Future Driveway e/o 30 th Street West	AM	EBL	10.8	B	10.8	B	0.0	NO
			SB	19.3	C	21.2	C	1.9	NO
			NB			23.4	C		NO
		PM	EBL	11.5	B	11.6	B	0.1	NO
			SB	19.6	C	27.2	D	7.6	NO
			NB			41.7	E		YES
7	27 th Street West & Avenue K	AM	NB	163.6	F	179.2	F	15.6	YES
			SB	430.0	F	511.6	F	81.6	YES
		PM	NB	84.7	F	109.3	F	24.6	YES
			SB	406.7	F	541.8	F	135.1	YES
11	30 th Street West & Avenue K-4	AM	WB	19.1	C	19.3	C	0.2	NO
			EB	44.0	D	45.9	E	1.9	YES
		PM	WB	20.6	C	21.4	C	0.8	NO
			EB	34.0	D	36.6	E	2.6	YES
<p><i>Note: The "related projects" include either the Southwest or the Southeast project sites in their estimations, when analysis is broken down by site (i.e. related projects for the southwest site includes the southeast project site).</i></p> <p><i>Source: Overland Traffic Consultants, Inc., August 2007.</i></p>									

Impacts on Regional Transportation System

The Congestion Management program (CMP) was enacted to monitor regional traffic growth and related transportation improvements. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. The Countywide approach includes designating a facilities network that includes all state highways and principal arterials with the County and monitoring the network's Level of Service standards. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the County wide plan.

For purposes of the CMP, a substantial change in freeway segments are defined as an increase or decrease of 0.10 in the demand to capacity ratio and a change in LOS. In general, a CMP traffic impact analysis is required if a project will add 150 or more trips, in either direction during either the AM or PM weekday peak hour. A freeway evaluation was conducted and shows a 0.4 – 0.5% increase in traffic on the Antelope Valley Freeway (SR-14). No freeway impacts are anticipated with the project sites.

The CMP also indicates that CMP monitoring locations be evaluated for significant traffic impacts if 50 or more trips will travel through the location during the morning or afternoon peak periods. There are no CMP roadway segments near the project sites.

CUMULATIVE IMPACTS

The growth in traffic due to the combined effects of continuing development, intensification of development, and related projects in conjunction with the Proposed Projects is incorporated into the traffic impacts analysis above. The analysis shows that the Proposed Projects, in combination with the related projects, would result in a potentially significant cumulative impact at five of the twelve study intersections during the AM/PM peak hours. When separated by project site, the southwest project site would result in an impact at four of the twelve intersections, and the southeast project site would result in an impact at four of the twelve intersections. The proposed mitigation measures listed below would reduce the cumulative impact to a less-than-significant level. Therefore, no significant cumulative impacts would occur.

MITIGATION MEASURES

The Proposed Projects would significantly impact the traffic flow at five intersections prior to the implementation of traffic mitigation measures. Further analysis with the southwest and southeast project sites separated indicates a significant impact for four intersections by the southwest project site development and a significant impact at four intersections by the southeast project site development. The recommended traffic mitigation measures for the impacted locations are as follows:

40th Street West & Avenue K

- M-1. Currently Avenue K provides one left turn lane and one shared through/right turn lane in the eastbound direction. If sufficient right-of-way is available, the south side of Avenue K west of 40th Street shall be widened to provide an exclusive eastbound right turn lane. A fair share contribution shall be required from both projects to implement this mitigation measure, if both projects proceed. If one project proceeds prior to the other, Conditions of Approval for the first project approved shall reflect that the fair share contribution is required in the event the second project is approved.

30th Street West & Avenue K

- M-2. 30th Street West and Avenue K currently provides dual left turn lanes in all directions with two north and two southbound lanes and three east and westbound lanes. Right turn lanes are available on the north and southbound approaches. However, the east and westbound approaches share one of the through lanes for right turns. If right-of-way is available, the north side of Avenue K east of 30th Street West shall be widened to construct a dedicated westbound right turn lane. A fair share contribution shall be required for both projects to implement this mitigation measure, if both projects proceed. The first project approval shall include Conditions of Approval to require the fair share contribution for the second project in the event that the second project is approved.

Avenue K & Eliopulos Drive & Future Driveway e/o 30th Street West

- M-3. The existing southbound Eliopulous Drive roadway is not channelized and the future driveway was evaluated as a single lane exit. The applicant shall restripe the intersection of the southbound approach to provide a dedicated left turn lane and shared through/right turn lane. The exiting traffic on the two driveways would need a two lane exit with a dedicated left turn lane and shared through/right turn lane. A fair share contribution shall be required for both projects to implement this mitigation measure, if both projects proceed. The first project approval shall include Conditions of Approval to require the fair share contribution for the second project in the event that the second project is approved.

27th Street West & Avenue K

- M-4. Design and installation of a new traffic signal at this intersection which is currently controlled with north and southbound stop signs will provide sufficient additional right-of-way to reduce the significant impact to a level of insignificance. A fair share contribution shall be required for both projects to implement this mitigation measure, if both projects proceed. The first project approval shall include Conditions of Approval to require the fair share contribution for the second project in the event that the second project is approved.

30th Street West & Avenue K-4

- M-5. Currently the intersection operates with stop sign control in the east and west direction with a single lane in each direction. The intersection shall be restriped to provide east and westbound left turn lanes and a shared through/right turn lane. A fair share contribution shall be required for both projects to implement this mitigation measure, if both projects proceed. The first project approval shall include Conditions of Approval to require the fair share contribution for the second project in the event that the second project is approved.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed southwest project would require 234 parking stalls by code; however, the project proposes 216 parking spaces, 18 spaces short of the code requirement. Parking impacts related to the southwest project would be significant.

Prior to implementation of mitigation, the Proposed Projects would significantly impact the traffic flow at five of the twelve study intersections. Individually, the southwest and southeast projects would significantly impact four of the twelve study intersections.

If sufficient right-of-way is available, intersection impacts can be mitigated as described above to a less than significant level (see Tables 14 through 16 in Appendix I).

IV. ENVIRONMENTAL IMPACT ANALYSIS

N. UTILITIES

1. WATER

ENVIRONMENTAL SETTING

Water Supplies

Water is supplied to the project sites by the Antelope Valley-East Kern Water Agency (AVEK) and the Los Angeles County Water Works District 40 of the County of Los Angeles Department of Public Works (DPW). AVEK is responsible for obtaining water to sell to local public and private retailers.¹ Los Angeles County Water Works is responsible for obtaining water from the local watershed and reclamation sources. AVEK is also responsible for ensuring the water demand is met and that State and federal water quality standards are achieved. City water supplies are derived from the following sources: groundwater, aquifer storage and recharge (ASR), water reclamation, and wholesale (imported) water from the State Water Project (SWP) purchased for Lancaster by AVEK.² Water availability from these sources varies depending upon the weather and demand. In Lancaster, ground water levels fluctuate on a year to year basis while the amount of rainfall and runoff determines the amount of water available from the SWP.³ Beginning in 2007, the Lancaster Water Reclamation Plant will be expanded to provide an additional 4,000 acre-feet of reclaimed water for use during high-demand periods at reuse locations.⁴

The water obtained by the AVEK is sold to local retail water agencies that include:

- Antelope Park Mutual Water Companies #1 and #2
- Averydale Mutual Water Company
- California Water Service
- El Dorado Mutual Water Company
- Evergreen Mutual Water Corporation
- Green Grove Mutual Water Company
- Lancaster Water Company
- Los Angeles County Waterworks District 40
- Palmdale Water District
- Palm Ranch Irrigation District

¹ *City of Lancaster, General Plan, Master Environmental Assessment Final EIR, 1997.*

² *Ibid.*

³ *Ibid.*

⁴ *Los Angeles County Sanitation Districts, Projects, Lancaster Water Reclamation Plant Expansion, website: <http://www.lacsd.org>, accessed April 11, 2007.*

- Quartz Hill Water District
- Shadow Acres Municipal Water District
- Sunnyside Farms Municipal Water District
- Westside Park Water Company
- White Fence Farms Mutual Water Company #1 and #3

The majority of the City of Lancaster, including the project sites, is served by the Los Angeles County Waterworks District 40. Because the project sites are currently vacant, no water is consumed.

Water Supply Infrastructure

The majority of the City of Lancaster is located in the Antelope Valley in Region 4, part of District 40 of the County of Los Angeles Water Works Districts. Region 4 and Region 34, representing Palmdale, are integrated and operated as one water distribution system.⁵ The infrastructure needed to supply residents and businesses includes: water storage facilities, transmission and distribution pipelines, water treatment plants, and other related facilities to deliver water to the City's residents.⁶

Water storage is essential for the conservation of water to supply daily peaks, meet high demand conditions, and provide for firefighting emergencies. The City water system has four 8 million gallon water storage facilities near Mojave and one 3 million gallon reservoir at Vincent Hill Summit.⁷ District 40 has been a signatory to the California Urban Water Conservation Council (CUWCC) Memorandum of Understanding since 1996, and as such has pledged to comply with the 14 Demand Management Measures⁸ (DMM) required under the CUWCC, including:

- DMM1, Water Survey Programs for single-family residential and multi-family residential sources;
- DMM2, Residential plumbing retrofit;
- DMM3, System water audits, lead detection, and repair;
- DMM4, Metering with commodity rates for all new connections and retrofit of existing connections;
- DMM5, Large landscape conservation programs and incentives;
- DMM6, High-efficiency washing machine rebate programs;

⁵ Los Angeles County Department of Public Works, *Los Angeles County Water Works Districts, 2005 Integrated Urban Water Management Plan for the Antelope Valley*, website: <http://ladpw.org/WWD/Web/>, accessed April 4, 2007.

⁶ *Ibid.*

⁷ *Ibid.*

⁸ *Ibid.*

- DMM7, Public information programs;
- DMM8, School education programs;
- DMM9, Conservation programs for commercial, industrial, and institutional accounts;
- DMM10, Wholesale agency programs;
- DMM11, Conservation Pricing;
- DMM12, Water conservation coordinator;
- DMM13, Water waste prohibition; and
- DMM14, Residual-ultra-low flush toilet replacement programs.

Much of the City's water supplies flow from north to south and enter the Antelope Valley from the East Branch of the California Aqueduct and through these four treatment facilities: the Quartz Hill Water Treatment Plant, the Eastside Water Treatment Plant, the Rosamond Water Treatment Plant, and the Acton Water Treatment Plant, which are operated by the Antelope Valley-East Kern Water Agency.⁹ Water entering these four facilities undergoes treatment and disinfection before being distributed throughout the water service area. The Quartz Hill Water Treatment Plant was expanded in 1989 and is capable of producing 65 million gallons per day of filtered water and is currently being upgraded to produce 90 million gallons of treated water per day upon completion.¹⁰ The Eastside Water Treatment Plant was expanded in 1988 and is capable of producing 10 million gallons per day of filtered water. The Rosamond Water Treatment Plant is capable of producing 14 million gallons per day of filtered water. The Acton Water Treatment Plant is capable of producing 4 million gallons per day of filtered water. The project sites are currently adjacent to a network of water mains located beneath all major streets that deliver water to the project area.

Regulatory Framework

To meet the growing population and demand for water in the City of Lancaster, the General Plan 2020 mandates several water conservation and reuse measures and incentives for existing and new developments.

CEQA Guidelines Section 15083.5 requires a Lead Agency to identify water systems to provide water supplies for projects over specified thresholds. The 2003 Senate Bill (SB) 221 requires that for any residential subdivision project the Lead Agency include a requirement that a sufficient water supply shall be available to serve the residential development. In regards to SB 221, the Proposed Project would not be subject to this bill because it does not include a residential subdivision.

⁹ *Antelope Valley-East Kern Water Agency, AVEK Facilities, website: <http://www.avek.org/index.html>, accessed April 4, 2007.*

¹⁰ *Phone correspondence with Michael Flood, Engineer, Antelope Valley-East Kern Water Agency, April 11, 2007.*

SB 610 requires a water supply assessment to evaluate whether total projected water supplies will meet the projected water demand for certain development projects that are otherwise subject to CEQA review. Existing law identifies those projects as (a) a residential development of more than 500 dwelling units; (b) a shopping center or business employing more than 1,000 persons or having more than 500,000 square feet of floor space; (c) a commercial office building employing more than 1,000 persons or having more than 250,000 square feet; (d) a hotel or motel with more than 500 rooms; (e) an industrial or manufacturing establishment housing more than 1,000 persons or having more than 650,000 square feet or 40 acres; (f) a mixed use project containing any of the foregoing; or (g) any other project that would have a water demand at least equal to a 500 dwelling unit project.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Appendix G of the State CEQA Guidelines

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the Proposed Projects could have a potentially significant water impact if it were to result in one or more of the following:

- (a) A project would require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause a significant environmental effect.
- (b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.

Water consumption was estimated from wastewater generation factors. In order to present a conservative analysis, water consumption is assumed to be 120 percent of the wastewater generated for a given land use. Conventional methodologies generally use water factors reflecting a 10 percent increase over wastewater generation rates.

Project Impacts

Southwest Project Site

Water Supplies

The southwest project site is anticipated to consume approximately 22,662 gallons per day (gpd) of water (see Table IV.N-1). Because the project site is currently vacant, the 22,662 gpd of anticipated water consumption also represents the net increase in water consumption generated at the project site. According to the 2005 Integrated Urban Water Management Plan for the Antelope Valley, all water purveyors, including District 40 which serves the City of Lancaster, will have enough water supplies to

meet the increasing demands projected through the year 2020 under an average water year assessment and through 2030 under single dry-year and multi dry-year water assessments. As such, impacts related to water supplies would be less than significant.

In addition, the southwest project site would not be subject to the provision of SB 610 because it does not exceed the threshold amount of square footage or anticipated employee generation for a shopping center.

Table IV.N-1
Southwest Project Site Water Consumption

Land Use	Size	Generation Rate	Total (gallons/day)
Commercial/Retail	25,800 sf	0.39 gallons/sf/day	10,062
Restaurant	10,500 sf	1.2 gallons/sf/day	12,600
Total			22,662
<i>Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.</i>			

Water Supply Infrastructure

The water demands of the southwest project site would be served by the existing water system and would comply with State and local water conservation measures. Los Angeles County Water Works undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service. Furthermore, the Antelope Valley-East Kern Water Agency is upgrading the Quartz Hill Water Treatment Plant from production capacities of 65 million gpd to 90 million gallons per day to accommodate the increase in demand in the City of Lancaster. As such, impacts to water supply infrastructure would be less than significant.

Southeast Project Site

Water Supplies

The southeast project site is anticipated to consume approximately 28,418 gpd of water (see Table IV.N-2). Because the project site is currently vacant, the 28,418 gpd of anticipated water consumption also represents the net increase in water consumption generated at the southeast project site. According to the 2005 Integrated Urban Water Management Plan for the Antelope Valley, all water purveyors, including District 40 which serves the City of Lancaster, will have enough water supplies to meet the increasing demands projected through the year 2020 under average water availability years and through 2030 under single dry-year and multi dry-year periods. As such, impacts related to water supplies would be less than significant.

In addition, the southeast project site would not be subject to the provision of SB 610 because it does not exceed the threshold amount of square footage or anticipated employee generation for a shopping center nor does it exceed the threshold for units in a residential development.

Table IV.N-2
Southeast Project Site Water Consumption

Land Use	Size	Generation Rate	Total (gallons/day)
Commercial/Retail	42,867 sf	0.39 gallons/sf/day	16,718
Townhomes	50 du	234 gallons/unit/day	11,700
Total			28,418
<i>Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.</i>			

Water Supply Infrastructure

The water demands of the southeast project site would be served by the existing water system and the Proposed Project would comply with State and local water conservation measures. Los Angeles County Water Works undertakes expansion or modification of water service infrastructure, including water treatment capacity, to serve future growth in the City as required in the normal process of providing water service. As such, impacts to water supply infrastructure would be less than significant.

CUMULATIVE IMPACTS

Water Supplies

With respect to water supplies, the Proposed Projects combined with the identified 75 related projects listed in Section III, Environmental Setting, would be expected to increase regional demand for water supplies. The related projects are anticipated to consume approximately 1,320,419 gpd of water (see Table IV.N-3). However, the 2005 Integrated Urban Water Management Plan for the Antelope Valley anticipates that its projected water supplies available during average, single dry-year, and multi dry-year periods would meet the projected water demand associated with the Proposed Projects and the related projects in the Antelope Valley, which would total 1,371,499 gpd. Furthermore, for the projects that meet the requirements established pursuant to SB 610 and SB 221 (e.g., projects of more than 500 dwelling units or commercial space with more than 500,000 square feet of floor area) a water supply assessment demonstrating sufficient water availability is required on a project-by-project basis. Similar to the Proposed Projects, each related project would be required to comply with City and State water conservation programs. Therefore, no significant cumulative water supply impact is anticipated from development of the Proposed Projects and related projects.

Water Supply Infrastructure

The Los Angeles County Water Works Districts undertake expansion or modification of water service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing water. Furthermore, the Antelope Valley-East Kern Water Agency is upgrading the Quartz Hill Water Treatment Plant from production capacities of 65 million gpd to 90 million gallons per day to accommodate the increase in demand in the City of Lancaster. As such, the Proposed Projects would not contribute to a cumulatively considerable effect on water supply infrastructure.

**Table IV.N-3
Related Projects Water Consumption**

Type of Development	Size (sf)	Consumption Rate	Total (gallons/day)
Retail and Services	683,323	0.39 gallons/sf/day	266,496
Building for High School	36,600	0.24 gallons/sf/day	8,784
Church Addition	2,000	0.060 gallons/sf/day	120
Religious Center	5,525	0.060 gallons/sf/day	332
Self-Storage	118,104	0.030 gallons/sf/day	3,543
Multi-Family	156	234 gallons/unit/day	36,504
Single-Family	3,220	312 gallons/unit/day	1,004,640
<i>Subtotal</i>			<i>1,320,419</i>
<i>Proposed Project</i>			<i>51,080</i>
Total			1,371,499
<i>Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.</i>			

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to water supplies and infrastructure would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

N. UTILITIES

2. WASTEWATER

ENVIRONMENTAL SETTING

The Los Angeles County Sanitation District Number 14 provides sewer conveyance infrastructure and wastewater treatment services to the City of Lancaster, and more specifically, the project area. The Lancaster Water Reclamation Plant (WRP), located 9 miles north of the project sites on the east side of the Antelope Valley Freeway at 1865 West Avenue D, provides treatment capacity for all wastewater flows generated at the project sites. The WRP has the capacity to treat approximately 16 million gallons per day (gpd) of wastewater and currently processes approximately 14.9 million gpd.¹¹ Currently, the Los Angeles County Sanitation Districts have plans to expand the WRP to meet the growing demands of the Lancaster area. Upon completion, the WRP will have a treatment capacity of approximately 18 million gpd.¹²

The project sites are located in an area that is served by existing wastewater infrastructure. These sewers, owned by the City of Lancaster and maintained by the Los Angeles County Department of Public Works (DPW), empty into 21 trunk sewer lines representing approximately 64 miles of trunk lines in almost every developed portion of Lancaster. These trunk lines flow to the Rosamond Outfall Trunk Sewer, near Avenue H east of the Antelope Valley Freeway, which ultimately conveys wastewater in the City of Lancaster to the WRP.¹³ Wastewater that has gone through the treatment process is then disposed of in the Piute Ponds located two miles east of the WRP on Edwards Air Force. Wastewater infrastructure in the immediate project vicinity consists of local sewer lines, which convey wastewater to the County's 24-inch Trunk F Trunk Sewer located in 30th Street West at Avenue J. This trunk line has a design capacity of 9.2 million gpd and flows at a peak of 3.7 million gpd.¹⁴

¹¹ Letter correspondence with Ruth Frazen, Engineering Technician, Los Angeles County Sanitation Districts, March 5, 2007.

¹² Los Angeles County Sanitation Districts, Projects, Lancaster Water Reclamation Plant Expansion, website: <http://www.lacsd.org>, accessed April 11, 2007.

¹³ City of Lancaster, General Plan, Master Environmental Assessment Final EIR, 1997.

¹⁴ Letter correspondence with Ruth Frazen, Engineering Technician, Los Angeles County Sanitation Districts, March 5, 2007.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Appendix G of the State CEQA Guidelines

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the Proposed Projects could have a potentially significant wastewater impact if it were to result in one or more of the following:

- (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- (c) Require or result in the construction of a new wastewater treatment facility or expansion of existing facilities, the construction of which could cause significant environmental effects.
- (d) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- (e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Project Impacts

Southwest Project Site

The southwest project site is anticipated generate approximately 18,885 gallons of wastewater per day (see Table IV.N-4). Because the project site is currently vacant, the 18,885 gallons of wastewater per day anticipated to be generated on the southwest project site also represents the net increase of wastewater generated at the southwest project site.

Table IV.N-4
Southwest Project Site Wastewater Generation

Land Use	Size	Generation Rate	Total (gallons/day)
Commercial/Retail	25,800 sf	0.325 gallons/sf/day	8,385
Restaurant	10,500 sf	1.0 gallons/sf/day	10,500
Total			18,885

Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.

