



COMMUNITY
DEVELOPMENT

City of Lancaster Revised Initial Study

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1. **Project title and File Number:** Conditional Use Permit No. 20-02
Tentative Parcel Map No. 82243
 2. **Lead agency name and address:** City of Lancaster
Development Services Department
Community Development Division
44933 Fern Avenue
Lancaster, California 93534
 3. **Contact person and phone number:** Jocelyn Swain, Senior Planner
Development Services Department
(661) 723-6100
 4. **Location:** ±27.9 acres at the southwest corner of
20th Street West and Avenue I
Approximately 430 feet of Avenue I
(APN 3121-034-025)
 5. **Applicant name and address:** Investment Concept, Inc.
Attn: Russ Khouri
1667 East Lincoln Avenue
Orange, CA 92865
 6. **General Plan designation:** Mixed Use (MU)
 7. **Zoning:** Mixed Use – Commercial (MU-C)
 8. **Description of project:**

The proposed project is a mixed use development consisting of a 392-unit apartment complex and 12,750 square feet of neighborhood serving commercial/retail (Figure 1). The apartment complex would have a total of 49, 2-story residential buildings containing a mix of 1, 2 and 3 bedroom units. The breakdown of the units is as follows:

- 60 1-bedroom units
- 268 2-bedroom units
- 64 3-bedroom units

Additionally, there would also be maintenance buildings located throughout the project site. Amenities for the tenants would be provided throughout the development and would include pools, tot lots, community rooms, bbq areas, and open space recreational areas. All units would have in-unit laundry facilities. Approximately 25 percent of the units would be designated as affordable. All units would have garage parking located along the western property line and throughout the development. Uncovered guest parking would also be provided.

The commercial portion of the site would be located the closest to Avenue I, just west of 20th Street West. The intent of commercial area is to provide locally serving retail, including restaurants. The entrances to the proposed development, including the commercial, would be from three driveways located along 20th Street West. In order to facilitate the development, the applicant is also proposing a tentative parcel map to subdivide the property into four lots. Three of the lots would be for the residential component and the fourth lot would be for the commercial buildings. A meandering sidewalk and perimeter landscaping would be provided along 20th Street West.

9. Surrounding land uses and setting:

The project site is located in the central portion of the City in an area that is surrounded by development. The property to the south and east contain residential uses; the property to the north contains a commercial development including a Best Western, Wendy’s and Arco/AM-PM (southwest corner of 20th Street West and Avenue I); the property to the west is the Amargosa Creek followed by the Antelope Valley Freeway (SR-14). A portion of the property to the east is undeveloped; however, it is undergoing review for approval of a townhome development. Commercial developments are located at the remaining three corners of the intersection of 20th Street West and Avenue I. A California Highway Patrol office is also located on the north side of Avenue I, just west of the intersection with 20th Street West.

**Table 1
 Zoning/Land Use Information**

Direction	Zoning		Land Use
	City	County	
North	CPD	N/A	Commercial Development (Wendy’s, Best Western, Arco/AM-PM)
East	MDR R-7,000	N/A	Residential subdivision; vacant
South	MDR	N/A	Apartment Complex
West	O	N/A	Amargosa Creek; Antelope Valley Freeway (SR-14)