According to the City of Lancaster and the Los Angeles County Sanitation Districts, the southwest project site's contribution of sewage to the wastewater flows would continue to be served by the existing local sewers and the Trunk F sewer line conveying wastewater from the project site as it represents approximately 0.2 percent of the remaining capacity. Wastewater would continue to be conveyed to the Lancaster Water Reclamation Plant, which has sufficient capacity for this project as it represents approximately 1.7 percent of remaining treatment capacity. Furthermore, the WRP is currently upgrading its facilities to accommodate the growing demand for treatment services at its plant by adding another 2 million gpd in capacity. Additionally, water conservation measures as established by the General Plan of the City of Lancaster and the 2005 Integrated Urban Water Management Plan for the Antelope Valley (e.g., xeriscaping, improved irrigation systems, public education about conservation, etc.) would be implemented and would help reduce the amount of wastewater generated with respect to sewer service. As such, project impacts to wastewater conveyance infrastructure and treatment capacity would be less than significant.

Southeast Project Site

The southeast project site is anticipated to generate approximately 23,632 gallons per day of wastewater (see Table IV.N-5). Because the project site is currently vacant, the 23,632 gallons of wastewater anticipated to be generated at the southeast project site also represents the net increase of wastewater generated on-site.

**Table IV.N-5
Southeast Project Site Wastewater Generation**

Land Use	Size	Generation Rate	Total (gallons/day)
Commercial/Retail	42,867 sf	0.325 gallons/sf/day	13,932
Town Homes	50 du	194 gallons/unit/day	9,700
Total			23,632

Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.

According to the City of Lancaster and the Los Angeles County Sanitation Districts, the southeast project site's contribution of sewage to the wastewater flows would be served by the local infrastructure and the Trunk F sewer line conveying wastewater from the project site as it represents approximately 0.3 percent of the remaining capacity. Wastewater would continue to be conveyed to the Lancaster Water Reclamation Plant, which has sufficient capacity for this project as it represents approximately 0.16 percent of the remaining treatment capacity. Additionally, water conservation measures as established by the General Plan of the City of Lancaster and the 2005 Integrated Urban Water Management Plan for the Antelope Valley (e.g., xeriscaping, improved irrigation systems, public education about conservation, etc.) would be implemented and would help reduce the amount of wastewater generated with respect to

sewer service. As such, project impacts to wastewater conveyance infrastructure and treatment capacity would be less than significant.

CUMULATIVE IMPACTS

Implementation of the Proposed Projects in conjunction with the 75 identified related projects in Section III, Environmental Setting, would further increase wastewater generation. The related projects are anticipated to generate approximately 1,100,349 gpd of wastewater (see Table IV.N-6). The cumulative development in the project area would continue to increase wastewater flows in the project area and incrementally decrease the capacity at the Lancaster Water Reclamation Plant. It is assumed that all of the related projects would rely on the wastewater services provided by WRP. As previously discussed, the design capacity of the WRP is 16 million gpd and the WRP's current average wastewater flow is 14.9 million gpd. The WRP has sufficient capacity for the related projects and the Proposed Projects as they represent approximately 7.6 percent of remaining treatment capacity. The WRP is currently beginning the process of upgrading the WRP to accommodate a wastewater flow of up to 18 million gallons per day due to increasing demand for wastewater services.

As with the Proposed Projects, the City of Lancaster and the Los Angeles County Sanitation Districts undertake expansion or modification of wastewater service infrastructure to serve future growth within the service area as required in the normal process of providing service. Cumulative impacts related to wastewater service would be addressed through this process. As such, the Proposed Projects would not contribute to cumulatively considerable effects on wastewater service infrastructure.

Table IV.N-6
Related Projects Wastewater Generation

Type of Development	Size (sf)	Generation Rate	Total (gallons/day)
Retail and Services	683,323	.325 gallons/sf/day	222,080
Building for High School	36,600	0.20 gallons/sf/day	7,320
Church Addition	2,000	0.050 gallons/sf/day	100
Religious Center	5,525	0.050 gallons/sf/day	276
Self-Storage	118,104	0.025 gallons/sf/day	2,953
Multi-Family	156	195 gallons/unit/day	30,420
Single-Family	3,220	260 gallons/unit/day	837,200
		<i>Subtotal</i>	<i>1,100,349</i>
		<i>Proposed Project</i>	<i>42,517</i>
		Total	1,142,866

Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to wastewater treatment and/or conveyance would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

N. UTILITIES

3. SOLID WASTE

ENVIRONMENTAL SETTING

Solid Waste Collection and Disposal

Within the City of Lancaster, solid waste management, including collection and disposal services and landfill operation, is administered by one private company under a franchise agreement. Currently, Waste Management, Inc., collects all residential, commercial, and industrial solid waste.¹⁵ All collected solid waste is deposited at the Lancaster Landfill and Recycling Center (Landfill) located approximately 10 miles northeast of the project sites at 600 East Avenue F¹⁶, at the Antelope Valley Recycling and Disposal Facility located approximately 10 miles south of the project sites at 1200 West City Ranch Road in Palmdale, and at the Antelope Valley Environmental Collection Center (AVECC) also located at 1200 West City Ranch Road in the City of Palmdale. The AVECC is designed to be a disposal site for Household Hazardous Wastes (HHW), such as paint, tires, and electronics.¹⁷

The project sites are currently vacant and thus generate no solid waste.

Landfills

The Lancaster Landfill and Recycling Center currently has approximately 19,088,739 cubic yards of remaining capacity. The Landfill is permitted to accept 1,700 tons of solid waste per day¹⁸ and has an average daily intake of approximately 1,500 tons/day.¹⁹ Currently, Waste Management, Inc. is in the process of obtaining new permits to allow for an increase in the amount of solid waste accepted per day from its current level to 3,000 tons per day to meet increasing demand.²⁰

¹⁵ *City of Lancaster, General Plan, Master Environmental Assessment Final EIR, 1997.*

¹⁶ *Waste Management, Keeping Antelope Valley Clean, Landfills, website: <http://www.wm.com>, accessed April 5, 2007.*

¹⁷ *Ibid.*

¹⁸ *State of California Solid Waste Information System, Facility Database, Lancaster Landfill and Recycling Center, website: <http://www.ciwmb.ca.gov/SWIS/>, accessed April 10, 2007.*

¹⁹ *Phone correspondence with Jim Merritt, Landfill Manager, Lancaster Landfill and Recycling Center, April 10, 2007.*

²⁰ *Los Angeles County Integrated Waste Management Plan, 2004 Annual Report, February 2006.*

The Antelope Valley Recycling and Disposal Facility currently has approximately 8,434,000 cubic yards of remaining capacity²¹ spread over two sites and is permitted to accept up to 1,400 tons of solid waste per day.²² To meet the increasing demands for disposal capacity, the Antelope Valley Recycling and Disposal Facility is in the process of expanding their site by adding an 11-acre strip of unused land between the two sites to its disposal capacity; it would result in an additional 9.2 millions tons of capacity.²³

The AVECC is a joint venture between the Cities of Lancaster and Palmdale, the California Integrated Waste Management Board, the County of Los Angeles, the Office of Los Angeles County Supervisor Michael Antonovich, and Waste Management, Inc.²⁴ HHW is disposed of at the AVECC by drop-off from local residents. It is open on the first and third Saturday of every month.

Regulatory Framework

The California Integrated Waste Management Act of 1989, Assembly Bill 939 (AB 939), was enacted to reduce, recycle, and reuse solid waste generated in the State to the maximum amount feasible. Specifically, AB 939 required city and county jurisdictions to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by the year 2000 and 70 percent by the year 2020. The act also requires each city and county to promote source reduction, recycling, and safe disposal and transformation.

AB 939 further requires each city to conduct a Solid Waste Generation Study and to prepare a Source Reduction and Recycling Element (SRRE) to describe how it would reach the goals. The SRRE contains programs and policies for fulfillment of the goals of the Act, including the above noted diversion goals and must be updated annually to account for changing market and infrastructure conditions. As projects and programs are implemented, the characteristics of the waste stream, the capacities of the current solid waste disposal facilities and the operational status of those facilities, are updated and upgraded as appropriate. California cities and counties are required to submit annual reports to the California Integrated Waste Management Board to update the Board on the City's progress toward AB 939 goals (i.e., source reduction, recycling, composting, and environmentally safe land disposal).²⁵

²¹ *Los Angeles County Integrated Waste Management Plan, 2004 Annual Report, February 2006.*

²² *State of California Solid Waste Information System, Facility Database, Antelope Valley Recycling and Disposal Facility, website: <http://www.ciwmb.ca.gov/SWIS/>, accessed April 12, 2007.*

²³ *Los Angeles County Integrated Waste Management Plan, 2004 Annual Report, February 2006.*

²⁴ *County of Los Angeles Department of Public Works, Antelope Valley Environmental Collection Center, website: <http://ladpw.org/epd/avecc/>, accessed April 9, 2007.*

²⁵ *California Public Resources Code, §40050 et seq.*

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Appendix G of the State CEQA Guidelines

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the Proposed Projects could have a potentially significant solid waste impact if it were to result in one or more of the following:

- (a) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.
- (b) Comply with federal, State, and local statutes and regulations related to solid waste.

Project Impacts

Southwest Project Site

Construction

Construction of the southwest project site would generate solid waste (in the form of construction debris) that would need to be disposed of at area landfills. Because the project site is currently vacant, there would be no demolition generated solid waste. Construction debris includes concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. Much of this material would be recycled and salvaged to the maximum extent feasible. Materials not recycled would be disposed of at local landfills. Because there would be no demolition involved, combined with the recycling of most of the solid waste generated by the construction phase of the southwest project site, short-term construction impacts to landfills and solid waste service would be less than significant.

Operation

The southwest project site is estimated to generate approximately 208 pounds of solid waste per day prior to any recycling activities (see Table IV.N-7). Because the project site is currently vacant, the 208 pounds of solid waste anticipated to be generated represents the net increase of solid waste generated at the project site. The Landfill currently is permitted to accept 1,700 tons per day of solid waste and accepts approximately 1,500 tons per day. The landfill is permitted to accept up to an additional 200 tons per day of solid waste intake over its current approximate intake. The southwest project site would generate approximately 208 pounds per day, or 0.104 tons per day. This represents approximately 0.0001 percent of the solid waste the Landfill is currently permitted to take on a daily basis. Furthermore, operations within the City and the project site would continue to be subject to the requirements set forth in AB 939 requiring each city or county to divert 50 percent of its solid waste from landfill disposal

through source reduction, recycling, and composting. The increase in solid waste generated by the southwest project site would not result in the need for additional waste collection routes and recycling or disposal facilities. Therefore, impacts associated with solid waste service would be less than significant.

**Table IV.N-7
Southwest Project Site Solid Waste Generation**

Land Use	Size	Generation Rate	Total (pounds/day)
Commercial/Retail	25,800 sf	0.006 pounds/sf/day	155
Restaurant	10,500 sf	0.005 pounds/sf/day	53
Total			208
<i>Source: California Integrated Waste Management Board, Estimated Solid Waste Generation Rates, County of Los Angeles Department of Regional Planning, website: http://www.ciwmb.ca.gov/wastechar/wastegenrates/default.htm, accessed April 13, 2007.</i>			

Southeast Project Site

Construction

Construction of the southeast project site would generate solid waste (in the form of construction debris) that would need to be disposed of at area landfills. Because the project site is currently vacant, there would be no demolition generated solid waste. Construction debris includes concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. Much of this material would be recycled and salvaged to the maximum extent feasible. Materials not recycled would be disposed of at area landfills. Because there would be no demolition involved, combined with the recycling of most of the solid waste generated by the construction phase of the southeast project site, short-term construction impacts to landfills and solid waste service would be less than significant.

Operation

The southeast project site is estimate to generate approximately 457 pounds of solid waste per day prior to any recycling activities (see Table IV.N-8). Because the project site is currently vacant, the 457 pounds of solid waste anticipated to be generated represents the net increase of solid waste generated at the project site. The Landfill is currently permitted to accept 1,700 tons of solid waste per day and accepts approximately 1,500 tons per day of solid waste. The Landfill is permitted to accept up to an additional 200 tons per day over its current approximate intake. The southeast project site would generate approximately 457 pounds per day, or 0.23 tons per day. This represents approximately 0.02 percent of the sold waste the Landfill is currently permitted to take on a daily basis. Furthermore, operations with the City, including the project site, would continue to be subject to the requirements set forth in AB 939 requiring each city or county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. The increase in solid waste generated by the southeast project site

would not result in the need for additional waste collection routes and recycling or disposal facilities. Therefore, impacts associated with solid waste service would be less than significant.

**Table IV.N-8
Southeast Project Site Solid Waste Generation**

Land Use	Size	Generation Rate	Total (pounds/day)
Commercial/Retail	42,867 sf	0.006 pounds/sf/day	257
Town Homes	50	4 pounds/unit/day	200
Total			457
<i>Source: California Integrated Waste Management Board, Estimated Solid Waste Generation Rates, County of Los Angeles Department of Regional Planning, Vesting Tentative Tract No. 47905, etc., website: http://www.ciwmb.ca.gov/wastechar/wastegenrates/default.htm, accessed April 13, 2007.</i>			

CUMULATIVE IMPACTS

The Proposed Projects, in conjunction with the 75 identified related projects in Section III, Environmental Setting, would increase the solid waste generation. The related projects are anticipated to generate approximately 37,942 pounds of solid waste per day or 18.97 tons (see Table IV.N-9). Similar to the Proposed Projects, the related projects would participate in regional source reduction and recycling programs further reducing the amount of solid waste to be disposed of at the Lancaster Landfill and Recycling Center and the Antelope Valley Recycling and Disposal Facility as described above. As the City of Lancaster has a franchise agreement with Waste Management, Inc., all recycling services would be handled by Waste Management, Inc. as well. Residents of the City of Lancaster are able to dispose of their Household Hazardous Waste at the Antelope Valley Environmental Collection Center. The remaining capacities at the Lancaster Landfill and Recycling Center and the Antelope Valley Recycling and Disposal Facility coupled with the anticipated increase in permitted daily intake at the Lancaster Landfill and the anticipated increase in capacity at the Antelope Valley Landfill are anticipated to accommodate the needs of the Proposed Projects and the identified related projects. Therefore, per AB 939 and the anticipated landfill expansions, the Proposed Projects and the related projects would not contribute to a cumulatively considerable effect on solid waste resources.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to solid waste generation would be less than significant.

**Table IV.N-9
Related Projects Solid Waste Generation**

Type of Development	Size (sf)	Generation Rate	Total (pounds/day)
Retail and Services	683,323	0.006 pounds/sf/day	4,100
Building for High School	36,600	0.007 pounds/sf/day	256
Church Addition	2,000	0.007 pounds/sf/day	14
Religious Center	5,525	0.007 pounds/sf/day	39
Self-Storage	118,104	0.006 pounds/sf/day	709
Multi-Family	156	4 pounds/sf/day	624
Single-Family	3,220	10 pounds/unit/day	32,200
		<i>Subtotal</i>	37,942
		<i>Proposed Project</i>	665
		Total	38,517
<p><i>Source: California Integrated Waste Management Board, Estimated Solid Waste Generation Rates, County of Los Angeles Department of Regional Planning, Vesting Tentative Tract No. 47905, etc., website: http://www.ciwmb.ca.gov/wastechar/wastegenrates/default.htm, accessed April 13, 2007.</i></p>			

IV. ENVIRONMENTAL IMPACT ANALYSIS

N. UTILITIES

4. ELECTRICITY

ENVIRONMENTAL SETTING

Southern California Edison (SCE) provides electricity service to the City of Lancaster. Service is provided by a network of overhead and underground transmission lines. SCE obtains electricity from various generating sources that utilize natural gas, fossil fuels, hydroelectric sources; nuclear energy, and renewable resources, like solar and wind.²⁶ SCE obtains power for the City of Lancaster from the following sources: the San Onofre Nuclear Generating Station (SONGS) and the Big Creek Hydroelectric Generating System. Currently, SONGS operates two of its three nuclear reactors and provides nearly 20 percent of the power provided to SCE customers or approximately 2,254 megawatts of power. The facilities that make up the Big Creek Hydroelectric Generating System are currently going through a re-licensing process.

Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and non-residential buildings and regulate insulation, glazing, lighting, shading, and water and space heating systems. Building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided that standards meet or exceed those in Title 24 Guidelines.

The project sites are currently served by standard SCE voltage lines along West Avenue K and 30 Street West that may include the following distribution voltages: 120, 120/240, 240, 240/480, 277/480, 2,400, and 4,160. Specifically, where there are four-wire, wye-connected polyphase secondary mains, there are the following volts: 120,120/208, and 208. Where SCE has four-wire delta-connected polyphase secondary mains, there are the following volts: 120, 120/240, and 240.²⁷

The project sites are currently vacant and thus consume no electricity.

²⁶ *Southern California Edison, Power Generation, website: <http://www.sce.com>, accessed April 9, 2007.*

²⁷ *Letter correspondence with Katie Conklin, Customer Service Planner, Southern California Edison, Rule 2 Description of Service, April 11, 2007.*

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Implementation of the Proposed Projects would create a significant impact on electricity resources if either of the following were to occur:

- (a) Demand for electricity cannot be served by existing electricity infrastructure and/or supply.
- (b) If the Proposed Project would limit or interfere with the City's ability to achieve and or meet its citywide objectives.

Project Impacts

Southwest Project Site

The southwest project site is estimated to consume approximately 2,320 kilowatt-hour (kWh) of electricity per day (see Table IV.N-10). This represents a net increase of 2,320 kWh of electricity per day consumed at the project site as it is currently vacant. According to SCE, the current load levels and plans for expansion are adequate to accommodate the needs of the City of Lancaster through 2010.²⁸ Energy conservation standards established by Title 24 of the California Code of Regulations would be incorporated into new buildings as part of the building permit process and thus would also conform to the energy efficiency and conservation measures. Based on the City of Lancaster's General Plan, SCE has planned for and will meet the growing demand for electricity through the year 2010. Therefore, impacts associated with electricity supply would be less than significant.

Southern California Edison undertakes expansion and/or modification of electricity distribution infrastructure and systems to serve future growth in the City of Lancaster as required in the normal process of providing electrical service. According to SCE, the current infrastructure and plans for expansion are adequate to accommodate the needs of the City of Lancaster through 2010.²⁹ Impacts related to electrical power distribution would be addressed through this process. As such, impacts associated with electricity distribution infrastructure would be less than significant.

²⁸ Letter correspondence with Katie Conklin, Customer Service Planner, Southern California Edison, April 11, 2007.

²⁹ Letter correspondence with Katie Conklin, Customer Service Planner, Southern California Edison, April 11, 2007.

**Table IV.N-10
Southwest Project Site Electricity Consumption**

Land Use	Size	Generation Rate	Total (kilowatt-hours/day)
Commercial/Retail	25,800 sf	0.037 kilowatt-hours/sf/day	955
Restaurant	10,500 sf	0.13 kilowatt-hours/sf/day	1,365
Total			2,320

Source: SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.

Southeast Project Site

The southeast project site is estimated to consume approximately 2,357 kWh of electricity per day (see Table IV.N-11). This represents a net increase of 2,357 kWh of electricity per day consumed at the project site as it is currently vacant. According to SCE, the current loads and plans for expansion are adequate to accommodate the needs of the City of Lancaster through 2010.³⁰ Energy conservation standards established by Title 24 of the California Code of Regulations would be incorporated into new buildings as part of the building permit process thus would also conform to the energy efficiency conservation measures established in the City of Lancaster's General Plan. Further, based on the General Plan, SCE has planned for and will meet the growing demand for electricity through the year 2010. Therefore, impacts associated with electricity supply would be less than significant.

SCE undertakes expansion and/or modification of electricity distribution infrastructure and systems to serve future growth in the City of Lancaster as required in the normal process of providing electrical service. According to SCE, the current infrastructure and plans for expansion are adequate to accommodate the needs of the City of Lancaster through 2010.³¹ Impacts related to electrical power distribution would be addressed through this process. As such, impacts associated with electricity distribution infrastructure would be less than significant.

³⁰ Letter correspondence with Katie Conklin, Customer Service Planner, Southern California Edison, April 11, 2007.

³¹ *Ibid.*

**Table IV.N-11
Southeast Project Site Electricity Consumption**

Land Use	Size	Generation Rate	Total (kilowatt-hours/day)
Commercial/Retail	42,867 sf	0.037 kilowatt-hours/sf/day	1,586
Town Homes	50 du	15.42 kilowatt-hours/unit/day	771
Total			2,357

Source: SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.

CUMULATIVE IMPACTS

The Proposed Projects, in conjunction with the 75 identified related projects in Section III, Environmental Setting, would increase electricity consumption in the City of Lancaster. The related projects are anticipated to consume approximately 82,045 kWh of electricity per day (see Table IV.N-12). Similar to the Proposed Projects, the related projects would be regulated by the State Building Energy Efficiency Standards embodied in Title 24 of the California Code of Regulations for the purpose of regulating insulation, glazing, and shading, and the power consumed in the use of lighting and water and space heating systems. Each related project would be subject to the energy efficiency standards established by the General Plan of the City of Lancaster, which would be enforced through the local building permit process. In addition, SCE anticipates being able to supply power to meet the growing demands of the City through the year 2010. As such, the Proposed Projects would not contribute to a cumulatively considerable effect on electricity generation and supply.

SCE undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. SCE has planned for and will be able to accommodate the needs of the City of Lancaster through infrastructure upgrades and expansions. Cumulative impacts related to electrical power service would be addressed through this process. As such, the Proposed Projects would not contribute to a cumulatively considerable effect on electricity infrastructure.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to electricity supply and electricity distribution infrastructure would be less than significant.

**Table IV.N-12
Related Projects Electricity Consumption**

Type of Development	Size (sf)	Generation Rate	Total (kilowatt-hours/sf/day)
Retail and Services	683,323	0.037 kilowatt-hours/sf/day	25,283
Building for High School	36,600	0.029 kilowatt-hours/sf/day	1,061
Church Addition	2,000	0.029 kilowatt-hours/sf/day	58
Religious Center	5,525	0.029 kilowatt-hours/sf/day	160
Self-Storage	118,104	0.029 kilowatt-hours/sf/day	3,425
Multi-Family	156	15.42 kilowatt-hours/unit/day	2,406
Single-Family	3,220	15.42 kilowatt-hours/unit/day	49,652
		<i>Subtotal</i>	82,045
		<i>Proposed Project</i>	4,677
		Total	86,722
<i>Source: SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.</i>			

IV. ENVIRONMENTAL IMPACT ANALYSIS

N. UTILITIES

5. NATURAL GAS

ENVIRONMENTAL SETTING

The Southern California Gas Company (SCG) provides natural gas resources to the City of Lancaster through existing gas mains located under the streets and public right-of-ways. Natural gas services are provided in accordance with SCG's policies and extension rules on file with the California Public Utilities Commission (PUC) at the time contractual agreements are made. Approximately 16 percent of the natural gas used by the State of California is produced by the State while the remaining 84 percent is obtained from sources outside of the State. The availability of natural gas is based upon present conditions of gas supply and regulatory policies as the SCG is under the jurisdiction of the California Public Utilities Commission and other Federal regulatory agencies. In addition, SCG makes available to its customers energy efficiency programs with rebates and incentives for the purpose of reducing natural gas consumption. Natural gas is delivered to the project sites through natural gas mains adjacent to the project sites.

The project sites are currently vacant and thus consume no natural gas.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Implementation of the Proposed Projects would create a significant impact on natural gas resources if either of the following were to occur:

- (a) Demand for natural gas cannot be served by existing natural gas infrastructure and/or supply.
- (b) If the Proposed Projects would limit or interfere with the City's ability to achieve and or meet its citywide objectives.

Project Impacts

Southwest Project Site

As shown in Table IV.N-13, the southwest project site's estimated natural gas consumption is approximately 3,630 cubic feet per day with a net increase of 3,630 cubic feet per day because the project site is currently vacant. The existing natural gas mains would serve the site. Furthermore, Title 24 of the California Code of Regulations establishes energy conservation standards for new construction. These energy conservation standards address insulation, glazing, lighting, shading, and water and space heating systems. With modern energy efficient construction materials, the southwest project site would be consistent with the energy conservation standards of Title 24 and the efficiency standards established in

the City's General Plan. According to the General Plan of the City of Lancaster, the SCG has planned for and will meet the growing demand for natural gas through the year 2020. Therefore, impacts associated with natural gas supply would be less than significant.

The SCG undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. Impacts to the distribution infrastructure would be addressed through this process. As such, impacts associated with the natural gas distribution infrastructure would be less than significant.

Table IV.N-13
Southwest Project Site Natural Gas Consumption

Land Use	Size	Generation Rate	Total (cubic feet/day)
Commercial/Retail	25,800 sf	0.1 cubic feet/sf/day	2,580
Restaurant	10,500 sf	0.1 cubic feet/sf/day	1,050
Total			3,630
<i>Source: SCAQMD, CEQA Air Quality Handbook, Table A9-12-A, 1993.</i>			

Southeast Project Site

As shown in Table IV.N-14, the southeast project site's estimated natural gas consumption is approximately 10,987 cubic feet per day with a net increase of 10,987 cubic feet per day because the project site is currently vacant. The existing natural gas mains would serve the project site. Furthermore, Title 24 of the California Code of Regulations establishes energy conservation standards for new construction. These energy conservation standards address insulation, glazing, lighting, shading, and water and space heating systems. With modern, energy efficient building materials, the southeast project site would be consistent with the energy conservation standards of Title 24 and the efficiency standards established in the City's General Plan. According to this General Plan, the SCG has planned for and will meet the growing demand for natural gas through the year 2020. Therefore, impacts associated with natural gas supply would be less than significant.

The SCG undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. Impacts to the distribution infrastructure would be addressed through this process. As such, impacts associated with the natural gas distribution infrastructure would be less than significant.

Table IV.N-14
Southeast Project Site Natural Gas Consumption

Land Use	Size	Generation Rate	Total (cubic feet/day)
Commercial/Retail	42,867 sf	0.1 cubic feet/sf/day	4,287
Town Homes	50 du	134 cubic feet/unit/day	6,700
Total			10,987

Source: SCAQMD, CEQA Air Quality Handbook, Table A9-12-A, 1993.

CUMULATIVE IMPACTS

The Proposed Projects, in conjunction with the 75 identified related projects in Section III, Environmental Setting, would increase natural gas consumption in the City of Lancaster. The related projects are anticipated to consume approximately 820,299 cubic feet per day (see Table IV.N-15). Similar to the Proposed Projects, the related projects would be regulated by the California Public Utilities Commission for the purpose of regulating and promoting efficient natural gas consumption. Each related project would be available to participate in energy efficiency programs offered by SCG, which make available rebates and incentives for installing energy efficient equipment. In addition, the General Plan of the City of Lancaster states that the SCG anticipates being able to supply natural gas to the City to meet the growing demand through the year 2020.

As with the Proposed Projects, SCG undertakes expansion or modification of natural gas service infrastructure to serve future growth within its service area as required in the normal process of providing service. Cumulative impacts related to natural gas service would be addressed through this process. As such, the Proposed Projects would not contribute to cumulatively considerable effects on natural gas supplies and infrastructure.

Table IV.N-15
Related Projects Natural Gas Consumption

Type of Development	Size (sf)	Generation Rate	Total (cubic feet/sf/day)
Retail and Services	683,323	0.1 cubic feet/sf/day	68,332
Building for High School	36,600	0.1 cubic feet/sf/day	3,660
Church Addition	2,000	0.1 cubic feet/sf/day	200
Religious Center	5,525	0.1 cubic feet/sf/day	553
Self-Storage	118,104	0.1 cubic feet/sf/day	11,810
Multi-Family	156	134 cubic feet/sf/day	20,904
Single-Family	3,220	222 cubic feet/sf/day	714,840
<i>Subtotal</i>			<i>820,299</i>
<i>Proposed Project</i>			<i>14,617</i>
Total			834,916

Source: SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to natural gas supply and natural gas distribution infrastructure would be less than significant.

V. GENERAL IMPACT CATEGORIES

A. SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the State CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(b) states:

“Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.”

Based on the analysis contained in Section IV of this Draft EIR, implementation of the Proposed Projects would result in significant unavoidable environmental impacts relative to construction air quality, construction noise, operational noise, and parking (southwest project site).

Air Quality

Southwest Project Site

The Proposed Project’s construction emissions would exceed the regional emissions thresholds for PM₁₀ and NO_x recommended by the AVAQMD during the grading and building phases, respectively. While implementation of Mitigation Measures C-1 through C-10, which reflects the requirements under AVAQMD Rule 403, and Mitigation Measures C-11 and C-12 would serve to minimize the construction emissions of the Proposed Project, the emissions reductions are not expected to reduce the peak daily construction emissions of PM₁₀ and NO_x to below the thresholds of significance recommended by the AVAQMD. As no additional feasible mitigation is available to reduce these emissions, construction-related PM₁₀ and NO_x impacts would be temporarily significant and unavoidable.

Southeast Project Site

The Proposed Project’s construction emissions would exceed the regional emissions thresholds for PM₁₀ and NO_x recommended by the AVAQMD during the grading and building phases, respectively. While implementation of Mitigation Measures C-1 through C-10, which reflects the requirements under AVAQMD Rule 403, and Mitigation Measures C-11 and C-12 would serve to minimize the construction emissions of the Proposed Project, the emissions reductions are not expected to reduce the peak daily construction emissions of PM₁₀ and NO_x to below the thresholds of significance recommended by the AVAQMD. As no additional feasible mitigation is available to reduce these emissions, construction-related PM₁₀ and NO_x impacts would be temporarily significant and unavoidable.

Noise

Construction Noise

Southwest Project Site

With compliance with Section 8.24.040 of the City's Municipal Code and the implementation of the Mitigation Measures J-1 through J-8 listed in section IV.J Noise, which would require the implementation of noise reduction devices and techniques during construction at the project site, construction-related noise impacts associated with the Proposed Project would be reduced to the maximum extent feasible. Nevertheless, because construction noise levels associated with the Proposed Project would still result in the generation of SENL levels that are greater than 15 dBA above the noise objectives for residential and school uses as identified in the City's General Plan, construction-related noise impacts would be significant and unavoidable upon the identified off-site sensitive receptors identified in Section IV.J Noise.

Southeast Project Site

With compliance with Section 8.24.040 of the City's Municipal Code and the implementation of the Mitigation Measures J-1 through J-8 listed in section IV.J Noise, which would require the implementation of noise reduction devices and techniques during construction at the project site, construction-related noise impacts associated with the Proposed Project would be reduced to the maximum extent feasible. Nevertheless, because construction noise levels associated with the Proposed Project would still result in the generation of SENL levels that are greater than 15 dBA above the noise objectives for residential uses as identified in the City's General Plan, construction-related noise impacts would be significant and unavoidable upon the identified off-site sensitive receptors identified in Section IV.J Noise.

Loading Dock and Trash Collection

Southwest Project Site

Noise impacts would be less than significant with mitigation

Southeast Project Site

On the southeast project site, noise levels of up to 89 dBA could be experienced from large delivery trucks and trash collection activities. The sound wall and landscape buffer required by Mitigation Measure J-15 would conservatively reduce noise levels experienced at the closest single family residence by a factor of 5dBA, to 84 dBA. However, large delivery trucks and loading dock activities on this parcel would still operate within a distance of single family residences that would result, on occasion, in generation of the 84 dBA noise level, which would be above the 80 dBA threshold. Implementation of Mitigation Measure J-16 would require, to the extent feasible, deliveries to the commercial retail facilities

and grocery store to occur after 8:00 a.m. and prior to 6:00 p.m. This would reduce the noise impacts on the nearby sensitive uses as deliveries would, to the extent feasible, mostly occur outside of recognized sleep hours. However, such noise levels could still occasionally occur prior to 8:00 a.m. As such, impacts associated with small and medium delivery truck loading dock activity and solid waste collection would be less than significant after mitigation, while delivery and loading dock activities associated with large delivery trucks would be significant and unavoidable.

Traffic, Transportation, and Parking

Parking

Southwest Project Site

The southwest project site would develop a commercial shopping center with vehicular access provided from 30th Street West and Avenue K. City of Lancaster Municipal Code dictates that shopping centers provide 1 parking space per 250 square feet of floor area for commercial uses, and 2 spaces per 100 square feet of floor area for restaurant uses. The proposed plans for the southwest project site include 25,800 square feet of retail and 10,500 square feet of restaurant uses, which constitutes more than 10 percent of the overall development as eating venues. Therefore, 234 parking stalls would be required; as 216 parking spaces are proposed, the southwest project site would be 18 spaces short of the code requirement and impacts would be considered significant.

B. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGE

Section 15126.2(c) of the State CEQA Guidelines states that the “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.” Section 15126.2(c) further states that “irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

The types and level of development associated with the Proposed Projects would consume limited, slowly renewable and non-renewable resources. This consumption would occur during construction of the Proposed Projects and would continue throughout its operational lifetime. The development of the Proposed Projects would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources and (3) the transportation of goods and people to and from the project site.

Construction of the Proposed Projects would require consumption of resources that are not replenishable or which may renew slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g.,

plastics) and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the Proposed Projects. However, this resource consumption would be consistent with growth and anticipated change in the City of Lancaster and Antelope Valley region.

C. GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECTS

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of the ways in which a Proposed Project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 12126.2(d) of the State CEQA Guidelines states:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

Development projects, by their nature, are growth-inducing. As discussed in Section IV.K (Population and Housing), the Proposed Projects would contribute a total of approximately 182 employees and 169 residents to the project area and the City of Lancaster. In addition, employment opportunities would be provided during construction and operation of the Proposed Projects. The Proposed Projects would account for approximately 2.5 percent of the employment growth projected by SCAG for the City of Lancaster between 2000 and 2010 and approximately 0.3 percent of the housing growth projected by SCAG for the City of Lancaster between 2000 and 2010. While the Proposed Projects would induce growth in the City of Lancaster, this growth would be consistent with area-wide population and housing forecasts.

As also discussed in this Draft EIR, the roadways and other infrastructure (e.g., water facilities, electricity transmission lines, natural gas lines, etc.) associated with the Proposed Projects would not induce growth because they would only serve the Proposed Projects.

VI. ALTERNATIVES TO THE PROPOSED PROJECTS

Section 21002.1(a) of the CEQA Statutes (Public Resources Code) states:

*The purpose of an environmental impact report is to identify the significant effects on the environment of a project, **to identify alternatives to a project**, and to indicate the manner in which those significant effects can be mitigated or avoided. [Emphasis added]*

More specifically, the State CEQA Guidelines (Section 15126.6) require an EIR to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. The discussion of alternatives, however, need not be exhaustive, but rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives that are deemed “infeasible.”

Section 15126.6(a) of the State CEQA Guidelines states:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparable merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

Purpose

Section 15126.6(b) of the State CEQA Guidelines states:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly.

Level of Detail

The State CEQA Guidelines do not require the same level of detail in the alternatives analysis as in the analysis of the proposed project. Section 15126.6(d) of the State CEQA Guidelines states:

The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

Project Objectives

The range of potential alternatives to the Proposed Projects shall include those that could feasibly accomplish most of the basic objectives of the Proposed Projects. The objectives of the Proposed Projects are as follows:

Southwest Project Site

- To provide a well-designed development that is compatible and complementary with surrounding land uses and develops land within the urban core.
- To provide adequate parking facilities to serve the proposed development residents, customers, and employees.
- To generate employment opportunities for the local area.
- To mitigate, to the extent feasible, the potential environmental impacts of the Proposed Project.
- To provide development that is financially viable.

Southeast Project Site

- To create infill development on the currently underutilized project site to provide housing and retail facilities to serve the local community.
- To provide a well-designed development that is compatible and complementary with surrounding land uses and develops land within the urban core.

- To provide adequate parking facilities to serve the proposed development residents, customers, and employees.
- To generate employment opportunities for the local area.
- To mitigate, to the extent feasible, the potential environmental impacts of the Proposed Project.
- To provide development that is financially viable.

Selection of a Reasonable Range of Alternatives

Section 15126.6(c) of the CEQA Guidelines states:

The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the Project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic Project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

Overview of Selected Alternatives

As indicated above, project alternatives should feasibly be able to attain “most of the basic objectives of the project” (State CEQA Guidelines Section 15126.6(a)), even though implementation of the project alternatives might, to some degree, impede the attainment of those objectives or be more costly (State CEQA Guidelines Section 15126.6(b)). Therefore, for purposes of this alternatives analysis and to compare the merits of an alternative’s ability to reduce environmental impacts and meet the projects’ objectives, the following alternatives were defined and analyzed:

- Alternative A: No Project-No Development
- Alternative B: Reduced Density
- Alternative C: No Project-Existing General Plan

Alternatives Rejected as Being Infeasible

Section 15126.6(c) of the State CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination.

Alternative sites were not analyzed because the Project Applicants do not own or control other property within the City that satisfies the objectives for the Proposed Project.

Assumptions and Methodology

The anticipated means for implementation of the alternatives can influence the assessment and/or probability of impacts for those alternatives. For example, a project may have the potential to generate significant impacts, but considerations in project design may also afford the opportunity to avoid or reduce such impacts. The alternatives analysis is presented as a comparative analysis to the Proposed Project and assumes that all applicable mitigation measures proposed for the project would apply to each alternative. To develop alternatives that are presented in this EIR, the significant and unavoidable project impacts (construction air quality and construction and operational noise impacts) in Section IV of this EIR were reviewed and impacts that could be substantially avoided or reduced through an alternative were identified. The alternatives were then considered in light of the project objectives to ensure that the alternatives would still meet most of the basic objectives.

The following alternatives analysis compares the potential significant environmental impacts of three alternatives with those of the Proposed Project for each of the environmental topics analyzed in detail in Section IV (Environmental Impact Analysis) of this EIR.

A. NO PROJECT

DESCRIPTION

CEQA requires the alternatives analysis to include a No Project Alternative. The purpose of analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project (State CEQA Guidelines Section 15126.6(e)(1)). Pursuant to State CEQA Guidelines Section 15126.6(e)(2):

The "no project" analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved, based on current plans, and consistent with available infrastructure and community services.

Under the No Project Alternative, no new development would occur on the sites as compared to existing conditions. The project sites would remain vacant and undeveloped. Currently, both project sites are vacant with sparse vegetation, consisting of mostly desert scrub, Juniper trees, and a few Joshua trees. The potential environmental impacts associated with the No Project Alternative are described below and are compared to the potentially significant environmental impacts associated with the Proposed Project.

Aesthetics

Visual Character

Southwest Project Site

Under the No Project Alternative, the project site would remain vacant and undeveloped, covered with sparse vegetation, and no new development would occur. The Proposed Project would implement new commercial uses with associated surface parking. As a result, the Proposed Project would develop the project site with new land uses. In comparison, the No Project Alternative would not change the existing visual character of the project site and surrounding vicinity. Public and private views of the surrounding area would remain as they are now. Under the No Project Alternative, no new sources of light would be introduced, and no shade or shadow impacts would occur, as no new structures would be built. Therefore, aesthetic impacts associated with the southwest project under this alternative would be slightly reduced compared to the Proposed Project, although impacts of the Proposed Project with respect to aesthetics would be less than significant with incorporation of mitigation measures.

Southeast Project Site

Under the No Project Alternative, the project site would remain vacant and undeveloped, covered with sparse vegetation, and no new development would occur. The Proposed Project would implement new commercial and multi-family residential uses with associated surface and residential garage parking. As a result, the Proposed Project would develop the project site with new land uses. In comparison, the No Project Alternative would not change the existing visual character of the project site and surrounding vicinity. Public and private views of the surrounding area would remain as they are now. Under the No Project Alternative, no new sources of light would be introduced, and no shade or shadow impacts would occur, as no new structures would be built. Therefore, aesthetic impacts associated with the southeast project would under this alternative be slightly reduced compared to the Proposed Project, although impacts of the Proposed Project with respect to aesthetics would be less than significant with incorporation of mitigation measures.

Air Quality

Construction Impacts

Southwest Project Site

Under the No Project Alternative, the project site would not be developed and would remain vacant. No new construction activities would occur. Since no grading associated with new construction or construction activities would occur on the project site, no short-term air emissions associated with these activities would occur. There would be no construction air quality impacts under this alternative, whereas the Proposed Project would result in significant, unavoidable construction air quality impacts.

Southeast Project Site

Under the No Project Alternative, the project site would not be developed and would remain vacant. No new construction activities would occur. Since no grading associated with new construction or construction activities would occur on the project site, no short-term air emissions associated with these activities would occur. There would be no construction air quality impacts under this alternative, whereas the Proposed Project would result in significant, unavoidable construction air quality impacts.

Operational Impacts

Southwest Project Site

No increase in the amount of vehicle traffic would occur and no long-term air emissions would be generated with the project site left vacant and undeveloped. In addition, no generation of operational odors, such as emissions from restaurant uses, would be generated. Generally, the vegetation on the project site minimizes dust created by the project site during times of high wind. While operational air quality impacts under the Proposed Project would not exceed thresholds, air quality impacts associated with the No Project Alternative would be less than those associated with the Proposed Project.

Southeast Project Site

No increase in the amount of vehicle traffic would occur and no long-term air emissions would be generated with the project site left vacant and undeveloped. In addition, no generation of operational odors, such as emissions from restaurant uses, would be generated. Generally, the vegetation on the project site minimizes dust created by the project site during times of high wind. While operational air quality impacts under the Proposed Project would not exceed thresholds, air quality impacts associated with the No Project Alternative would be less than those associated with the Proposed Project.

Biological Resources

Southwest Project Site

Under the No Project Alternative, no new construction or physical modification of the project site would occur. No potential to affect any on-site biological resources would occur. The site would remain entirely in its current condition, with the vegetation including ruderal or desert scrub vegetation with scattered California juniper (*Juniperus californica*) and Joshua trees (*Yucca brevifolia*) remaining, as well as any wildlife currently on the site. Therefore, potential impacts to biological resources under the No Project Alternative would be less than those associated with the Proposed Project, although impacts of the Proposed Project with respect to biological resources would be less than significant with incorporation of mitigation measures.

Southeast Project Site

Under the No Project Alternative, no new construction or physical modification of the project site would occur. No potential to affect any on-site biological resources would occur. The site would remain entirely in its current condition, with the vegetation including ruderal or desert scrub vegetation with scattered California juniper (*Juniperus californica*) and Joshua trees (*Yucca brevifolia*) remaining, as well as any wildlife currently on the site. Therefore, potential impacts to biological resources under the No Project Alternative would be less than those associated with the Proposed Project, although impacts of the Proposed Project with respect to biological resources would be less than significant with incorporation of mitigation measures.

Cultural Resources

Southwest Project Site

Under the No Project Alternative, no new construction or physical modification of the project site would occur. No potential to affect any cultural resources would occur. While the cultural resources identified on the project site were not determined to be of local, regional, or State significance, the potential for other cultural resources to be present on the project site. The site would remain entirely in its current condition, and therefore any existing or potential cultural, archaeological, or paleontological resources would remain in their current condition on the project site. Therefore, potential impacts to cultural resources under the No Project Alternative would be less than those associated with the Proposed Project, although impacts of the Proposed Project would be less than significant with incorporation of mitigation measures.