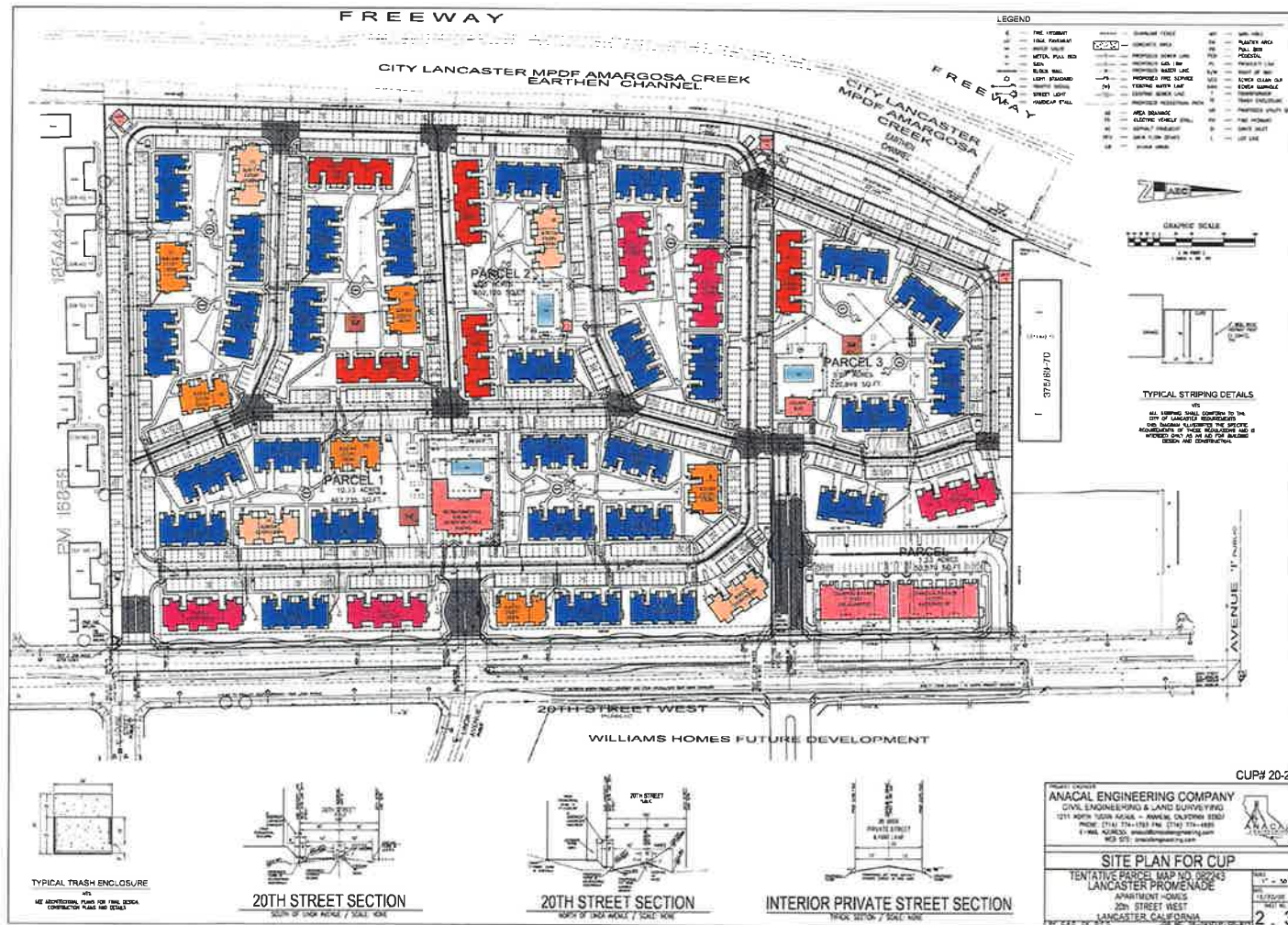


Figure 1, Proposed Site Plan

10. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement.)

Approvals from other public agencies for the proposed project include, but are not limited to, the following:

- Antelope Valley Air Quality Management District (dust control plan)
- Los Angeles County Waterworks District 40
- Los Angeles County Sanitation District 14
- Southern California Edison

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Assembly Bill (AB) 52, the City sent letters to a total of 7 tribes (9 individuals) that have either been identified by the Native American Heritage Commission (NAHC) or that have directly contacted the City for notification via certified, return receipt mail on October 12, 2020. These letters included copies of the site plan, cultural resources report, and an aerial photograph along with the offer to consult on the project. Table 2 identifies the tribes, the person whose attention the letter was directed to, and the date the letter was received.