Southeast Project Site

Under the No Project Alternative, no new construction or physical modification of the project site would occur. No potential to affect any cultural resources would occur. While the cultural resources identified

on the project site were not determined to be of local, regional, or State significance, the potential for other cultural resources to be present on the project site. The site would remain entirely in its current condition, and therefore any existing or potential cultural, archaeological, or paleontological resources would remain in their current condition on the project site. Therefore, potential impacts to cultural resources under the No Project Alternative would be less than those associated with the Proposed Project, although impacts of the Proposed Project would be less than significant with incorporation of mitigation measures.

Geology and Soils

Southwest Project Site

Under the No Project Alternative, no construction would occur. The project site is not at risk of impacts from liquefaction or slope instability. There are no known surface faults located on the project site; however, the project site would still be susceptible to seismic ground shaking. The project area is also at risk for subsidence. Under the No Project Alternative, no buildings or structures would be constructed and therefore, no people would be exposed to impacts associated with seismic ground shaking. Subsidence may continue to occur, as it is currently distributed over a wide region in which the project area is included. No impacts from wind or water-borne erosion would occur under the No Project Alternative, as soil disturbance and construction would not occur. Therefore, impacts from geology and soils under the No Project Alternative would be less than the impacts associated with the Proposed Project, although impacts of the Proposed Project with respect to geology and soils would be less than significant.

Southeast Project Site

Under the No Project Alternative, no construction would occur. The project site is not at risk of impacts from liquefaction or slope instability. There are no known surface faults located on the project site; however, the project site would still be susceptible to seismic ground shaking. The project area is also at risk for subsidence. Under the No Project Alternative, no buildings or structures would be constructed and therefore, no people would be exposed to impacts associated with seismic ground shaking. Subsidence may continue to occur, as it is currently distributed over a wide region in which the project area is included. No impacts from wind or water-borne erosion would occur under the No Project Alternative, as soil disturbance and construction would not occur. Therefore, impacts from geology and soils under the No Project Alternative would be less than the impacts associated with the Proposed Project, although impacts of the Proposed Project with respect to geology and soils would be less than significant.

Hazards and Hazardous Materials

Southwest Project Site

Under the No Project Alternative, no construction would occur. The project site does not pose any hazards, nor is it known to contain hazardous materials. Since no construction would occur, and no new uses would occupy the site under this alternative, no hazards related impacts would occur. The project site may be subject to fire because it contains desert vegetation that occurs naturally. However, this has not been identified as a significant hazard for the area. Therefore, the No Project Alternative would result in no impact related to hazards. This would be less than the impacts associated with the Proposed Project, although the Proposed Project would result in less than significant impacts.

Southeast Project Site

Under the No Project Alternative, no construction would occur. The project site does not pose any hazards, nor is it known to contain hazardous materials. Since no construction would occur, and no new uses would occupy the site under this alternative, no hazards related impacts would occur. The project site may be subject to fire because it contains desert vegetation that occurs naturally. However, this has not been identified as a significant hazard for the area. Therefore, the No Project Alternative would result in no impact related to hazards. This would be less than the impacts associated with the Proposed Project, although the Proposed Project would result in less than significant impacts.

Hydrology and Water Quality

Southwest Project Site

The project site is located within a Zone B flood area but is not at risk of impacts from tsunamis, seiches or mudflows. The project site is completely pervious, and therefore may result in percolation of rainwater into the groundwater table. Under the No Project Alternative, no new construction would occur on the project site. The site would remain as existing, entirely pervious and therefore not contributing to runoff. There are no existing sources of water contamination. The No Project Alternative would decrease any potential for water quality impacts, as the site would remain undeveloped, pervious, and without runoff sources or contaminants. Therefore, stormwater runoff and water quality impacts under the No Project Alternative would be less than those identified under the Proposed Project, although both would be less than significant.

Southeast Project Site

The project site is located within a Zone B flood area but is not at risk of impacts from tsunamis, seiches or mudflows. The project site is completely pervious, and therefore may result in percolation of rainwater into the groundwater table. Under the No Project Alternative, no new construction would occur on the project site. The site would remain as existing, entirely pervious and therefore not contributing to runoff.

There are no existing sources of water contamination. The No Project Alternative would decrease any potential for water quality impacts, as the site would remain undeveloped, pervious, and without runoff sources or contaminants. Therefore, stormwater runoff and water quality impacts under the No Project Alternative would be less than those identified under the Proposed Project, although both would be less than significant.

Land Use and Planning

Southwest Project Site

Under the No Project Alternative, the project site would remain vacant and undeveloped and there would be no conflict with general plan land use or zoning designations for the site. The Proposed Project would redesignate, rezone, and develop commercial uses on the project site. The Proposed Project would include a general plan amendment and zone change to redesignate the southwest project site from Urban Residential (UR) to Commercial (C) and rezone the site from R-7,000 (Residential) to Commercial Planned Development (CPD). Although the Proposed Project's land use impacts are considered to be less than significant, land use impacts under the No Project Alternative would be less than those associated with the Proposed Project.

Southeast Project Site

Under the No Project Alternative, the project site would remain vacant and undeveloped and there would be no conflict with general plan land use or zoning designations for the site. The Proposed Project would redesignate, rezone, and develop commercial and residential uses on the project site. The Proposed Project would include a general plan amendment and zone change request to redesignate the southeast project site from UR to Multiple-Family Residential High Density (MR2) and C and rezone from R-10,000 to High Density Residential (HDR) and CPD. Although the Proposed Project's land use impacts are considered to be less than significant, land use impacts under the No Project Alternative would be less than those associated with the Proposed Project.

Noise

Construction Impacts

Southwest Project Site

Under the No Project Alternative, the project site would remain vacant and undeveloped and there would be no construction or development. This alternative would therefore avoid all noise-producing activities and would result in no noise or groundborne vibration impacts. The Proposed Project's construction noise and vibration impacts would be significant and unavoidable. Therefore, such impacts under the No Project Alternative would be less than those associated with the Proposed Project.

Southeast Project Site

Under the No Project Alternative, the project site would remain vacant and undeveloped and there would be no construction or development. This alternative would therefore avoid all noise-producing activities and would result in no noise or groundborne vibration impacts. The Proposed Project's construction noise and vibration impacts would be significant and unavoidable. Therefore, such impacts under the No Project Alternative would be less than those associated with the Proposed Project.

Operational Impacts*Southwest Project Site*

Under the No Project Alternative, the project site would remain vacant and undeveloped and there would be no construction or development. No traffic would be created. This alternative would therefore avoid all noise-producing activities and would result in no noise impacts. The Proposed Project would involve the operational use of delivery vehicles, loading dock activities, and trash collection. Noise levels for activities at the loading docks on the project site would exceed maximum noise thresholds and impacts related to loading dock activities would be significant on the project site. The No Project Alternative would avoid this significant and unavoidable impact.

Southeast Project Site

Under the No Project Alternative, the project site would remain vacant and undeveloped and there would be no construction or development. No traffic would be created. This alternative would therefore avoid all noise-producing activities and would result in no noise impacts. The Proposed Project would involve the operational use of delivery vehicles, loading dock activities, and trash collection. Noise levels for activities at the loading docks on the project site would exceed maximum noise thresholds and impacts related to loading dock activities would be significant on the project site. The No Project Alternative would avoid this significant and unavoidable impact.

Population and Housing*Southwest Project Site*

Under the No Project Alternative, no development would occur at the project site. No new population or employment would be added to the City of Lancaster. In its current vacant condition, the project site generates no population and no housing needs. As such, the population and employment projections for the City of Lancaster would be unaffected by this alternative. Therefore, there would be no impacts to population and housing as a result of the No Project Alternative, which would be less than the less-than-significant impacts of the Proposed Project.

Southeast Project Site

Under the No Project Alternative, no development would occur at the project site. No new population or employment would be added to the City of Lancaster. In its current vacant condition, the project site generates no population and no housing needs. As such, the population and employment projections for the City of Lancaster would be unaffected by this alternative. Therefore, there would be no impacts to population and housing as a result of the No Project Alternative, which would be less than the less-than-significant impacts of the Proposed Project.

Public Services***Fire Protection******Southwest Project Site***

Under the No Project Alternative, no construction would occur. The project site may be subject to fire because it contains desert vegetation that occurs naturally. However, this has not been identified as a significant hazard for the area, nor does it regularly require attention from the Fire Department. Therefore, impacts to fire protection facilities and services under the No Project Alternative would be lower than under the Proposed Project, although impacts of the Proposed Project with respect to fire protection services would be less than significant.

Southeast Project Site

Under the No Project Alternative, no construction would occur. The project site may be subject to fire because it contains desert vegetation that occurs naturally. However, this has not been identified as a significant hazard for the area, nor does it regularly require attention from the Fire Department. Therefore, impacts to fire protection facilities and services under the No Project Alternative would be lower than under the Proposed Project, although impacts of the Proposed Project with respect to fire protection services would be less than significant.

Police Protection***Southwest Project Site***

Under the No Project Alternative, no construction would occur. The level and intensity of police protection services required under the No Project Alternative would not change from existing conditions. Therefore, impacts to police protection services under the No Project Alternative would be lower than under the Proposed Project, although impacts of the Proposed Project with respect to police protection services would be less than significant.

Southeast Project Site

Under the No Project Alternative, no construction would occur. The level and intensity of police protection services required under the No Project Alternative would not change from existing conditions. Therefore, impacts to police protection services under the No Project Alternative would be lower than under the Proposed Project, although impacts of the Proposed Project with respect to police protection services would be less than significant.

Schools*Southwest Project Site*

Under the No Project Alternative, no residents or employees would be introduced to the project site that would generate students. The project site would remain vacant under this alternative, and, thus would not generate any students. In comparison, the Proposed Project would introduce new elementary, middle, and high school students that would increase the demand for school services in the project area. Therefore, under the No Project Alternative, no impact would occur with respect to the construction of new or the modification of existing schools, which would be less than the less than significant impact associated with the Proposed Project.

Southeast Project Site

Under the No Project Alternative, no residents or employees would be introduced to the project site that would generate students. The project site would remain vacant under this alternative, and, thus would not generate any students. In comparison, the Proposed Project would introduce new elementary, middle, and high school students that would increase the demand for school services in the project area. Therefore, under the No Project Alternative, no impact would occur with respect to the construction of new or the modification of existing schools, which would be less than the less than significant impact associated with the Proposed Project.

Libraries*Southwest Project Site*

Under the No Project Alternative, no residents would be introduced to the project site that would increase demand for library space and create a need for new or expanded libraries. The project site would remain vacant under this alternative. Thus, the No Project Alternative would not generate any demand for library services. In comparison, the Proposed Project would introduce approximately 86 new employees to the project area on a daily basis, thereby, increasing the demand for library facilities in the project area. Therefore, under the No Project Alternative, no impact would occur, which would be less than the less than significant impact associated with the Proposed Project.

Southeast Project Site

Under the No Project Alternative, no residents would be introduced to the project site that would increase demand for library space and create a need for new or expanded libraries. The project site would remain vacant under this alternative. Thus, the No Project Alternative would not generate any demand for library services. In comparison, the Proposed Project would introduce approximately 254 new persons to the project area on a daily basis (including residents and employees), thereby, increasing the demand for library facilities in the project area. Therefore, under the No Project Alternative, no impact would occur, which would be less than the less than significant impact associated with the Proposed Project.

Transportation/Traffic

Southwest Project Site

Under the No Project Alternative, the project site would remain vacant and undeveloped. In its existing state, the project site does not contribute traffic to the surrounding street system. The Proposed Project would contribute to a significant impact at the intersections of 40th Street West and Avenue K, 30th Street West and Avenue K, Avenue K and Eliopulos Drive and Future Driveways e/o 30th Street West, 27th Street West and Avenue K, and 30th Street West and Avenue K-4. These significant impacts can be mitigated to less than significant levels. However, the southwest project would result in a significant parking impact. The No Project Alternative would have no impact on transportation, traffic, or parking which would be less than the Proposed Project.

Southeast Project Site

Under the No Project Alternative, the project site would remain vacant and undeveloped. In its existing state, the project site does not contribute traffic to the surrounding street system. The Proposed Project would contribute to a significant impact at the intersections of 40th Street West and Avenue K, 30th Street West and Avenue K, Avenue K and Eliopulos Drive and Future Driveways e/o 30th Street West, 27th Street West and Avenue K, and 30th Street West and Avenue K-4. These significant impacts can be mitigated to less than significant levels. However, the No Project Alternative would have no impact on transportation and traffic, which would be less than the Proposed Project.

Utilities

Wastewater

Southwest Project Site

Under the No Project Alternative, no development would occur at the project site; therefore, no wastewater would be generated on the project site. In its current condition, the project site generates no wastewater. With no wastewater generation on the project site, wastewater services would be unaffected

by the No Project Alternative. The No Project Alternative would not require any infrastructure upgrades or modifications as might be required for the Proposed Project in the normal process of providing wastewater service. There would be no impact on wastewater services under the No Project Alternative, which would be less than the less than significant impact of the Proposed Project.

Southeast Project Site

Under the No Project Alternative, no development would occur at the project site; therefore, no wastewater would be generated on the project site. In its current condition, the project site generates no wastewater. With no wastewater generation on the project site, wastewater services would be unaffected by the No Project Alternative. The No Project Alternative would not require any infrastructure upgrades or modifications as might be required for the Proposed Project in the normal process of providing wastewater service. There would be no impact on wastewater services under the No Project Alternative, which would be less than the less than significant impact of the Proposed Project.

Water Supply

Southwest Project Site

Under the No Project Alternative, no development would occur at the project site; therefore, the project site would consume no water. In its current condition, the project site consumes no water. As such, water supplies and infrastructure would be unaffected. There would be no impact on water services under the No Project Alternative, which would be less than the less than significant impact of the Proposed Project.

Southeast Project Site

Under the No Project Alternative, no development would occur at the project site; therefore, the project site would consume no water. In its current condition, the project site consumes no water. As such, water supplies and infrastructure would be unaffected. There would be no impact on water services under the No Project Alternative, which would be less than the less than significant impact of the Proposed Project.

Solid Waste

Southwest Project Site

Under the No Project Alternative, no development would occur on the project site. In its current condition, the project site is vacant and does not generate any solid waste. As such, no new hauling routes or disposal capacity is needed for local landfills. Under the No Project Alternative, there would be no impact, which would be less than the less than significant impact of the Proposed Project.

Southeast Project Site

Under the No Project Alternative, no development would occur on the project site. In its current condition, the project site is vacant and does not generate any solid waste. As such, no new hauling routes or disposal capacity is needed for local landfills. Under the No Project Alternative, there would be no impact, which would be less than the less than significant impact of the Proposed Project.

Electricity*Southwest Project Site*

Under the No Project Alternative, no development would occur at the project site; therefore, no electricity would be consumed. In its current condition, the project site consumes no electricity. As such, electricity supplies and infrastructure would be unaffected by the No Project Alternative. There would be no impacts on electricity services under the No Project Alternative, which would be less than the less than significant impact of the Proposed Project.

Southeast Project Site

Under the No Project Alternative, no development would occur at the project site; therefore, no electricity would be consumed. In its current condition, the project site consumes no electricity. As such, electricity supplies and infrastructure would be unaffected by the No Project Alternative. There would be no impacts on electricity services under the No Project Alternative, which would be less than the less than significant impact of the Proposed Project.

Natural Gas*Southwest Project Site*

Under the No Project Alternative, no development would occur at the project site; therefore, no natural gas would be consumed. In its current condition, the project site consumes no natural gas. As such, natural gas supplies and infrastructure would be unaffected by the No Project Alternative. There would be no impacts on natural gas services under the No Project Alternative, which would be less than the less than significant impact of the Proposed Project.

Southeast Project Site

Under the No Project Alternative, no development would occur at the project site; therefore, no natural gas would be consumed. In its current condition, the project site consumes no natural gas. As such, natural gas supplies and infrastructure would be unaffected by the No Project Alternative. There would be no impacts on natural gas services under the No Project Alternative, which would be less than the less than significant impact of the Proposed Project.

Relationship to Project Objectives

Although the No Project Alternative would avoid all of the significant environmental impacts associated with the Proposed Projects, it would not satisfy any of the project objectives, as listed in Section II, Project Description, of this Draft EIR, because no development would occur on the project sites and no new uses would be available. Specifically, the No Project Alternative would not meet the following project objectives:

Southwest Project Site

- To provide a well-designed development that is compatible and complementary with surrounding land uses and develops land within the urban core.
- To provide adequate parking facilities to serve the proposed development customers and employees.
- To generate employment opportunities for the local area.
- To provide development that is financially viable

Southeast Project Site

- To create infill development on the currently underutilized project site to provide housing and retail facilities to serve the local community.
- To provide a well-designed development that is compatible and complementary with surrounding land uses and develops land within the urban core.
- To provide adequate parking facilities to serve the proposed development residents, customers, and employees.
- To generate employment opportunities for the local area.
- To provide development that is financially viable.

Reduction of Significant Project Impacts

The Proposed Projects would result in significant and unavoidable impacts with respect to Air Quality (Construction), and Noise (Construction and Operation). This alternative would not result in any significant and unavoidable impacts nor increased environmental impacts as compared to the Proposed Projects. Therefore, the No Project Alternative would reduce the significant environmental impacts associated with the Proposed Projects.

B. REDUCED DENSITY

DESCRIPTION

Under the Reduced Density Alternative, the density of development on the project sites would be reduced by approximately 25 percent. This would result in the construction of approximately 19,350 square feet of commercial retail, 7,875 square feet of restaurant use, and 162 parking spaces on the southwest project site. The southeast project site would be developed with approximately 32,150 square feet of commercial retail and 204 associated parking spaces, along with 38 townhomes, comprising approximately 68,114 square feet in total, with approximately 86 parking spaces (2 per townhome plus 10 guest spaces).

Like the Proposed Project, the Reduced Density Alternative would require a general plan amendment and zone change to redesignate the southwest project site from UR to Commercial (C) and rezone the site from R-7,000 to CPD. A general plan amendment and zone change request would also be required to redesignate the southeast project site from UR to MR2 and C and rezone from R-10,000 to High Density Residential (HDR) and CPD.

The configuration, layout, massing, and heights of the new buildings under this alternative would be similar to the Proposed Project. Other characteristics (e.g., lighting, landscaping, and utility connections) are assumed to be generally similar to those of the Proposed Project for the purpose of analyzing this alternative. The potential environmental impacts associated with this alternative are described below and are compared to the significant environmental impacts associated with the Proposed Project. All applicable mitigation measures recommended for the Proposed Project are incorporated into the Reduced Density Alternatives.

Aesthetics

Southwest Project Site

Under the Reduced Density Alternative, the southwest site would be developed with the same land uses as the Proposed Project, with less square footage. The Reduced Density Alternative would continue to be visually compatible with the surrounding community. This alternative, like the Proposed Project, would alter the current visual character of the site, but would not introduce any incompatible visual elements into the neighborhood. The Reduced Density Alternative would not block views of the San Gabriel Mountains. Like the Proposed Project, the Reduced Density Alternative would introduce new sources of light and glare to the currently undeveloped project site. However, these sources would be fewer than those generated by the Proposed Project. Impacts associated with light and glare would be potentially significant, but could be mitigated to a less than significant level.

The height of the proposed structures under the Reduced Density Alternative would be the same as the Proposed Project, and would not create significant shade or shadow impacts on any nearby receptors.

Therefore, impacts related to shade and shadow would be less than significant. All aesthetic impacts under the Reduced Density Alternative would be the same as under the Proposed Project, because this Alternative would include the same types of land uses, design features, and structure heights.

Southeast Project Site

Under the Reduced Density Alternative, the southeast site would be developed with the same land uses as the Proposed Project, with less square footage and fewer townhomes. The Reduced Density Alternative would continue to be visually compatible with the surrounding community. This alternative, like the Proposed Project, would alter the current visual character of the site, but would not introduce any incompatible visual elements into the neighborhood. The Reduced Density Alternative would not block views of the San Gabriel Mountains. Like the Proposed Project, the Reduced Density Alternative would introduce new sources of light and glare to the currently undeveloped project site. However, these sources would be fewer than those generated by the Proposed Project. Impacts associated with light and glare would be potentially significant, but could be mitigated to a less than significant level.

The height of the proposed structures under the Reduced Density Alternative would be the same as the Proposed Project, and would not create significant shade or shadow impacts on any nearby receptors; impacts related to shade and shadow would be less than significant. All aesthetic impacts under the Reduced Density Alternative would be the same as under the Proposed Project, because this Alternative would include the same types of land uses, design features, and structure heights.

Air Quality

Plan Consistency

Southwest Project Site

Under the Reduced Density Alternative, the density of development on the project site would be reduced by approximately 25 percent. This alternative, like the Proposed Project, would require a general plan amendment and zone change to redesignate and rezone the project site. Because the alternative would develop commercial uses on a parcel designated for residential only, it would not be consistent with the existing General Plan or the 2004 Ozone Attainment Plan. However, the development of the proposed commercial uses on the project site would serve to reduce vehicle emissions compared to existing zoning by providing retail facilities on the currently underutilized project site to serve the local community. In addition, the Reduced Density Alternative, like the Proposed Project, would also serve to generate employment opportunities for the local area. This alternative would have a less than significant impact with respect to implementation of the 2004 Ozone Attainment Plan. This less than significant impact would be the same as the Proposed Project.