**Table 2
Tribal Notification**

Tribe	Person/Title	Date Received
Fernandeño Tataviam Band of Mission Indians	Jairo Avila / Tribal Historic and Cultural Preservation Officer	October 19, 2020
Fernandeño Tataviam Band of Mission Indians	Rudy Ortega / Tribal President	October 19, 2020
San Fernando Band of Mission Indians	Donna Yocum / Chairperson	October 23, 2020
Serrano Nation of Mission Indians	Wayne Walker / Co-Chairperson	October 17, 2020
Serrano Nation of Mission Indians	Mark Cochrane / Co-Chairperson	October 17, 2020
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas / Chairman	October 17, 2020
Quechan Tribe of the Fort Yuma Reservation	Jill McCormick / Historic Preservation Officer	October 20, 2020
San Manuel Band of Mission Indians	Jessica Mauck / Director of Cultural Resources	October 17, 2020
Morongo Band of Mission Indians	Robert Martin / Chairperson	October 19, 2020

Responses were received from two of the tribes: Fernandeano Tataviam Band of Mission Indians and the San Manuel Band of Mission Indians. None of the tribes identified a concern associated with a specific tribal resource. However, tribal resources are known to be in the general area/Antelope Valley. As such, mitigation measures were requested which would ensure the proper handling and notification of the tribes in the event that any cultural resources are encountered during construction activities. These measures have been included in the cultural resources section. Additionally, the City is continuing to work with the tribes to ensure that the identified measures are adequate to address their concerns. Any modifications will be incorporated into the projects conditions of approval.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION: On the basis of this initial evaluation:

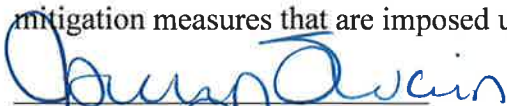
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


 Jocelyn Swain, Senior Planner


 Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Use. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. <u>AESTHETICS</u> . Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings with a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality or public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views of the area?			X	

- a. The City of Lancaster General Plan identifies five scenic areas in the City and immediately surrounding area (LMEA Figure 12-1). Views of these scenic areas are not generally visible from the project site or the immediately surrounding roadways as the project site is located in central portion of the City and completely surrounded by development. However, views of the mountains surrounding the Antelope Valley are available from the project site and roadways. With implementation of the proposed project, these views would not change and would continue to be available from the roadways and project site. Therefore, impacts would be less than significant.
- b. The project site does not contain any rock outcroppings, trees, or buildings (historic or otherwise). Additionally, the project site is not located near a State Scenic Highway or a roadway designated as scenic by the City's General Plan. Therefore, impacts would be less than significant.
- c. The proposed project is consistent with the zoning code as it pertains to this use and zone. Additionally, the City of Lancaster adopted Design Guidelines on December 8, 2009 (updated March 30, 2010). These guidelines provide the basis to achieve quality design for all development within the City of Lancaster and are intended to provide for an attractive and unique image for the community by creating a walkable, sustainable, cohesive and enduring built

environment. The proposed project is consistent with the intent of the design guidelines; Therefore, impacts would be less than significant.

- d. The ambient lighting in the vicinity of the project site is moderate to high due to street lights, vehicle headlights on local streets as well as the Antelope Valley Freeway, general lighting from the adjacent residential uses, and lighting associated commercial uses in the area. Light and glare would be generated from the proposed project in the form of additional street lights, residential lighting and commercial, and motor vehicles. All lighting within the proposed development would be shielded and focused downward onto the project site. Additionally, the proposed development would not produce substantial amounts of glare as the development would be constructed primarily from non-reflective materials. Therefore, light and glare impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<p>II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a) 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?</p>				X
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				X
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?</p>				X
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>				X
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>				X

- a. The California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program (FMMP), tracks and categorizes land with respect to agricultural resources. Land is designated as one of the following and each has a specific definition: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-Up Land, Other Land, and Water.

The maps for each county are updated every two years. The Los Angeles County Farmland Map was last updated in 2018. Based on the 2018 map, the project site is designated as Other Land.

Other land is defined as land "not included in any other mapping category. Common examples include low density rural developments, brush, timber, wetland, and riparian areas not suitable for livestock grazing, confined livestock, poultry, or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as other land." As the project site is not designated as farmland of importance by the State nor is it currently utilized for agricultural purposes, no impacts to agricultural resources would occur.

- b. The project site is designated as MU-C which does not allow for agricultural uses. Additionally, the project site is located in the central portion of the City which is urbanized. The properties surrounding the project site are designated as MDR (Moderate Density Residential), R-7,000 (single family residential, minimum lot size 7,000 square feet), CPD (Commercial Planned Development), and O (Open Space) which do not allow for agricultural uses. The project site is not under agricultural production and none of the surrounding properties are under agricultural production. Additionally, the project site and surrounding area are not subject to a Williamson Act contract. Therefore, no impacts would occur.
- c-d. According to the City of Lancaster's General Plan, there are no forests or timberlands located within the City of Lancaster. Therefore, the proposed project would not result in the rezoning of forest or timberland and would not cause the loss of forest land or the conversion of forest land to non-forest land. Therefore, no impacts would occur.
- e. See responses to Items IIa-d.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. <u>AIR QUALITY</u> . Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) 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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

- a. Development proposed under the City of Lancaster's General Plan would not create air emissions that exceed the Air Quality Management Plan (GPEIR pgs. 5.5-21 to 5.5-22). The project site is designated as MU and zoned MU-C. Apartment complexes are a permitted use under this zoning with a conditional use permit and commercial/retail is an allowable use. As such, any emissions associated with the proposed project have already been accounted for and the proposed project would not conflict with or obstruct the implementation of the Air Quality Management Plan and no impacts would occur.
- b. The project site is located within the boundaries of the Antelope Valley Air Quality Management District (AVAQMD) and therefore, is subject to compliance with the thresholds established by the AVAQMD. These thresholds are identified in the AVAQMD's *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines* document dated August 2016 and the thresholds are summarized in Table 3.

An air quality study was prepared for the proposed project by Environment, Planning, Development Solutions, Inc. and documented in a report entitled "Summary of CalEEMod Model Runs and Output for the Lancaster Promenade Apartment Homes, Lancaster, CA" and dated March 4, 2021. A subsequent air quality report was prepared by Environment, Planning, Development Solutions, Inc. on June 2, 2021 and documented in a report entitled "Response to Comments – Lancaster Promenade." This subsequent report further explains the modeling software and assumptions

utilized to calculate the air emissions associated with the construction and operation of the proposed project. Additionally, it provides Health Risk Assessment information for the project. The emissions anticipated from the construction of the proposed project were based on information provided by the applicant and assume a two-year construction period starting towards the end of 2021. Tables 4 and 5 provided the estimated maximum daily and annual construction emissions associated with the project. These emissions are less than the air district’s thresholds and construction air quality impacts would be less than significant.

**Table 3
AVAQMD Air Quality Thresholds**

Criteria Pollutant	Annual Threshold (tons)	Daily Threshold (pounds)
Carbon Monoxide	100	548
Oxides of Nitrogen (NO _x)	25	137
Volatile Organic Compounds (VOC)	25	137
Oxides of Sulfur (SO _x)	25	137
Particulate Matter (PM ₁₀)	15	82
Particulate Matter (PM _{2.5})	12	65
Hydrogen Sulfide (H ₂ S)	10	54
Lead (Pb)	0.6	3

**Table 4
Estimate Project Maximum Daily Construction Emissions**

Construction Activity	Maximum Daily Construction Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2021						
Grading	5.8	96.9	43.3	0.3	10.5	4.6
Building Construction	5.1	37.8	45.5	0.1	7.5	2.7
Maximum Daily Emission	5.8	96.9	45.5	0.3	10.5	4.6
2022						
Building Construction	4.7	34.8	39.1	0.1	7.3	2.6
Paving	1.9	11.1	15.0	0.0	0.7	0.5
Architectural Coating	115.4	1.7	5.5	0.0	1.1	0.4
Maximum Daily Emission	115.4	34.8	39.1	0.1	7.3	2.6
2021 to 2022, Maximum Daily Emissions	115.4	96.9	45.5	0.3	10.5	4.6
AVAQMD Significance Threshold	137	137	548	137	82	65
Emissions Exceed Threshold?	No	No	No	No	No	No