Southeast Project Site

Under the Reduced Density Alternative, the density of development on the project site would be reduced by approximately 25 percent. This alternative, like the Proposed Project, would require a general plan amendment and zone change to redesignate and rezone the project site. Because the alternative would develop commercial and residential uses on parcels designated for residential only, it would not be consistent with the existing General Plan or the 2004 Ozone Attainment Plan. However, the development of the proposed commercial and residential uses on the project site would serve to reduce vehicle emissions compared to existing zoning by providing housing and retail facilities on the currently underutilized project site to serve the local community. In addition, the Reduced Density Alternative, like the Proposed Project, would also serve to generate employment opportunities for the local area. This alternative would have a less than significant impact with respect to implementation of the 2004 Ozone Attainment Plan. This less than significant impact would be the same as the Proposed Project.

Construction Impacts*Southwest Project Site*

The Reduced Density Alternative would include the construction of approximately 27,225 square feet of commercial retail uses, along with associated surface parking. Under this alternative, emissions generated during the site preparation/grading phase would likely exceed the regional emissions threshold for PM₁₀, and during the building phase, the construction emissions would likely exceed the regional emissions threshold for NO_x. As such, a significant and unavoidable air quality impact associated with construction of the Reduced Density Alternative would occur. This impact would be the same as the Proposed Project.

Southeast Project Site

The Reduced Density Alternative would include the construction of approximately 32,150 square feet of commercial retail uses and 38 townhomes, along with associated surface parking. Under this alternative, emissions generated during the site preparation/grading phase would likely exceed the regional emissions threshold for PM₁₀, and during the building phase, the construction emissions would likely exceed the regional emissions threshold for NO_x. As such, a significant and unavoidable air quality impact associated with construction of the Reduced Density Alternative would occur. This impact would be the same as the Proposed Project.

Operational Impacts*Southwest Project Site*

Under this alternative, operational emissions would be generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Operational emissions associated with the Reduced Density Alternative would not exceed the established AVAQMD

threshold levels for VOC, NO_x, CO, SO_x or PM₁₀ and therefore would be less than significant. The Reduced Density Alternative would reduce operational air emissions compared to the Proposed Project, as less commercial square footage would be developed, resulting in fewer trips.

Southeast Project Site

Under this alternative, operational emissions would be generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Operational emissions associated with the Reduced Density Alternative would not exceed the established AVAQMD threshold levels for VOC, NO_x, CO, SO_x or PM₁₀ and therefore would be less than significant. The Reduced Density Alternative would reduce operational air emissions compared to the Proposed Project, as less commercial square footage and fewer residences would be developed resulting in fewer trips.

Objectionable Odors

Southwest Project Site

During the construction phase, paving of the project site would entail the application of asphalt that would produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to residents located adjacent to the project site, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact. However, due to the potential restaurant uses proposed on the project site, cooking odors from grill exhaust fans would be generated. Similar to the Proposed Project, based on the project design features for the southwest project site, all future restaurant(s) would be installed with a horizontal discharge system in the kitchen(s) that would handle the exhaust air generated from the restaurant(s). Therefore, no odors are expected during operation of the Reduced Density Alternative. This less than significant impact would be the same as the Proposed Project.

Southeast Project Site

During the construction phase, paving of the project site would entail the application of asphalt that would produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to residents located adjacent to the project site, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact. Furthermore, no potential restaurant uses are proposed on the project site. Therefore, no odors are expected during operation of the Reduced Density Alternative. This less than significant impact would be the same as the Proposed Project.

Biological Resources

Southwest Project Site

Under the Reduced Density Alternative, the density of development on the project site would be reduced by approximately 25 percent. The Reduced Density Alternative would still result in the disturbance of the entire site during project construction. All biological resources on site would be removed, as under the Proposed Project. Because potential exists for nesting birds and burrowing owls to be present on the project site, impacts would be potentially significant unless mitigated. This alternative would be subject to the same mitigation measures as the Proposed Project, and after mitigation the Reduced Density Alternative would have a less than significant impact. Therefore, potential impacts to biological resources under the Reduced Density Alternative would be the same as those associated with the Proposed Project.

Southeast Project Site

Under the Reduced Density Alternative, the density of development on the project site would be reduced by approximately 25 percent. The Reduced Density Alternative would still result in the disturbance of the entire site during project construction. All biological resources on site would be removed, as under the Proposed Project. Because potential exists for nesting birds and burrowing owls to be present on the project site, impacts would be potentially significant unless mitigated. This alternative would be subject to the same mitigation measures as the Proposed Project, and after mitigation the Reduced Density Alternative would have a less than significant impact. Therefore, potential impacts to biological resources under the Reduced Density Alternative would be the same as those associated with the Proposed Project.

Cultural Resources

Southwest Project Site

Under the Reduced Density Alternative, the density of development on the project site would be reduced by approximately 25 percent. However, this alternative would still result in the disturbance of the entire site during project construction. All known cultural resources on the site would be disturbed and/or removed, as under the Proposed Project. Because the potential exists for additional cultural resources to be present on the project site, impacts would be potentially significant unless mitigated. This alternative would be subject to the same mitigation measures as the Proposed Project, and after mitigation the Reduced Density Alternative would have a less than significant impact. Therefore, potential impacts to cultural resources under the Reduced Density Alternative would be the same as those associated with the Proposed Project.

Southeast Project Site

Under the Reduced Density Alternative, the density of development on the project site would be reduced by approximately 25 percent. However, this alternative would still result in the disturbance of the entire site during project construction. All known cultural resources on the site would be disturbed and/or removed, as under the Proposed Project. Because the potential exists for additional cultural resources to be present on the project site, impacts would be potentially significant unless mitigated. This alternative would be subject to the same mitigation measures as the Proposed Project, and after mitigation the Reduced Density Alternative would have a less than significant impact. Therefore, potential impacts to cultural resources under the Reduced Density Alternative would be the same as those associated with the Proposed Project.

Geology and Soils***Southwest Project Site***

The Reduced Density Alternative would develop the project site with lower-density commercial uses compared to the Proposed Project. This alternative would develop commercial structures, which would be subject to the same geologic conditions of the Proposed Project. The Reduced Density Alternative would be subject to the same amount of grading and potential for erosion and loss of topsoil as the Proposed Project. BMPs would be required. The project site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards and no active or potentially active faults with the potential for surface fault rupture are known to be located directly beneath or projecting toward the project site. However, the project site is subject to seismic shaking, as are all structures in Southern California, and the Reduced Density Alternative would be built according to Building Code Standards. This alternative may subject fewer people to this risk, as less commercial square footage would be built, however, impacts would be the same as under the Proposed Project.

The project site is not at risk for liquefaction, and soil settlement is considered a low to moderate risk. Subsidence in the vicinity of the project site is distributed over a wide region and the potential for subsidence to impact structures at the project site is considered low. However, the Reduced Density Alternative, like the Proposed Project, would require testing of site soils during a site specific geotechnical investigation for the project and structures and site improvements will need to be designed to resist the effects of expansive and corrosive soils in order to reduce the potential adverse effects to a less than significant level. Impacts under the Reduced Density Alternative related to geology and soils would be the same as under the Proposed Project, and less than significant with mitigation.

Southeast Project Site

The Reduced Density Alternative would develop the project site with lower-density commercial and residential uses compared to the Proposed Project. This alternative would develop commercial and

residential structures, which would be subject to the same geologic conditions of the Proposed Project. The Reduced Density Alternative would be subject to the same amount of grading and potential for erosion and loss of topsoil as the Proposed Project. BMPs would be required. The project site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards and no active or potentially active faults with the potential for surface fault rupture are known to be located directly beneath or projecting toward the project site. However, the project site is subject to seismic shaking, as are all structures in Southern California, and the Reduced Density Alternative would be built according to Building Code Standards. This alternative may subject fewer people to this risk, as less commercial square footage would be built and fewer residences, however, impacts would be the same as under the Proposed Project.

The project site is not at risk for liquefaction, and soil settlement is considered a low to moderate risk. Subsidence in the vicinity of the project site is distributed over a wide region and the potential for subsidence to impact structures at the project site is considered low. However, the Reduced Density Alternative, like the Proposed Project, would require testing of site soils during a site specific geotechnical investigation for the project and structures and site improvements will need to be designed to resist the effects of expansive and corrosive soils in order to reduce the potential adverse effects to a less than significant level. Impacts under the Reduced Density Alternative related to geology and soils would be the same as under the Proposed Project, and less than significant with mitigation.

Hazards and Hazardous Materials

Southwest Project Site

Under the Reduced Density Alternative, the density of development on the project site would be reduced by approximately 25 percent compared to the Proposed Project. The project site does not pose any hazards, nor is it known to contain hazardous materials; however, the project site is located adjacent to and in the immediate vicinity of a number of sensitive receptors.

All hazardous materials encountered or used during the grading/excavation, and construction activities would be handled in accordance with all applicable local, State, and federal regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste. Additionally, hazardous materials besides typical materials used for maintenance and cleaning of commercial land uses would not be expected to be used on the project site. The Reduced Density Alternative would be required to implement the same mitigation measures as the Proposed Project with respect to routine transport, use, and disposal of hazardous materials during construction. The Antelope Valley College is listed on the SWEEPS UST list, but is not anticipated to have adversely impacted the environmental integrity of the project site.

The Reduced Density Alternative may require temporary and/or partial street closures due to construction activities, but these closures would not be expected to substantially interfere with emergency response or

evacuation plans. This alternative would include vehicular access and emergency access in accordance with code requirements. Mitigation measures, as required for the Proposed Project, would also be required for the Reduced Density Alternative, and would reduce any potentially significant impacts to a less than significant level. Impacts related to hazards and hazardous materials would be less than significant with implementation of mitigation measures, and the same as under the Proposed Project.

Southeast Project Site

Under the Reduced Density Alternative, the density of development on the project site would be reduced by approximately 25 percent compared to the Proposed Project. The project site does not pose any hazards, nor is it known to contain hazardous materials; however, the project site is located adjacent to and in the immediate vicinity of a number of sensitive receptors.

All hazardous materials encountered or used during the grading/excavation, and construction activities would be handled in accordance with all applicable local, State, and federal regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste. Additionally, hazardous materials besides typical materials used for maintenance and cleaning of commercial and residential land uses would not be expected to be used on the project site. The Reduced Density Alternative would be required to implement the same mitigation measures as the Proposed Project with respect to routine transport, use, and disposal of hazardous materials during construction. The Antelope Valley College is listed on the SWEEPS UST list, but is not anticipated to have adversely impacted the environmental integrity of the project site.

The Reduced Density Alternative may require temporary and/or partial street closures due to construction activities, but these closures would not be expected to substantially interfere with emergency response or evacuation plans. This alternative would include vehicular access and emergency access in accordance with code requirements. Mitigation measures, as required for the Proposed Project, would also be required for the Reduced Density Alternative, and would reduce any potentially significant impacts to a less than significant level. Impacts related to hazards and hazardous materials would be less than significant with implementation of mitigation measures, and the same as under the Proposed Project.

Hydrology and Water Quality

Southwest Project Site

The project site is located within a Zone B flood area, along with much of the City of Lancaster. The project site is not at risk of impacts from seiches, tsunamis, or mudflows, and does not impact the groundwater supply. Under the Reduced Density Alternative, 25 percent less building square footage would be constructed compared to the Proposed Project. Therefore, the amount of impervious surfaces after construction would be reduced when compared to the Proposed Project. Potential impacts of the Reduced Density Alternative with respect to storm water runoff quality would be controlled by

implementation of Best Management Practices, as required by the SWRCB, as required under the Proposed Project. Therefore, stormwater runoff and water quality impacts under the Reduced Density Alternative would be less than the Proposed Project and less than significant.

Southeast Project Site

The project site is located within a Zone B flood area, along with much of the City of Lancaster. The project site is not at risk of impacts from seiches, tsunamis, or mudflows, and does not impact the groundwater supply. Under the Reduced Density Alternative, 25 percent less building square footage would be constructed compared to the Proposed Project. Therefore, the amount of impervious surfaces after construction would be reduced when compared to the Proposed Project. Potential impacts of the Reduced Density Alternative with respect to storm water runoff quality would be controlled by implementation of Best Management Practices, as required by the SWRCB, as required under the Proposed Project. Therefore, stormwater runoff and water quality impacts under the Reduced Density Alternative would be less than the Proposed Project and less than significant.

Land Use and Planning

The General Plan Amendment and Zone change requested under the Proposed Projects would be the same under the Reduced Density Alternative. In addition, as the configuration, layout, massing, and heights of the new buildings under the Reduced Density Alternative would be similar to the Proposed Projects. This alternative would also be compatible with surrounding land uses, and would be consistent with the policies outlined in applicable Regional Plans.

Consistency with City of Lancaster General Plan

Southwest Project Site

The proposed C designation would permit up to 192,504 square feet of commercial development. The Reduced Density Alternative would include 27,225 square feet of commercial development on the southwest project site. This would be consistent with the use and density requirements of the C designation and impacts would be less than significant if the GPA is approved.

Southeast Project Site

The proposed C designation would permit up to 217,914 square feet of commercial development. The Reduced Density Alternative would include 32,150 square feet of commercial development on the southeast project site. This would be consistent with the use and density requirements of the C designation, if the GPA is approved. The proposed MR2 designation would permit up to 104 dwelling units. The Reduced Density Alternative would include 38 dwelling units on the southeast project site. This would be consistent with the use and density requirements of the MR2 designation and impacts would be less than significant if the GPA is approved.

Consistency with City Zoning Classification

Southwest Project Site

The Reduced Density Alternative, like the Proposed Project, would require a Conditional Use Permit (CUP) for this project site for commercial development on a site larger than two acres. The Reduced Density Alternative would include 27,225 square feet of commercial development. Similar to the Proposed Project this alternative would be within the allowable density permitted in this zone district subject to approval.

Southeast Project Site

The Reduced Density Alternative, like the Proposed Project for this site, would request a Conditional Use Permit (CUP) for commercial development on a site larger than two acres. The Reduced Density Alternative would include 32,150 square feet of commercial development. Similar to the Proposed Project this alternative would be within the allowable density permitted in this zone district subject to approval.

Consistent with the proposed land use designation of MR2, the residential portion of the project site is being proposed as a High Density Residential (HDR) zone, which includes lower intensity attached residential dwelling units. The proposed HDR zone would permit up to 104 dwelling units. The Reduced Density Alternative would include 38 dwelling units on the southeast project site. Similar to the Proposed Project, this alternative would be consistent with density requirements of the HDR designation subject to approval.

The other discretionary approvals required to implement the Proposed Project would also be required to implement the Reduced Density Alternative. Therefore, the potential land use impacts associated with the Reduced Density Alternative would be similar to those associated with the Proposed Project.

Noise

Construction Impacts

Southwest Project Site

Under the Reduced Density Alternative, less total square footage would be constructed compared to the Proposed Project. While this alternative would develop less overall square footage compared to the Proposed Project, such construction would require the use of heavy equipment. Because of the proximity of the project site to sensitive receptors (the Marabella Villas townhomes to the south of project site), impacts would be temporary yet significant.

Similarly, the Reduced Density Alternative would likely generate low levels of groundborne vibrations. The Marabella Villas townhomes would be subject to vibration levels in excess of the Federal Railway Administration's thresholds; therefore, impacts would be significant. Both construction noise and vibration impacts would be significant and unavoidable, the same as under the Proposed Project.

Southeast Project Site

Under the Reduced Density Alternative, less total square footage would be constructed compared to the Proposed Project. While this alternative would develop less overall square footage compared to the Proposed Project, such construction would require the use of heavy equipment. Because of the proximity of the project site to sensitive receptors (Prestige Assisted Living Community to the south and the single family residences to the east), impacts would be temporary yet significant.

Similarly, the Reduced Density Alternative would likely generate low levels of groundborne vibrations. The Prestige Assisted Living Community to the south and the single family residences to the east would be subject to vibration levels in excess of the Federal Railway Administration's thresholds; therefore, impacts would be significant. Both construction noise and vibration impacts would be significant and unavoidable, the same as under the Proposed Project.

Operational Impacts

Southwest Project Site

Under the Reduced Density Alternative, less total square footage would be constructed compared to the Proposed Project. The traffic generated by this alternative would be reduced compared to the Proposed Project, and would not result in an increase in ambient noise levels in excess of the three dBA CNEL. Additionally, installation of HVAC units on structures would be required to comply with all City regulations for noise limits. As such, these impacts related to on-site noise would be less than significant, and the same as the Proposed Project.

Under the Reduced Density Alternative, as well as the Proposed Project, noise would be generated intermittently on the project site due to delivery vehicles, loading dock activities, and trash collection. Under these circumstances, noise levels for activities at the loading docks on the project site would exceed maximum noise thresholds and impacts related to loading dock activities would be significant on the project site. The Reduced Density Alternative, while reducing overall development size, would not reduce these impacts to below thresholds. Therefore, impacts would be significant and unavoidable.

Southeast Project Site

Under the Reduced Density Alternative, less total square footage would be constructed compared to the Proposed Project. The traffic generated by this alternative would be reduced compared to the Proposed Project, and would not result in an increase in ambient noise levels in excess of the three dBA CNEL.

Additionally, installation of HVAC units on structures would be required to comply with all City regulations for noise limits. As such, these impacts related to on-site noise would be less than significant, and the same as the Proposed Project.

Under the Reduced Density Alternative, as well as the Proposed Project, noise would be generated intermittently on the project site due to delivery vehicles, loading dock activities, and trash collection. Under these circumstances, noise levels for activities at the loading docks on the project sites would exceed maximum noise thresholds and impacts related to loading dock activities would be significant on the project site. The Reduced Density Alternative, while reducing overall development size, would not adequately reduce these impacts to below thresholds. Impacts to the residential uses would be significant and unavoidable, the same as under the Proposed Project.

Population and Housing

Southwest Project Site

Under the Reduced Density Alternative, less total square footage of commercial retail space would be constructed compared to the Proposed Project. Employment generation would be lower than the Proposed Project. Both the Reduced Density Alternative and Proposed Project would be consistent with SCAG projections for employment growth in the City of Lancaster. Because of the temporary nature of construction work and type of commercial retail jobs anticipated to be created, neither the Reduced Density Alternative nor the Proposed Project would induce unanticipated population growth in the City of Lancaster, and subsequently, they would not be expected to create demand for housing. Impacts to population and housing in the City of Lancaster would be the same as the Proposed Project and less than significant.

Southeast Project Site

Under the Reduced Density Alternative, less total square footage of commercial retail space and fewer town home units would be constructed compared to the Proposed Project. Employment generation would be lower than the Proposed Project. Both the Reduced Density Alternative and Proposed Project would be consistent with SCAG projections for employment growth in the City of Lancaster. Because of the temporary nature of construction work and type of commercial retail jobs anticipated to be created, both the Reduced Density Alternative and the Proposed Project would induce population growth in the City of Lancaster but would be within the growth projections. Both the Reduced Density Alternative and the Proposed Project would be expected to create demand for housing that falls within the SCAG projections. Impacts to population and housing in the City of Lancaster would be the same as the Proposed Project and less than significant.

Public Services***Fire Protection****Southwest Project Site*

Under this alternative, development on the project site would still occur but would be reduced by 25 percent. Nonetheless, development of the Reduced Density Alternative would result in an increase in onsite activity, which would increase the demand for fire protection services. Similar to the Proposed Project, this alternative would comply with the Fire Code to ensure adequate on-site fire protection features are provided. In addition, fire protection fees as per the City's municipal code would be required. Therefore, under the Reduced Density Alternative, a less than significant impact would occur with respect to the construction, expansion, consolidation, or relocation of an existing fire station.

Southeast Project Site

Under this alternative, development on the project site would still occur but would be reduced by 25 percent. Nonetheless, development of the Reduced Density Alternative would result in an increase in onsite activity, which would increase the demand for fire protection services. Similar to the Proposed Project, this alternative would comply with the Fire Code to ensure adequate on-site fire protection features are provided. In addition, fire protection fees as per the City's municipal code would be required. Therefore, under the Reduced Density Alternative, a less than significant impact would occur with respect to the construction, expansion, consolidation, or relocation of an existing fire station.

Police Protection*Southwest Project Site*

Under this alternative, development on the project site would still occur but would be reduced by 25 percent. Nonetheless, development of the Reduced Density Alternative would result in an increase in on-site activity, which would increase the demand for police protection services. Similar to the Proposed Project, this alternative would be consistent with the goals and policies of the General Plan, which include design features to reduce criminal activity. In addition, Sheriff's substation facilities fees as per the City's municipal code would be required. Therefore, under the Reduced Density Alternative, a less than significant impact would occur with respect to the construction, expansion, consolidation, or relocation of an existing police station.

Southeast Project Site

Under this alternative, development on the project site would still occur but would be reduced by 25 percent. Nonetheless, development of the Reduced Density Alternative would result in an increase in on-site activity, which would increase the demand for police protection services. Similar to the Proposed

Project, this alternative would be consistent with the goals and policies of the General Plan, which include design features to reduce criminal activity. In addition, Sheriff's substation facilities fees as per the City's municipal code would be required. Therefore, under the Reduced Density Alternative, a less than significant impact would occur with respect to the construction, expansion, consolidation, or relocation of an existing police station.

Schools

Southwest Project Site

Under this alternative, development on the project site would still occur but would be reduced by 25 percent. The employees generated on the southwest project site are not anticipated to generate a significant number of students such that the construction of new school facilities or the expansion of existing school facilities would be required. Nonetheless, the project applicant would be required to pay school fees per SB 50. Similar to the Proposed Project, this alternative would be required to pay school fees as per the Leroy F. Greene School Facilities Act of 1998 (SB 50). Therefore, under the Reduced Density Alternative, a less than significant impact would occur with respect to the construction, expansion, consolidation, or relocation of existing schools.