**Table 5
 Estimate Project Maximum Annual Construction Emissions**

Construction Year	Maximum Annual Construction Emissions (tons/year)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2021	0.28	3.00	2.33	0.01	0.44	0.18
2022	2.14	3.28	3.82	0.01	0.65	0.23
2021 to 2022, Maximum Annual Emissions	2.14	3.28	3.82	0.01	0.65	0.23
AVAQMD Significance Thresholds	25	25	100	25	15	12
Emissions Exceed Thresholds?	No	No	No	No	No	No

The proposed project's daily and annual operational emissions for were also estimated. These emissions are based on area sources (maintenance activities), energy sources (natural gas consumption) and mobile sources (vehicles). As shown in Table 5, operation of the proposed development would not exceed the thresholds established by the air district and operational air quality impacts would be less than significant.

**Table 5
 Estimated Operational Emissions**

Operational Activity	Daily Emissions (lbs/day)						Annual Emissions (tons/year)					
	NO _x	VOC	CO	PM ₁₀	PM _{2.5}	SO _x	NO _x	VOC	CO	PM ₁₀	PM _{2.5}	SO _x
Area	0.4	10.8	32.4	0.2	0.2	0.0	0.0	1.9	2.9	<0.1	<0.1	<0.1
Energy	2.4	0.3	1.4	0.2	0.2	0.0	0.4	0.1	0.2	<0.1	<0.1	<0.1
Mobile	52.0	13.0	114.6	25.5	7.0	0.4	9.7	1.9	19.3	4.6	1.23	0.1
Project Total	54.8	24.1	145.4	25.9	7.4	0.4	10.1	3.9	22.4	4.66	1.3	0.1
Significance Threshold	137	137	548	82	65	137	25	25	100	15	12	25
Exceeds Threshold?	No	No	No	No	No	No	No	No	No	No	No	No

A discussion of dust control measures during construction and operation of the proposed project can be found under Item VII.b and a discussion of valley fever can be found under Item III.c.

- c. The closest sensitive receptors to the project site are the residential uses immediately to the south (apartment complex), and east (single family residential subdivision). Additional residential uses are located further south and north along 20th Street West, and east along Avenue I. Carbon monoxide concentrations near a congested roadway or intersection may reach unhealthy levels, affecting local sensitive receptors (e.g., residents, school children, elderly, hospital patients, etc.). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high background levels CO concentrations, modeling is recommended to determine the project's effect on local CO levels. The background levels of CO, as reported by the Lancaster Air Monitoring Station on Division Street showed the

highest recorded 1-hour concentration of 2.6 parts per million (ppm) and the highest 8-hour concentration of 1.5 ppm in the past three years. The State standard is 20 ppm and 9 ppm, respectively.

As the background levels of CO in the City of Lancaster are low and the traffic division determined that the intersections in the vicinity of the project site are operating at acceptable levels, no CO hotspots would occur.

Additionally, the subsequent air quality analysis contains a health risk assessment for cancer risk from construction activities and for cancer and non-cancer risks from the location of the project site near the Antelope Valley Freeway. Table 6 and Table 7 summarize these results and show that the health risk is less than the established thresholds. The air quality report dated June 2, 2021 contains a detailed explanation and calculations showing how the risk was calculated. As such, the health risk is less than significant.

**Table 6
 Summary of Project Construction Health Risk Assessment**

Location	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Proposed Project Risk	Significance Threshold	
Maximum Impact Sensitive Receptor (Prebirth to 2 years old)	5.1	10	No
Maximum Impacted Child Receptor	0.8	10	No
Maximum Impacted Adult Receptor	0.4	10	No
Source: EPD, Response to Comments – Lancaster Promenade, June 2, 2021 Note: Predicted Annual Average DPM Air Concentration at the Maximum Impact Sensitive Receptor: 0.0319 µg/m ³			

**Table 7
 Health Impacts from SR 14 on the Proposed Project**

Location ¹	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor	3.6	10	No
Location ¹	Chronic Non-Cancer Hazard Index		Exceeds Significance Threshold?
	Estimated Hazard Index	Significance Threshold	
Maximum Impacted Sensitive Receptor	0.001	1.0	No
Source: EPD, Response to Comments – Lancaster Promenade, June 2, 2021 1. The maximum impacted sensitive receptor is located at a proposed residence located along the western end of the project site.			