Southeast Project Site

Under this alternative, development on the project site would still occur but would be reduced by 25 percent. Nonetheless, development of the Reduced Density Alternative would result in an increase in onsite activity, which would increase the demand for school services. Similar to the Proposed Project, this alternative would be required to pay school fees as per the Leroy F. Greene School Facilities Act of 1998 (SB 50). Therefore, under the Reduced Density Alternative, a less than significant impact would occur with respect to the construction, expansion, consolidation, or relocation of existing schools.

Libraries

Southwest Project Site

Under this alternative, development on the project site would still occur but would be reduced by 25 percent. Nonetheless, development of under this alternative would result in an increase in on-site activity, which would increase the demand for library services and facilities. Similar to the Proposed Project, the Reduced Density Alternative would be required to pay library facilities fees as per the City's municipal code. Therefore, impacts under this alternative would be less than significant with respect to the construction, expansion, consolidation, or relocation of existing libraries.

Southwest Project Site

Under this alternative, development on the project site would still occur but would be reduced by 25 percent. Nonetheless, development of under this alternative would result in an increase in on-site activity, which would increase the demand for library services and facilities. Similar to the Proposed Project, the Reduced Density Alternative would be required to pay library facilities fees as per the City's municipal code. Therefore, impacts under this alternative would be less than significant with respect to the construction, expansion, consolidation, or relocation of existing libraries.

Transportation/Traffic*Southwest Project Site*

The Reduced Density Alternative would result in the construction of approximately 19,350 square feet of commercial retail, 7,875 square feet of restaurant uses, and surface parking. The Proposed Projects would contribute to a significant impact at the intersections of 40th Street West and Avenue K, 30th Street West and Avenue K, Avenue K and Eliopulos Drive and Future Driveways east of 30th Street West, 27th Street West and Avenue K, and 30th Street West and Avenue K-4. While the Reduced Density Alternative would result in less overall square footage and therefore fewer traffic trips than the Proposed Project, the reduction is not anticipated to result in less than significant impacts at these locations. The Reduced Density Alternative would be required to comply with the same mitigation measures as required for the Proposed Project, including mitigation of the project driveways for less than significant access impacts. After implementation of these measures, intersection impacts would be less than significant. The Reduced Density Alternative would reduce traffic impacts by creating fewer traffic trips compared to the Proposed Project.

No freeway impacts are anticipated with the Reduced Density Alternative. Under this alternative, if the provided parking were reduced by 25 percent, parking would not meet code requirements and a significant impact would result. Impacts related to parking would therefore be significant, the same as under the Proposed Project.

Southeast Project Site

The Reduced Density Alternative would result in the construction of approximately 32,150 square feet of commercial retail and 68,114 square feet of residential uses, along with associated surface parking. The Proposed Projects would contribute to a significant impact at the intersections of 40th Street West and Avenue K, 30th Street West and Avenue K, Avenue K and Eliopulos Drive and Future Driveways east of 30th Street West, 27th Street West and Avenue K, and 30th Street West and Avenue K-4. While the Reduced Density Alternative would result in less overall square footage and therefore fewer traffic trips than the Proposed Project, the reduction is not anticipated to result in less than significant impacts at these locations. The Reduced Density Alternative would be required to comply with the same mitigation

measures as required for the Proposed Project, including mitigation of the project driveways for less than significant access impacts. After implementation of these measures, impacts would be less than significant. The Reduced Density Alternative would reduce traffic impacts by creating fewer traffic trips compared to the Proposed Project.

No freeway impacts are anticipated with the Reduced Density Alternative, and parking would continue to be provided in compliance with the code requirement for the proposed uses, as under the Proposed Project. Impacts related to freeways and parking would be less than significant.

Utilities

Water Supply

Southwest Project Site

Under the Reduced Density Alternative, less total square footage of commercial retail space and fewer parking spaces would be constructed compared to the Proposed Project. The Reduced Density Alternative would consume approximately 16,997 gallons of water per day (see Table VI-1) while the Proposed Project would consume 22,662 gallons of water per day. The Reduced Density Alternative would consume less water than the Proposed Project. Therefore, the Reduced Density Alternative would be adequately served by the existing water delivery system, water treatment facilities, and any upgrades or modifications needed would be provided in the normal process of providing water service. Water impacts associated with the Reduced Density Alternative would be less than the Proposed Project although this alternative would be subject to the water conservation measures established by the General Plan of the City of Lancaster and the 2005 Integrated Urban Water Management Plan for the Antelope Valley. Impacts under this alternative would be less when compared to the Proposed Project and less than significant.

**Table VI-1
Reduced Density Alternative-Southwest Project Site Water Consumption**

Land Use	Size	Generation Rate	Total (gallons/day)
Commercial/Retail	19,350 sf	0.39 gallons/sf/day	7,547
Restaurant	7,875 sf	1.2 gallons/sf/day	9,450
Total			16,997
<i>Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.</i>			

Southeast Project Site

Under the Reduced Density Alternative, less total square footage of commercial retail space, fewer town home units, and fewer parking spaces would be constructed compared to the Proposed Project. The

Reduced Density Alternative would consume approximately 21,431 gallons of water per day (see Table VI-2) while the Proposed Project would consume 28,418 gallons of water per day. The Reduced Density Alternative would consume less water than the Proposed Project. Therefore, the alternative would be adequately served by the existing water delivery system and water treatment facilities. Water impacts associated with the Reduced Density Alternative would be less than the Proposed Project although this alternative would be subject to the water conservation measures established by the General Plan of the City of Lancaster and the 2005 Integrated Urban Water Management Plan for the Antelope Valley. Impacts under this alternative would be less when compared to the Proposed Project and less than significant.

Table VI-2
Reduced Density Alternative-Southeast Project Site Water Consumption

Land Use	Size	Generation Rate	Total (gallons/day)
Commercial/Retail	32,150 sf	0.39 gallons/sf/day	12,539
Townhomes	38 du	234 gallons/unit/day	8,892
Total			21,431
<i>Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.</i>			

Wastewater

Southwest Project Site

Under the Reduced Density Alternative, less total square footage of commercial retail space and fewer parking spaces would be constructed compared to the Proposed Project. The Reduced Density Alternative would generate approximately 14,164 gallons of wastewater per day (see Table VI-3) while the Proposed Project would generate 18,885 gallons of wastewater per day. The Reduced Density Alternative would generate less wastewater than the Proposed Project and would be adequately served by the existing wastewater conveyance infrastructure and existing treatment capacity. Wastewater impacts associated with the Reduced Density Alternative would be less than the Proposed Project and the project would be subject to the water conservation measures established by the General Plan of the City of Lancaster and the 2005 Integrated Urban Water Management Plan for the Antelope Valley decreasing the amount of water consumed and therefore wastewater generated. Impacts under this alternative would be less when compared to the Proposed Project and less than significant.

Table VI-3
Reduced Density Alternative-Southwest Project Site Wastewater Generation

Land Use	Size	Generation Rate	Total (gallons/day)
Commercial/Retail	19,350 sf	0.325 gallons/sf/day	6,289
Restaurant	7,875 sf	1.0 gallons/sf/day	7,875
Total			14,164

Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.

Southeast Project Site

Under the Reduced Density Alternative, less total square footage of commercial retail space, fewer townhomes, and fewer parking spaces would be constructed compared to the Proposed Project. The Reduced Density Alternative would generate approximately 17,821 gallons of wastewater per day (see Table VI-4) while the Proposed Project would generate 23,632 gallons of wastewater per day. The Reduced Density Alternative would generate less wastewater than the Proposed Project and would be adequately served by the existing wastewater conveyance infrastructure and existing treatment capacity. Wastewater impacts associated with the Reduced Density Alternative would be less than the Proposed Project and the project would be subject to the water conservation measures established by the General Plan of the City of Lancaster and the 2005 Integrated Urban Water Management Plan for the Antelope Valley decreasing the amount of water consumed and therefore wastewater generated. Impacts under this alternative would be less when compared to the Proposed Project and less than significant.

Table VI-4
Reduced Density Alternative-Southeast Project Site Wastewater Generation

Land Use	Size	Generation Rate	Total (gallons/day)
Commercial/Retail	32,150 sf	0.325 gallons/sf/day	10,449
Town Homes	38 du	194 gallons/unit/day	7,372
Total			17,821

Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.

Solid Waste

Southwest Project Site

Under the Reduced Density Alternative, less total square footage of commercial retail space and fewer parking spaces would be constructed compared to the Proposed Project. The Reduced Density Alternative would generate approximately 155 pounds of solid waste per day (see Table VI-5) while the

Proposed Project would generate 208 pounds of solid waste per day. The Reduced Density Alternative would generate less solid waste for disposal in the Lancaster Landfill and Recycling Center, the Antelope Valley Recycling and Disposal Facility, and the Antelope Valley Environmental Collection Center than the Proposed Project. The Reduced Density Alternative would generate no demolition debris and similar amounts of construction debris for disposal when compared to the Proposed Project. Solid waste generated by the operation of the Reduced Density Alternative would be less than that generated by the Proposed Project. Furthermore, operations within the City and the project site would continue to be subject to the source reduction requirements of AB 939. The Reduced Density Alternative would produce less solid waste than the Proposed Project. Impacts under this alternative would be less when compared to the Proposed Project and less than significant.

**Table VI-5
Reduced Density Alternative-Southwest Project Site Solid Waste Generation**

Land Use	Size	Generation Rate	Total (pounds/day)
Commercial/Retail	19,350 sf	0.006 pounds/sf/day	116
Restaurant	7,875 sf	0.005 pounds/sf/day	39
Total			155
<i>Source: California Integrated Waste Management Board, Estimated Solid Waste Generation Rates, County of Los Angeles Department of Regional Planning, website: http://www.ciwmb.ca.gov/wastechar/wastegenrates/default.htm, accessed April 13, 2007.</i>			

Southeast Project Site

Under the Reduced Density Alternative, less total square footage of commercial retail space, fewer town homes, and fewer parking spaces would be constructed compared to the Proposed Project. The Reduced Density Alternative would generate approximately 345 pounds of solid waste per day (see Table VI-6) while the Proposed Project would generate 457 pounds of solid waste per day. The Reduced Density Alternative would generate less solid waste for disposal in the Lancaster Landfill and Recycling Center, the Antelope Valley Recycling and Disposal Facility, and the Antelope Valley Environmental Collection Center than the Proposed Project. The Reduced Density Alternative would generate no demolition debris and similar amounts of construction debris for disposal when compared to the Proposed Project. Solid waste generated by the operation of the Reduced Density Alternative would be less than that generated by the Proposed Project. Furthermore, operations within the City and the project site would continue to be subject to the source reduction requirements of AB 939. The Reduced Density Alternative would produce less solid waste than the Proposed Project. Impacts under this alternative would be less when compared to the Proposed Project and less than significant.

**Table VI-6
Reduced Density Alternative-Southeast Project Site Solid Waste Generation**

Land Use	Size	Generation Rate	Total (pounds/day)
Commercial/Retail	32,150 sf	0.006 pounds/sf/day	193
Town Homes	38	4 pounds/unit/day	152
Total			345
<i>Source: California Integrated Waste Management Board, Estimated Solid Waste Generation Rates, County of Los Angeles Department of Regional Planning, Vesting Tentative Tract No. 47905, etc., website: http://www.ciwmb.ca.gov/wastechar/wastegenrates/default.htm, accessed April 13, 2007.</i>			

Electricity

Southwest Project Site

Under the Reduced Density Alternative, less total square footage of commercial retail space and fewer parking spaces would be constructed compared to the Proposed Project. The Reduced Density Alternative would consume approximately 1,740 kilowatt-hour (kWh) of electricity per day (see Table VI-7) while the Proposed Project would consume 2,320 kWh of electricity per day. The Reduced Density Alternative would consume less electricity than the Proposed Project and would be adequately served by the existing electricity loads as stated by Southern California Edison (SCE). Electricity impacts associated with the Reduced Density Alternative would be less than the Proposed Project although this alternative would continue to be subject to the energy conservation standards established under Title 24 of the California Code of Regulations. Impacts under this alternative would be less when compared to the Proposed Project and less than significant.

**Table VI-7
Reduced Density Alternative-Southwest Project Site Electricity Consumption**

Land Use	Size	Generation Rate	Total (kilowatt-hours/day)
Commercial/Retail	19,350 sf	0.037 kilowatt-hours/sf/day	716
Restaurant	7,875 sf	0.13 kilowatt-hours/sf/day	1,024
Total			1,740
<i>Source: SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.</i>			

Southeast Project Site

Under the Reduced Density Alternative, less total square footage of commercial retail space, fewer town home units, and fewer parking spaces would be constructed compared to the Proposed Project. The Reduced Density Alternative would consume approximately 1,776 kilowatt-hour (kWh) of electricity per

day (see Table VI-8) while the Proposed Project would consume 2,357 kWh of electricity per day. The Reduced Density Alternative would consume less electricity than the Proposed Project and would be adequately served by the existing electricity loads as stated by Southern California Edison. Electricity impacts associated with the Reduced Density Alternative would be less than the Proposed Project although this alternative would continue to be subject to the energy conservation standards established under Title 24 of the California Code of Regulations. Impacts under this alternative would be less when compared to the Proposed Project and less than significant.

**Table VI-8
Reduced Density Alternative-Southeast Project Site Electricity Consumption**

Land Use	Size	Generation Rate	Total (kilowatt-hours/day)
Commercial/Retail	32,150 sf	0.037 kilowatt-hours/sf/day	1,190
Town Homes	38 du	15.42 kilowatt-hours/unit/day	586
Total			1,776

Source: SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.

Natural Gas

Southwest Project Site

Under the Reduced Density Alternative, less total square footage of commercial retail space and fewer parking spaces would be constructed compared to the Proposed Project. The Reduced Density Alternative would consume approximately 2,721 cubic feet per day (see Table VI-9) while the Proposed Project would consume 3,630 cubic feet per day. The Reduced Density Alternative would consume less natural gas than the Proposed Project and would be adequately served by the Southern California Gas Company through the year 2020 as stated by the City of Lancaster General Plan. Natural gas impacts associated with the Reduced Density Alternative would be less than the Proposed Project although this alternative would continue to be subject to the energy conservation standards established under Title 24 of the California Code of Regulations. Impacts under this alternative would be less when compared to the Proposed Project and less than significant.

**Table VI-9
Reduced Density Alternative-Southwest Project Site Natural Gas Consumption**

Land Use	Size	Generation Rate	Total (cubic feet/day)
Commercial/Retail	19,350 sf	0.1 cubic feet/sf/day	1,935
Restaurant	7,875 sf	0.1 cubic feet/sf/day	786
Total			2,721

Source: SCAQMD, CEQA Air Quality Handbook, Table A9-12-A, 1993.

Southeast Project Site

Under the Reduced Density Alternative, less total square footage of commercial retail space, fewer town home units, and fewer parking spaces would be constructed compared to the Proposed Project. The Reduced Density Alternative would consume approximately 8,307 cubic feet per day (see Table VI-10) while the Proposed Project would consume 10,987 cubic feet per day. The Reduced Density Alternative would consume less natural gas than the Proposed Project and would be adequately served by the Southern California Gas Company through the year 2020 as stated by the City of Lancaster General Plan. Natural gas impacts associated with the Reduced Density Alternative would be less than the Proposed Project although this alternative would continue to be subject to the energy conservation standards established under Title 24 of the California Code of Regulations. Impacts under this alternative would be less when compared to the Proposed Project and less than significant.

**Table VI-10
Reduced Density Alternative-Southeast Project Site Natural Gas Consumption**

Land Use	Size	Generation Rate	Total (cubic feet/day)
Commercial/Retail	32,150 sf	0.1 cubic feet/sf/day	3,215
Town Homes	38 du	134 cubic feet/unit/day	5,092
Total			8,307

Source: SCAQMD, CEQA Air Quality Handbook, Table A9-12-A, 1993.

Relationship to Project Objectives

The Reduced Density Alternative would result in significant construction air quality impacts and construction and operational noise impacts, the same significant unavoidable impacts as the Proposed Projects. Specifically, the Reduced Density Alternative would meet the following project objectives:

Southwest Project Site

- To provide a well-designed development that is compatible and complementary with surrounding land uses and develops land within the urban core.
- To provide adequate parking facilities to serve the proposed development customers and employees.
- To generate employment opportunities for the local area.
- To provide development that is financially viable.

Southeast Project Site

- To create infill development on the currently underutilized project site to provide housing and retail facilities to serve the local community.
- To provide a well-designed development that is compatible and complementary with surrounding land uses and develops land within the urban core.
- To provide adequate parking facilities to serve the proposed development residents, customers, and employees.
- To generate employment opportunities for the local area.
- To provide development that is financially viable.

Reduction of Significant Project Impacts

The Proposed Projects would result in significant and unavoidable impacts with respect to Air Quality (Construction), and Noise (Construction and Operation). This alternative would result in the same significant and unavoidable impacts as compared to the Proposed Projects.

C. NO PROJECT-EXISTING GENERAL PLAN**DESCRIPTION**

Under this alternative, the developments would be constructed consistent with the density and building-envelope limitations of the existing general plan designations and zoning. The sites are currently designated as:

Southwest Project Site

Urban Residential (UR) – General Plan Designation

Single Family Residential, minimum lot size 7,000 square feet (R-7,000) – Zoning Code Designation

The southwest project site is approximately 4.40 acres and would allow for development of approximately 28 single-family residences on the project site. The maximum height allowed for such residential uses is 35 feet, which would typically allow for one- to two-story residences. For a conservative assumption, all residences will be evaluated as two-stories.

Southeast Project Site

Urban Residential (UR) – General Plan Designation

Single Family Residential, minimum lot size 10,000 square feet (R-10,000) – Zoning Code Designation

The southeast project site is approximately 8.52 acres and would allow for development of approximately 37 single-family residences on the project site. The maximum height allowed for such residential uses is 35 feet, which would typically allow for one- to two-story residences. For a conservative assumption, all residences will be evaluated as two-stories.

Aesthetics

Southwest Project Site

The No Project-Existing General Plan Alternative would result in development of approximately 28 single-family residences on the project site. These homes could be built as one- or two-story residences, and for a conservative analysis two-story homes are assumed. Two-story homes may be built to a maximum of 35 feet in height per the City of Lancaster Municipal Code, which is the same height as the structures proposed under the Proposed Project. This alternative would be more visually compatible with the surrounding community in comparison, because single-family homes and other residences currently exist immediately adjacent to and in the area surrounding the project site. The No Project-Existing General Plan Alternative would alter the visual character of the currently vacant project site, but would not introduce any incompatible visual elements into the neighborhood.

The No Project-Existing General Plan Alternative would not block views of the San Gabriel Mountains. Like the Proposed Project, this alternative would introduce new sources of light and glare to the currently undeveloped project site. However, these sources would be more compatible with existing uses than those generated by the Proposed Project. Impacts associated with light and glare would be less than significant and would not require mitigation. This impact would be reduced by the No Project-Existing General Plan Alternative.

The height of the proposed structures under the No Project-Existing General Plan Alternative would be the same as the Proposed Project, and would not create significant shade or shadow impacts on any nearby receptors; impacts related to shade and shadow would be less than significant. All aesthetic impacts under the No Project-Existing General Plan Alternative would be less than significant, and would not require mitigation. This alternative would result in a more compatible use for visual, light, and glare issues, and would represent a reduced impact compared to the Proposed Project.

Southwest Project Site

The No Project-Existing General Plan Alternative would result in development of approximately 37 single-family residences on the project site. These homes could be built as one- or two-story residences, and for a conservative analysis two-story homes are assumed. Two-story homes may be built to a maximum of 35 feet in height per the City of Lancaster Municipal Code, which is the same height as the structures proposed under the Proposed Project. This alternative would be more visually compatible with the surrounding community in comparison, because single-family homes and other residences currently

exist immediately adjacent to and in the area surrounding the project site. The No Project-Existing General Plan Alternative would alter the visual character of the currently vacant project site, but would not introduce any incompatible visual elements into the neighborhood.

The No Project-Existing General Plan Alternative would not block views of the San Gabriel Mountains. Like the Proposed Project, this alternative would introduce new sources of light and glare to the currently undeveloped project site. However, these sources would be more compatible with existing uses than those generated by the Proposed Project. Impacts associated with light and glare would be less than significant, and would not require mitigation. This impact would be reduced by the No Project-Existing General Plan Alternative.

The height of the proposed structures under the No Project-Existing General Plan Alternative would be the same as the Proposed Project, and would not create significant shade or shadow impacts on any nearby receptors; impacts related to shade and shadow would be less than significant. All aesthetic impacts under the No Project-Existing General Plan Alternative would be less than significant, and would not require mitigation. This alternative would result in a more compatible use for visual, light, and glare issues, and would represent a reduced impact compared to the Proposed Project.

Air Quality

Plan Consistency

Southwest Project Site

Under the No Project-Existing General Plan Alternative, the project site would be developed in accordance with existing zoning for single-family residential uses. This alternative would therefore not require a general plan amendment or zone change. Because the alternative would be consistent with the existing General Plan, the No Project-Existing General Plan Alternative would also be considered consistent with the 2004 Ozone Attainment Plan. Impacts would be less than significant and similar to the Proposed Project.

Southeast Project Site

Under the No Project-Existing General Plan Alternative, the project site would be developed in accordance with existing zoning for single-family residential uses. This alternative would therefore not require a general plan amendment or zone change. Because the alternative would be consistent with the existing General Plan, the No Project-Existing General Plan Alternative would also be considered consistent with the 2004 Ozone Attainment Plan. Impacts would be less than significant and similar to the Proposed Project.

Construction Impacts*Southwest Project Site*

The No Project-Existing General Plan Alternative would result in development of approximately 28 single-family residences on the project site. In this case, emissions generated during the site preparation/grading phase would likely exceed the regional emissions threshold for PM₁₀, and during the building phase, the construction emissions would likely exceed the regional emissions threshold for NO_x. As such, a significant and unavoidable air quality impact associated with construction of the No Project-Existing General Plan Alternative would occur. This impact would be the same as the Proposed Project.

Southeast Project Site

The No Project-Existing General Plan Alternative would result in development of approximately 37 single-family residences on the project site. In this case, emissions generated during the site preparation/grading phase would likely exceed the regional emissions threshold for PM₁₀, and during the building phase, the construction emissions would likely exceed the regional emissions threshold for NO_x. As such, a significant and unavoidable air quality impact associated with construction of the No Project-Existing General Plan Alternative would occur. This impact would be the same as the Proposed Project.

Operational Impacts*Southwest Project Site*

Under this alternative, operational emissions would be generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Operational emissions associated with the No Project-Existing General Plan Alternative would not be expected to exceed the established AVAQM threshold levels for VOC, NO_x, CO, SO_x or PM₁₀ and therefore would be less than significant. The No Project-Existing General Plan Alternative would reduce operational air emissions compared to the Proposed Project, as fewer traffic trips would be generated by the single-family homes.

Southeast Project Site

Under this alternative, operational emissions would be generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Operational emissions associated with the No Project-Existing General Plan Alternative would not be expected to exceed the established AVAQM threshold levels for VOC, NO_x, CO, SO_x or PM₁₀ and therefore would be less than significant. The No Project-Existing General Plan Alternative would reduce operational air emissions compared to the Proposed Project, as fewer traffic trips would be generated by the single-family homes.

Objectionable Odors***Southwest Project Site***

During the construction phase, paving of the project site would entail the application of asphalt that would produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to residents located adjacent to the project site, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact. Furthermore, no potential restaurant uses, which could cause objectionable odors, are proposed on the project site. Therefore, no odors are expected during operation of the No Project-Existing General Plan Alternative. This less than significant impact would be less when compared to the Proposed Project.

Southeast Project Site

During the construction phase, paving of the project site would entail the application of asphalt that would produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to residents located adjacent to the project site, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact. Furthermore, no potential restaurant uses, which could cause objectionable odors, are proposed on the project site. Therefore, no odors are expected during operation of the No Project-Existing General Plan Alternative. This less than significant impact would be the same as the Proposed Project.

Biological Resources***Southwest Project Site***

Under the No Project-Existing General Plan Alternative, single-family homes would be developed on the project site. This alternative would still result in the disturbance of the entire site during project construction. All biological resources on site would be removed, as under the Proposed Project. Because potential exists for nesting birds and burrowing owls to be present on the project site, impacts would be potentially significant unless mitigated. This alternative would be subject to the same mitigation measures as the Proposed Project, and after mitigation the No Project-Existing General Plan Alternative would have a less than significant impact. Therefore, potential impacts to biological resources under the No Project-Existing General Plan Alternative would be the same as those associated with the Proposed Project.

Southeast Project Site

Under the No Project-Existing General Plan Alternative, single-family homes would be developed on the project site. This alternative would still result in the disturbance of the entire site during project construction. All biological resources on site would be removed, as under the Proposed Project. Because potential exists for nesting birds and burrowing owls to be present on the project site, impacts would be

potentially significant unless mitigated. This alternative would be subject to the same mitigation measures as the Proposed Project, and after mitigation the No Project-Existing General Plan Alternative would have a less than significant impact. Therefore, potential impacts to biological resources under the No Project-Existing General Plan Alternative would be the same as those associated with the Proposed Project.

Cultural Resources

Southwest Project Site

Under the No Project-Existing General Plan Alternative, approximately 28 single-family homes would be developed on the project site. However, this alternative would still result in the disturbance of the entire site during project construction. All known cultural resources on-site would be disturbed and/or removed, as under the Proposed Project. Because the potential exists for additional cultural resources to be present on the project site, impacts would be potentially significant unless mitigated. This alternative would be subject to the same mitigation measures as the Proposed Project, and after mitigation the No Project-Existing General Plan Alternative would have a less than significant impact. Therefore, potential impacts to cultural resources under the No Project-Existing General Plan Alternative would be the same as those associated with the Proposed Project.

Southeast Project Site

Under the No Project-Existing General Plan Alternative, approximately 37 single-family homes would be developed on the project site. However, this alternative would still result in the disturbance of the entire site during project construction. All known cultural resources on-site would be disturbed and/or removed, as under the Proposed Project. Because the potential exists for additional cultural resources to be present on the project site, impacts would be potentially significant unless mitigated. This alternative would be subject to the same mitigation measures as the Proposed Project, and after mitigation the No Project-Existing General Plan Alternative would have a less than significant impact. Therefore, potential impacts to cultural resources under the No Project-Existing General Plan Alternative would be the same as those associated with the Proposed Project.

Geology and Soils

Southwest Project Site

Under the No Project-Existing General Plan Alternative approximately 28 single-family homes would be developed on the project site. This alternative would develop residential structures, which would be subject to the same geologic conditions of the Proposed Project. The No Project-Existing General Plan Alternative would be subject to the same amount of grading and potential for erosion and loss of topsoil as the Proposed Project. BMPs would be required. The project site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards and no active or potentially active

faults with the potential for surface fault rupture are known to be located directly beneath or projecting toward the project site. However, the project site is subject to seismic shaking, as are all structures in Southern California, and the No Project-Existing General Plan Alternative would be built according to Building Code Standards.

The project site is not at risk for liquefaction, and soil settlement is considered a low to moderate risk. Subsidence in the vicinity of the project site is distributed over a wide region and the potential for subsidence to impact structures at the project site is considered low. However, the No Project-Existing General Plan Alternative, like the Proposed Project, would require testing of site soils during a site specific geotechnical investigation for the project and structures and site improvements will need to be designed to resist the effects of expansive and corrosive soils in order to reduce the potential adverse effects to a less than significant level. Impacts under the No Project-Existing General Plan Alternative related to geology and soils would be the same as under the Proposed Project, and less than significant with mitigation.

Southeast Project Site

Under the No Project-Existing General Plan Alternative approximately 37 single-family homes would be developed on the project site. This alternative would develop residential structures, which would be subject to the same geologic conditions of the Proposed Project. The No Project-Existing General Plan Alternative would be subject to the same amount of grading and potential for erosion and loss of topsoil as the Proposed Project. BMPs would be required. The project site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards and no active or potentially active faults with the potential for surface fault rupture are known to be located directly beneath or projecting toward the project site. However, the project site is subject to seismic shaking, as are all structures in Southern California, and the No Project-Existing General Plan Alternative would be built according to Building Code Standards.

The project site is not at risk for liquefaction, and soil settlement is considered a low to moderate risk. Subsidence in the vicinity of the project site is distributed over a wide region and the potential for subsidence to impact structures at the project site is considered low. However, the No Project-Existing General Plan Alternative, like the Proposed Project, would require testing of site soils during a site specific geotechnical investigation for the project and structures and site improvements will need to be designed to resist the effects of expansive and corrosive soils in order to reduce the potential adverse effects to a less than significant level. Impacts under the No Project-Existing General Plan Alternative related to geology and soils would be the same as under the Proposed Project, and less than significant with mitigation.

Hazards and Hazardous Materials

Southwest Project Site

Under the No Project-Existing General Plan Alternative, approximately 28 single-family homes would be built on the project site. The project site does not pose any hazards, nor is it known to contain hazardous materials; additionally, single-family residences would not result in the routine transport, use, or disposal of hazardous materials, besides typical solvents and paints used for maintenance and cleaning. All hazardous materials encountered or used during the grading/excavation, and construction activities would be handled in accordance with all applicable local, State, and federal regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste. Additionally, while Antelope Valley College is listed on the SWEEPS UST list, it is not anticipated to have adversely impacted the environmental integrity of the project site.

The No Project-Existing General Plan Alternative may require temporary and/or partial street closures due to construction activities, but these closures would not be expected to substantially interfere with emergency response or evacuation plans. This alternative would include vehicular access and emergency access in accordance with code requirements. Mitigation measures, as required for the Proposed Project, would also be required for the No Project-Existing General Plan Alternative, and would reduce any potentially significant impacts to a less-than-significant level.

Impacts related to hazards and hazardous materials would be less than significant with implementation of mitigation measures; impacts would be slightly reduced compared to the Proposed Project because residential uses use fewer and less harsh solvents and paints than commercial uses for maintenance and cleaning.

Southeast Project Site

Under the No Project-Existing General Plan Alternative, approximately 37 single-family homes would be built on the project site. The project site does not pose any hazards, nor is it known to contain hazardous materials; additionally, single-family residences would not result in the routine transport, use, or disposal of hazardous materials, besides typical solvents and paints used for maintenance and cleaning. All hazardous materials encountered or used during the grading/excavation, and construction activities would be handled in accordance with all applicable local, State, and federal regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste. Additionally, while Antelope Valley College is listed on the SWEEPS UST list, it is not anticipated to have adversely impacted the environmental integrity of the project site.

The No Project-Existing General Plan Alternative may require temporary and/or partial street closures due to construction activities, but these closures would not be expected to substantially interfere with emergency response or evacuation plans. This alternative would include vehicular access and emergency

access in accordance with code requirements. Mitigation measures, as required for the Proposed Project, would also be required for the No Project-Existing General Plan Alternative, and would reduce any potentially significant impacts to a less-than-significant level.

Impacts related to hazards and hazardous materials would be less than significant with implementation of mitigation measures; impacts would be slightly reduced compared to the Proposed Project because residential uses use fewer and less harsh solvents and paints than commercial uses for maintenance and cleaning.

Hydrology and Water Quality

Southwest Project Site

The project site is located within a Zone B flood area, along with much of the City of Lancaster. The project site is not at risk of impacts from seiches, tsunami, or mudflows, and do not impact the groundwater supply. Under the No Project-Existing General Plan Alternative, single-family residences would be constructed rather than the commercial uses proposed under the Proposed Project. As residential developments tend to have a greater amount of landscaped area, the amount of impervious surfaces after construction would be less when compared to the Proposed Project. In addition, potential impacts of the No Project-Existing General Plan Alternative with respect to storm water runoff quality would be controlled by implementation of Best Management Practices, as required by the SWRCB, as required under the Proposed Project. Therefore, stormwater runoff and water quality impacts under the No Project-Existing General Plan Alternative would be less than the Proposed Project and less than significant.

Southeast Project Site

The project site is located within a Zone B flood area, along with much of the City of Lancaster. The project site is not at risk of impacts from seiches, tsunami, or mudflows, and do not impact the groundwater supply. Under the No Project-Existing General Plan Alternative, single-family residences would be constructed rather than the commercial and residential uses proposed under the Proposed Project. As residential developments tend to have a greater amount of landscaped area, the amount of impervious surfaces after construction would be less when compared to the Proposed Project. In addition, potential impacts of the No Project-Existing General Plan Alternative with respect to storm water runoff quality would be controlled by implementation of Best Management Practices, as required by the SWRCB, as required under the Proposed Project. Therefore, stormwater runoff and water quality impacts under the No Project-Existing General Plan Alternative would be less than the Proposed Project and less than significant.

Land Use and Planning

Under this alternative, a general plan amendment and zone change would not be required.

Consistency with City of Lancaster General Plan*Southwest Project Site*

The land use designation for the project site, as established by the General Plan, is Urban Residential (UR), which allows for development of between 2.1 and 6.5 residential dwelling units per acre. The No Project-Existing General Plan Alternative would include 28 single-family residences on the southwest project site and would therefore be consistent with the General Plan designation. As the Proposed Project would require a GPA, the No Project-Existing General Plan Alternative would generate a less than significant impact on General Plan consistency and a lesser impact than the Proposed Project.

Southeast Project Site

The land use designation for the project site, as established by the General Plan, is UR, which allows for development of between 2.1 and 6.5 residential dwelling units per acre. The No Project-Existing General Plan Alternative would include 37 single-family residences on the southeast project site. As the Proposed Project would require a GPA the No Project-Existing General Plan Alternative would generate a less-than-significant impact on General Plan consistency and a lesser impact than the Proposed Project.

Consistency with City Zoning Classification*Southwest Project Site*

The zoning designation for the project site, as established by the Zoning Code, is Single Family Residential, minimum lot size 7,000 square feet (R-7,000), which would allow for 28 single-family residences. The No Project-Existing General Plan Alternative would include 28 single-family residences. As the Proposed Project would require a Zone Change, the No Project-Existing General Plan Alternative would generate a less than significant impact on zoning consistency and a lesser impact than the Proposed Project.

Southeast Project Site

The zoning designation for the project site, as established by the Zoning Code, is Single Family Residential, minimum lot size 10,000 square feet (R-10,000), which would allow for 37 single-family residences. The No Project-Existing General Plan Alternative would include 37 single-family residences. As the Proposed Project would require a Zone Change, the No Project-Existing General Plan Alternative would generate a less than significant impact on zoning consistency and a lesser impact than the Proposed Project.

Noise

Construction Impacts

Southwest Project Site

Under the No Project-Existing General Plan Alternative, 28 single-family residences would be constructed. In this case, construction of the No Project-Existing General Plan Alternative would require the use of heavy equipment. Because of the proximity of the project site to sensitive receptors (the Marabella Villas townhomes to the south of the project site), impacts would be temporary yet significant.

Similarly, such construction would result in low levels of groundborne vibrations. The Marabella Villas townhomes would be subject to vibration levels in excess of the Federal Railway Administration's thresholds; therefore, impacts would be significant. Both construction noise and vibration impacts would be significant and unavoidable, the same as under the Proposed Project.

Southeast Project Site

Under the No Project-Existing General Plan Alternative, 37 single-family residences would be constructed. In this case, construction of the No Project-Existing General Plan Alternative would require the use of heavy equipment. Because of the proximity of the project site to sensitive receptors (Prestige Assisted Living Community to the south and the single-family residences to the east), impacts would be temporary yet significant.

Similarly, such construction would result in low levels of groundborne vibrations. The Prestige Assisted Living Community to the south and the single-family residences to the east of the Proposed Project would be subject to vibration levels in excess of the Federal Railway Administration's thresholds; therefore, impacts would be significant. Both construction noise and vibration impacts would be significant and unavoidable, the same as under the Proposed Project.

Operational Impacts

Southwest Project Site

Under the No Project-Existing General Plan Alternative, 28 single-family residences would be constructed. The traffic trips generated by this alternative would be significantly reduced compared to the Proposed Project, and would not result in an increase in ambient noise levels in excess of the three dBA CNEL. As such, these impacts related to on-site noise would be less than significant, and less than the Proposed Project.

Under the No Project-Existing General Plan Alternative, no loading dock activities would occur. Operational noise impacts associated with residential uses would not result in exceedance of noise

thresholds and impacts related to operational noise would be less than significant. The No Project-Existing General Plan Alternative would result in less than significant operational noise impacts. Impacts would therefore be significantly reduced compared to the Proposed Project.

Southeast Project Site

Under the No Project-Existing General Plan Alternative, 37 single-family residences would be constructed. The traffic trips generated by this alternative would be significantly reduced compared to the Proposed Project, and would not result in an increase in ambient noise levels in excess of the three dBA CNEL. As such, these impacts related to on-site noise would be less than significant, and less than the Proposed Project.

Under the No Project-Existing General Plan Alternative, no loading dock activities would occur. Operational noise impacts associated with residential uses would not result in exceedance of noise thresholds and impacts related to operational noise would be less than significant. The No Project-Existing General Plan Alternative would result in less than significant operational noise impacts. Impacts would therefore be significantly reduced compared to the Proposed Project.

Population and Housing

Southwest Project Site

Under the No Project-Existing General Plan Alternative, 28 single-family residences would be constructed instead of the commercial retail space under the Proposed Project. As the No Project-Existing General Plan Alternative would construct residences, there would be no employment generation on the southwest project site. Construction activities would lead to the creation of some employment, but employment patterns in Southern California would suggest that it would be temporary and would not result in employee relocation to the City of Lancaster. The No Project-Existing General Plan Alternative would be expected to add approximately 86 residents to the City of Lancaster (see Table VI-11). As the SCAG growth forecasts for the City of Lancaster are based on current zoning in the City, the No Project-Existing General Plan alternative would be consistent with SCAG projections. Also, the SCAG projections for housing growth in the City of Lancaster are based on the underlying zoning. As such, the addition of the No Project-Existing General Plan Alternative would be consistent with SCAG Projections. Impacts to population and housing in the City of Lancaster would be less than significant. While the Proposed Project would also have less than significant impacts related to population and housing, the No Project-Existing General Plan Alternative would reduce this impact as it would be compliant with existing zoning and land use designations and therefore consistent with current plans and projections for the project sites and the City.

Table VI-11
No Project-Existing General Plan Alternative-Southwest Project Site Population Generation

Land Use	Size	Generation Rate	Total (persons)
Single-Family Home	28 du	3.072 persons/unit	86
Total			86
<i>Source: State of California, Department of Finance, E-5 Population and Housing Estimates, for Cities, Counties, and the State, 2001–2007, with 2000 Benchmark, website: http://www.dof.ca.gov/HTML/DEMOGRAP/ReportsPapers/Estimates/E5/E5-06/E-5text2.asp, accessed April 16, 2007.</i>			

Southeast Project Site

Under the No Project-Existing General Plan Alternative, 37 single-family residences would be constructed instead of the commercial retail space and town home units under the Proposed Project. As the No Project-Existing General Plan Alternative would construct only residences, there would be no employment generation on the southeast project site. Construction activities would lead to the creation of some employment, but employment patterns in Southern California would suggest that it would be temporary and not result in relocation to the City of Lancaster. The No Project-Existing General Plan Alternative would be expected to add approximately 114 residents to the City of Lancaster (see Table VI-12). As the SCAG growth forecasts for the City of Lancaster are based on current zoning in the City, the No Project-Existing General Plan alternative would be consistent with SCAG projections for population growth. As stated, the No Project-Existing General Plan Alternative would add the 37 single-family residences the existing zoning allows for. The SCAG projections for housing growth in the City of Lancaster are based on this underlying zoning. As such, the addition of the No Project-Existing General Plan Alternative would be consistent with SCAG Projections. Impacts to population and housing in the City of Lancaster would be less than significant. While the Proposed Project would also have less than significant impacts related to population and housing, the No Project-Existing General Plan Alternative would reduce this impact as it would be compliant with existing zoning and land use designations and therefore consistent with current plans and projections for the project sites and the City.

Table VI-12
No Project-Existing General Plan Alternative-Southeast Project Site Population Generation

Land Use	Size	Generation Rate	Total (persons)
Single-Family Home	37 du	3.072 persons/unit	114
Total			114
<i>Source: State of California, Department of Finance, E-5 Population and Housing Estimates, for Cities, Counties, and the State, 2001–2007, with 2000 Benchmark, website: http://www.dof.ca.gov/HTML/DEMOGRAP/ReportsPapers/Estimates/E5/E5-06/E-5text2.asp, accessed April 16, 2007.</i>			

Public Services***Fire Protection****Southwest Project Site*

Under this alternative, development on the project site would consist of 28 single-family residences. Implementation of the No Project-Existing General Plan Alternative would result in an increase in onsite activity, which would increase the demand for fire protection services. This development scenario would generate approximately 86 residents in comparison to the approximately 86 employees generated by the Proposed Project. Similar to the Proposed Project, the No Project-Existing General Plan Alternative would comply with the Fire Code to ensure adequate on-site fire protection features are provided. In addition, the No Project-Existing General Plan Alternative would be required to pay the fire protection fees as per the City's municipal code. Therefore, under the No Project-Existing General Plan Alternative, a less than significant impact would occur with respect to the construction, expansion, consolidation, or relocation of an existing fire station.

Southeast Project Site

Under this alternative, development on the project site would consist of 37 single-family residences. Implementation of the No Project-Existing General Plan Alternative would result in an increase in on-site activity, which would increase the demand for fire protection services. This development scenario would generate approximately 114 residents in comparison to the approximately 154 residents and 101 employees generated by the Proposed Project. Similar to the Proposed Project, the No Project-Existing General Plan Alternative would comply with the Fire Code to ensure adequate onsite fire protection features are provided. In addition, the No Project-Existing General Plan Alternative would be required to pay the fire protection fees as per the City's municipal code. Therefore, under the No Project-Existing General Plan Alternative, a less than significant impact would occur with respect to the construction, expansion, consolidation, or relocation of an existing fire station.

Police Protection*Southwest Project Site*

Under this alternative, development on the project site would consist of 28 single-family residences. Implementation of the No Project-Existing General Plan Alternative would result in an increase in onsite activity, which would increase the demand for police protection services. This development scenario would generate approximately 86 residents in comparison to the approximately 86 employees generated by the Proposed Project. Similar to the Proposed Project, the No Project-Existing General Plan Alternative would be consistent with the goals and policies of the General Plan, which include design features to reduce criminal activity. In addition, the No Project-Existing General Plan Alternative would be required to pay the Sheriff's substation facilities fees as per the City's municipal code. Therefore,

under the No Project-Existing General Plan Alternative, a less than significant impact would occur with respect to the construction, expansion, consolidation, or relocation of an existing police station.

Southeast Project Site

Under this alternative, development on the project site would consist of 37 single-family residences. Implementation of the No Project-Existing General Plan Alternative would result in an increase in onsite activity, which would increase the demand for police protection services. This development scenario would generate approximately 114 residents in comparison to the approximately 154 residents and 101 employees generated by the Proposed Project. Similar to the Proposed Project, the No Project-Existing General Plan Alternative would be consistent with the goals and policies of the General Plan, which include design features to reduce criminal activity. In addition, the No Project-Existing General Plan Alternative would be required to pay the Sheriff's substation facilities fees as per the City's municipal code. Therefore, under the No Project-Existing General Plan Alternative, a less than significant impact would occur with respect to the construction, expansion, consolidation, or relocation of an existing police station.

Schools

Southwest Project Site

Under this alternative, development on the project sites would consist of 28 single-family residences. Implementation of the No Project-Existing General Plan Alternative would result in an increase in on-site activity, which would increase the demand for school services. This development scenario would generate approximately 86 residents in comparison to the approximately 86 employees generated by the Proposed Project. The development of single-family residences under this alternative would generate more students than the Proposed Project. Similar to the Proposed Project, the No Project-Existing General Plan Alternative would be required to pay school fees as per the Leroy F. Greene School Facilities Act of 1998 (SB 50). Therefore, under the No Project-Existing General Plan Alternative, a less than significant impact would occur with respect to the schools; however this impact would be slightly higher than that of the Proposed Project.

Southeast Project Site

Under this alternative, development on the project sites would consist of 37 single-family residences. Implementation of the No Project-Existing General Plan Alternative would result in an increase in on-site activity, which would increase the demand for school services. This development scenario would generate approximately 114 residents in comparison to the 154 residents and 101 employees generated by the Proposed Project. The development of single-family residences under this alternative would generate less students than the Proposed Project. Similar to the Proposed Project, the No Project-Existing General Plan Alternative would be required to pay school fees as per the Leroy F. Greene School Facilities Act of

1998 (SB 50). Therefore, under the No Project-Existing General Plan Alternative, a less than significant impact would occur with respect to the schools; this impact would be slightly less than that of the Proposed Project.

Libraries

Southwest Project Site

Under this alternative, development on the project site would consist of 28 single-family residences. Implementation of the No Project-Existing General Plan Alternative would result in an increase in on-site activity, which would increase the demand for library services and facilities. This development scenario would generate approximately 86 residents in comparison to the approximately 86 employees generated by the Proposed Project. The employees of commercial sites are not expected to patronize libraries during working hours, as they are more likely to use libraries near their homes during non-work hours. Thus, as the No Project-Existing General Plan Alternative would generate a greater residential population, impacts to libraries under this alternative would be greater than impacts under the Proposed Project. Similar to the Proposed Project, the No Project-Existing General Plan Alternative would be required to pay library facilities fees as per the City's Municipal Code. Therefore, under the No Project-Existing General Plan Alternative, a less than significant impact would occur with respect libraries; however this impact would be slightly higher than that of the Proposed Project as there would an increase in the amount residents residing on the project site.

Southeast Project Site

Under this alternative, development on the project site would consist of 37 single-family residences. Implementation of the No Project-Existing General Plan Alternative would result in an increase in on-site activity, which would increase the demand for library services and facilities. This development scenario would generate approximately 114 residents in comparison to the approximately 154 residents and 101 employees generated by the Proposed Project. The employees of commercial sites are not expected to patronize libraries during working hours, as they are more likely to use libraries near their homes during non-work hours. Thus, as the No Project-Existing General Plan Alternative would generate a greater residential population, impacts to libraries under this alternative would be greater than impacts under the Proposed Project. Similar to the Proposed Project, the No Project-Existing General Plan Alternative would be required to pay library facilities fees as per the City's Municipal Code. Therefore, under the No Project-Existing General Plan Alternative, a less than significant impact would occur with respect libraries; however this impact would be slightly higher than that of the Proposed Project as there would an increase in the amount residents residing on the project site.

Transportation/Traffic

Southwest Project Site

The No Project-Existing General Plan Alternative would result in the construction of approximately 28 single-family homes. The Proposed Projects would contribute to a significant impact at the intersections of 40th Street West and Avenue K, 30th Street West and Avenue K, Avenue K and Eliopulos Drive and Future Driveways east of 30th Street West, 27th Street West and Avenue K, and 30th Street West and Avenue K-4. Because the No Project-Existing General Plan Alternative would develop residential uses only, a less dense use than the proposed commercial development, traffic trips would be reduced and impacts at these intersections would not likely be significant.

Additionally, the No Project-Existing General Plan Alternative would not be expected to impact the nearby freeway, and parking would be provided in compliance with the code requirement for single-family residences. Impacts related to transportation and traffic would therefore be less than significant under this alternative, and reduced compared to the Proposed Project.

Southeast Project Site

The No Project-Existing General Plan Alternative would result in the construction of approximately 37 single-family homes. The Proposed Projects would contribute to a significant impact at the intersections of 40th Street West and Avenue K, 30th Street West and Avenue K, Avenue K and Eliopulos Drive and Future Driveways east of 30th Street West, 27th Street West and Avenue K, and 30th Street West and Avenue K-4. Because the No Project-Existing General Plan Alternative would develop residential uses only, a less dense use than the proposed commercial and residential development, traffic trips would be reduced and impacts at these intersections would not likely be significant.

Additionally, the No Project-Existing General Plan Alternative would not be expected to impact the nearby freeway, and parking would be provided in compliance with the code requirement for single-family residences. Impacts related to transportation and traffic would therefore be less than significant under this alternative, and reduced compared to the Proposed Project.

Utilities

Water Supply

Southwest Project Site

Under the No Project-Existing General Plan Alternative, 28 single-family homes would be constructed instead of the commercial retail space under the Proposed Project. The No Project-Existing General Plan Alternative would consume approximately 8,736 gallons of water per day (see Table VI-13) while the Proposed Project would consume 22,662 gallons of water per day. The No Project-Existing General Plan

Alternative would consume less water than the Proposed Project. Therefore, the No Project-Existing General Plan Alternative would be adequately served by the existing water delivery system, water treatment facilities, and any upgrades or modifications needed would be provided in the normal process of providing water service. Water impacts associated with the No Project-Existing General Plan Alternative would be less than the Proposed Project although this alternative would continue to be subject to the water conservation measures established by the General Plan of the City of Lancaster and the 2005 Integrated Urban Water Management Plan for the Antelope Valley. Impacts under this alternative and the Proposed Project would be less than significant, but this alternative would further reduce water consumption.

Table VI-13
No Project-Existing General Plan Alternative-Southwest Project Site Water Consumption

Land Use	Size	Generation Rate	Total (gallons/day)
Single-Family Home	28 du	312 gallons/unit/day	8,736
Total			8,736
<i>Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.</i>			

Southeast Project Site

Under the No Project-Existing General Plan Alternative, 37 single-family homes would be constructed instead of the commercial retail space and town home units under the Proposed Project. The No Project-Existing General Plan Alternative would consume approximately 11,544 gallons of water per day (see Table VI-14) while the Proposed Project would consume 28,418 gallons of water per day. The No Project-Existing General Plan Alternative would consume less water than the Proposed Project. Therefore, the No Project-Existing General Plan Alternative would be adequately served by the existing water delivery system, water treatment facilities, and any upgrades or modifications needed would be provided in the normal process of providing water service. Water impacts associated with the No Project-Existing General Plan Alternative would be less than the Proposed Project although this alternative would continue to be subject to the water conservation measures established by the General Plan of the City of Lancaster and the 2005 Integrated Urban Water Management Plan for the Antelope Valley. Impacts under this alternative and the Proposed Project would be less than significant, but this alternative would further reduce water consumption.

Table VI-14
No Project-Existing General Plan Alternative-Southeast Project Site Water Consumption

Land Use	Size	Generation Rate	Total (gallons/day)
Single-Family Home	37 du	312 gallons/unit/day	11,544
Total			11,544

Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.

Wastewater

Southwest Project Site

Under the No Project-Existing General Plan Alternative, 28 single-family homes would be constructed instead of the commercial retail space under the Proposed Project. The No Project-Existing General Plan Alternative would generate approximately 7,280 gallons per day (gpd) of wastewater (see Table VI-15). The Proposed Project would generate approximately 18,885 gallons per day of wastewater. The No Project-Existing General Plan Alternative would generate less wastewater than the Proposed Project. Therefore, the No Project-Existing General Plan Alternative would be adequately served by the existing wastewater conveyance infrastructure and existing treatment capacity as it is currently able to accommodate the Proposed Project. Wastewater impacts associated with the No Project-Existing General Plan Alternative would be less than the Proposed Project, although the No Project-Existing General Plan Alternative would continue to be subject to the water conservation measures established by the General Plan of the City of Lancaster and the 2005 Integrated Urban Water Management Plan for the Antelope Valley decreasing the amount of water consumed and therefore the amount of wastewater generated. Impacts under this alternative and the Proposed Project would be less than significant, but this alternative would further reduce wastewater generation.

Table VI-15
No Project-Existing General Plan Alternative-Southwest Project Site Wastewater Generation

Land Use	Size	Generation Rate	Total (gallons/day)
Single-Family Home	28 du	260 gallons/unit/day	7,280
Total			7,280

Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.

Southeast Project Site

Under the No Project-Existing General Plan Alternative, 37 single-family homes would be constructed instead of the commercial retail space and town home units. The No Project-Existing General Plan Alternative would generate approximately 9,620 gallons per day (gpd) of wastewater (see Table VI-16). The Proposed Project would generate approximately 23,632 gallons per day of wastewater. The No

Project-Existing General Plan Alternative would generate less wastewater than the Proposed Project. Therefore, the No Project-Existing General Plan Alternative would be adequately served by the existing wastewater conveyance infrastructure and existing treatment capacity as it is currently able to accommodate the Proposed Project. Wastewater impacts associated with the No Project-Existing General Plan Alternative would be less than the Proposed Project, although the No Project-Existing General Plan Alternative would continue to be subject to the water conservation measures established by the General Plan of the City of Lancaster and the 2005 Integrated Urban Water Management Plan for the Antelope Valley decreasing the amount of water consumed and therefore the amount of wastewater generated. Impacts under this alternative and the Proposed Project would be less than significant, but this alternative would further reduce wastewater generation.

Table VI-16

No Project-Existing General Plan Alternative-Southeast Project Site Wastewater Generation

Land Use	Size	Generation Rate	Total (gallons/day)
Single-Family Home	37 du	260 gallons/unit/day	9,620
Total			9,620
<i>Source: Los Angeles County Sanitation Districts, Wastewater Generation Factors, Table 1, 2004.</i>			

Solid Waste

Southwest Project Site

Under the No Project-Existing General Plan Alternative, 28 single-family homes would be constructed compared to the commercial retail space under the Proposed Project. The No Project-Existing General Plan Alternative would generate approximately 280 pound of solid waste per day (see Table VI-17) while the Proposed Project would generate 208 pounds of solid waste per day. The No Project-Existing General Plan Alternative would generate more solid waste for disposal in the Lancaster Landfill and Recycling Center, the Antelope Valley Recycling and Disposal Facility, and the Antelope Valley Environmental Collection Center than the Proposed Project. The 280 pounds of generated solid waste represents approximately 0.14 tons. This represents approximately 0.07 percent of the remaining daily intake capacity at the Lancaster Landfill and Recycling Center. The No Project-Existing General Plan Alternative would generate no demolition debris and similar amounts of construction debris for disposal to the Proposed Project. Solid waste generated by the operation of the No Project-Existing General Plan Alternative would be more than that generated by the Proposed Project. However, operations within the City and the project site would continue to be subject to AB 939. Solid waste disposal impacts associated with the No Project-Existing General Plan Alternative would be more than the Proposed Project, although the increase in solid waste generation would still be accommodated by the remaining capacity at the Lancaster Landfill and Recycling Center. Impacts under this alternative and the Proposed Project would

be less than significant, but this alternative would result in more solid waste generation than the Proposed Project.

Table VI-17

No Project-Existing General Plan Alternative-Southwest Project Site Solid Waste Generation

Land Use	Size	Generation Rate	Total (pounds/day)
Single-Family Home	28 du	10 pounds/unit/day	280
Total			280
<i>Source: California Integrated Waste Management Board, Estimated Solid Waste Generation Rates, County of Los Angeles Department of Regional Planning, Vesting Tentative Tract No. 47905, etc., website: http://www.ciwmb.ca.gov/wastechar/wastegenrates/default.htm, accessed April 13, 2007.</i>			

Southeast Project Site

Under the No Project-Existing General Plan Alternative, 37 single-family homes would be constructed compared to the commercial retail space under the Proposed Project. The No Project-Existing General Plan Alternative would generate approximately 370 pound of solid waste per day (see Table VI-18) while the Proposed Project would generate 457 pounds of solid waste per day. The No Project-Existing General Plan Alternative would generate less solid waste for disposal in the Lancaster Landfill and Recycling Center, the Antelope Valley Recycling and Disposal Facility, and the Antelope Valley Environmental Collection Center than the Proposed Project. The 370 pounds of generated solid waste represents approximately 0.185 tons, which is approximately 0.012 percent of the remaining daily intake capacity at the Lancaster Landfill and Recycling Center. The No Project-Existing General Plan Alternative would generate no demolition debris and similar amounts of construction debris for disposal to the Proposed Project. Solid waste generated by the operation of the No Project-Existing General Plan Alternative would be more than that generated by the Proposed Project. However, operations within the City and the project site would continue to be subject to AB 939. Solid waste disposal impacts associated with the No Project-Existing General Plan Alternative would be more than the Proposed Project, although the increase in solid waste generation would be accommodated by the remaining capacity at the Lancaster Landfill and Recycling Center. Impacts under this alternative and the Proposed Project would be less than significant, but this alternative would result in slightly more solid waste generation than the Proposed Project.

Table VI-18
No Project-Existing General Plan Alternative-Southeast Project Site Solid Waste Generation

Land Use	Size	Generation Rate	Total (pounds/day)
Single-Family Home	37 du	10 pounds/unit/day	370
Total			370
<i>Source: California Integrated Waste Management Board, Estimated Solid Waste Generation Rates, County of Los Angeles Department of Regional Planning, Vesting Tentative Tract No. 47905, etc., website: http://www.ciwmb.ca.gov/wastechar/wastegenrates/default.htm, accessed April 13, 2007.</i>			

Electricity

Southwest Project Site

Under the No Project-Existing General Plan Alternative, 28 single-family homes would be constructed instead of the commercial retail space under the Proposed Project. The No Project-Existing General Plan Alternative would consume 432 kilowatt hours of electricity per day (see Table VI-19) while the Proposed Project would consume 2,320 kilowatt hours. The No Project-Existing General Plan Alternative would consume less electricity than the Proposed Project. Therefore, the No Project-Existing General Plan Alternative would be adequately served by the existing electricity loads as stated by Southern California Edison. Electricity impacts associated with the No Project-Existing General Plan Alternative would be less than the Proposed Project although this alternative would continue to be subject to the energy conservation standards established under Title 24 of the California Code of Regulations. Impacts under this alternative and the Proposed Project would be less than significant, but this alternative would further reduce electricity consumption in comparison.

Table VI-19
No Project-Existing General Plan Alternative-Southwest Project Site Electricity Consumption

Land Use	Size	Generation Rate	Total (kilowatt hours/day)
Single-Family Home	28 du	15.42 kilowatt hours/unit/day	432
Total			432
<i>Source: SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.</i>			

Southeast Project Site

Under the No Project-Existing General Plan Alternative, 37 single-family homes would be constructed instead of the commercial retail space and town home units under the Proposed Project. The No Project-Existing General Plan Alternative would consume 570 kilowatt hours of electricity per day (see Table VI-20) while the Proposed Project would consume 2,357 kilowatt hours. The No Project-Existing General

Plan Alternative would consume less electricity than the Proposed Project. Therefore, the No Project-Existing General Plan Alternative would be adequately served by the existing electricity loads as stated by Southern California Edison. Electricity impacts associated with the No Project-Existing General Plan Alternative would be less than the Proposed Project although this alternative would continue to be subject to the energy conservation standards established under Title 24 of the California Code of Regulations. Impacts under this alternative and the Proposed Project would be less than significant, but this alternative would further reduce electricity consumption in comparison.

Table VI-20
No Project-Existing General Plan Alternative-Southeast Project Site Electricity Consumption

Land Use	Size	Generation Rate	Total (kilowatt hours/day)
Single-Family Home	37 du	15.42 kilowatt hours/unit/day	570
Total			570
<i>Source: SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.</i>			

Natural Gas

Southwest Project Site

Under the No Project-Existing General Plan Alternative, 28 single-family homes would be constructed instead of the commercial retail space under the Proposed Project. The No Project-Existing General Plan Alternative would consume 6,216 cubic feet of natural gas per day (see Table VI-21) while the Proposed Project would consume 3,630 cubic feet of natural gas per day. The No Project-Existing General Plan Alternative would consume more natural gas than the Proposed Project. However, the No Project-Existing General Plan Alternative would be adequately served by the Southern California Gas Company through the year 2020 as stated by the General Plan of the City of Lancaster. Natural gas impacts associated with the No Project-Existing General Plan Alternative would be greater than the Proposed Project and this alternative would continue to be subject to the energy conservation standards established under Title 24 of the California Code of Regulations. Impacts under this alternative and the Proposed Project would be less than significant, but this alternative would further reduce natural gas consumption in comparison.

Table VI-21
No Project-Existing General Plan Alternative-Southwest Project Site Natural Gas Consumption

Land Use	Size	Generation Rate	Total (cubic feet/day)
Single-Family Home	28 du	222 cubic feet/unit/day	6,216
Total			6,216
<i>Source: SCAQMD, CEQA Air Quality Handbook, Table A9-12-A, 1993.</i>			

Southeast Project Site

Under the No Project-Existing General Plan Alternative, 37 single-family homes would be constructed instead of the commercial retail space and town home units under the Proposed Project. The No Project-Existing General Plan Alternative would consume 8,214 cubic feet of natural gas per day (see Table VI-22) while the Proposed Project would consume 10,987 cubic feet of natural gas per day. The No Project-Existing General Plan Alternative would consume less natural gas than the Proposed Project. Accordingly, the No Project-Existing General Plan Alternative would be adequately served by the Southern California Gas Company through the year 2020 as stated by the General Plan of the City of Lancaster. Natural gas impacts associated with the No Project-Existing General Plan Alternative would be less than the Proposed Project and this alternative would continue to be subject to the energy conservation standards established under Title 24 of the California Code of Regulations. Impacts under this alternative and the Proposed Project would be less than significant, but this alternative would further reduce natural gas consumption in comparison.

Table VI-22**No Project-Existing General Plan Alternative-Southeast Project Site Natural Gas Consumption**

Land Use	Size	Generation Rate	Total (cubic feet/day)
Single-Family Home	37 du	222 cubic feet/unit/day	8,214
Total			8,214
<i>Source: SCAQMD, CEQA Air Quality Handbook, Table A9-12-A, 1993.</i>			

Relationship to Project Objectives

While the No Project-Existing General Plan Alternative would avoid the significant operational noise impacts associated with the Proposed Project, it would partially satisfy the project objectives, as listed in Section II, Project Description, of this Draft EIR. This alternative would not include retail facilities, and therefore would not serve customers or create long-term employment opportunities. However, the alternative would serve:

Southwest Project Site

- To provide a well-designed development that is compatible and complementary with surrounding land uses and develops land within the urban core.
- To provide adequate parking facilities to serve the proposed development residents.
- To provide development that is financially viable.

Southeast Project Site

- To create infill development on the currently underutilized project site to provide housing to serve the local community.
- To provide a well-designed development that is compatible and complementary with surrounding land uses and develops land within the urban core.
- To provide adequate parking facilities to serve the proposed development residents.
- To provide development that is financially viable.

Reduction of Significant Project Impacts

The Proposed Projects would result in significant and unavoidable impacts with respect to Air Quality (Construction) and Noise (Construction and Operation). This alternative would not result in significant operational Noise impacts as compared to the Proposed Projects; construction air quality and construction noise impacts would remain significant and unavoidable. Therefore, the No Project-Existing General Plan Alternative would avoid significant operational Noise impacts associated with the Proposed Projects.

D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project Alternative would be environmentally superior to the Proposed Projects, as it would avoid the significant and unavoidable impacts of the Proposed Projects, including construction quality impacts, construction and operational noise impacts, and parking impact associated with the Proposed Projects. The No Project Alternative would not develop the currently underutilized site nor provide community-serving retail and housing. Moreover, the No Project alternative would not achieve any of the objectives of the Proposed Projects.

In accordance with CEQA Guidelines Section 15126.6(e), if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. The No Project-Existing General Plan Alternative would be environmentally superior to the Proposed Projects. The No Project-Existing General Plan Alternative would not reduce the significant and unavoidable construction air quality and noise impacts, but would eliminate the significant unavoidable operational noise impacts and parking impact associated with the Proposed Projects. The No Project-Existing General Plan Alternative would meet most of the objectives of the Proposed Projects with respect to developing the currently underutilized site, providing a well-designed development, and housing for the area. Other than the No Project Alternative, no alternative is available that would eliminate the significant and unavoidable construction air quality and noise impacts of the Proposed Projects.

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VIII. REFERENCES

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