However, since the construction of the proposed project would result in the disturbance of the soil, it is possible individuals could be exposed to Valley Fever. Valley Fever or coccidioidomycosis, is primarily a disease of the lungs caused by the spores of the *Coccidioides immitis* fungus. The spores are found in soils, become airborne when the soil is disturbed, and are subsequently inhaled into the lungs. After the fungal spores have settled in the lungs, they change into a multicellular structure called a spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

Valley Fever is not contagious, and therefore, cannot be passed on from person to person. Most of those who are infected would recover without treatment within six months and would have a life-long immunity to the fungal spores. In severe cases, especially in those patients with rapid and extensive primary illness, those who are at risk for dissemination of disease, and those who have disseminated disease, antifungal drug therapy is used.

Nearby sensitive receptors as well as workers at the project site could be exposed to Valley Fever from fugitive dust generated during construction. There is the potential that cocci spores would be stirred up during excavation, grading, and earth-moving activities, exposing construction workers and nearby sensitive receptors to these spores and thereby to the potential of contracting Valley Fever. However, implementation of Mitigation Measures 10 and 11 (see Geology and Soils) which requires the project operator to implement dust control measures in compliance with AVAQMD Rule 403, and implementation of Mitigation Measure 1, below, which would provide personal protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever, the risk of exposure to Valley Fever would be minimized to a less than significant level.

Mitigation Measures

1. Prior to ground disturbance activities, the project operator shall provide evidence to the Development Services Director that the project operator and/or construction manager has developed a "Valley Fever Training Handout", training, and schedule of sessions for education to be provided to all construction personnel. All evidence of the training session materials, handout(s) and schedule shall be submitted to the Development Services Director within 24 hours of the first training session. Multiple training sessions may be conducted if different work crews will come to the site for different stages of construction; however, all construction personnel shall be provided training prior to beginning work. The evidence submitted to the Development Services Director regarding the "Valley Fever Training Handout" and Session(s) shall include the following:
 - A sign-in sheet (to include the printed employee names, signature, and date) for all employees who attended the training session.
 - Distribution of a written flier or brochure that includes educational information regarding the health effects of exposure to criteria pollutant emissions and Valley Fever.
 - Training on methods that may help prevent Valley Fever infection.
 - A demonstration to employees on how to use personal protective equipment, such as respiratory equipment (masks), to reduce exposure to pollutants and facilitate

recognition of symptoms and earlier treatment of Valley Fever. Where respirators are required, the equipment shall be readily available and shall be provided to employees for use during work. Proof that the demonstration is included in the training shall be submitted to the county. This proof can be via printed training materials/agenda, DVD, digital media files, or photographs.

The project operator also shall consult with the Los Angeles County Public Health to develop a Valley Fever Dust Management Plan that addresses the potential presence of the *Coccidioides* spore and mitigates for the potential for *Coccidioidomycosis* (Valley Fever). Prior to issuance of permits, the project operator shall submit the Plan to the Los Angeles County Public Health for review and comment. The Plan shall include a program to evaluate the potential for exposure to Valley Fever from construction activities and to identify appropriate safety procedures that shall be implemented, as needed, to minimize personnel and public exposure to potential *Coccidioides* spores. Measures in the Plan shall include the following:

- Provide HEP-filters for heavy equipment equipped with factory enclosed cabs capable of accepting the filters. Cause contractors utilizing applicable heavy equipment to furnish proof of worker training on proper use of applicable heavy equipment cabs, such as turning on air conditioning prior to using the equipment.
- Provide communication methods, such as two-way radios, for use in enclosed cabs.
- Require National Institute for Occupational Safety and Health (NIOSH)-approved half-face respirators equipped with minimum N-95 protection factor for use during worker collocation with surface disturbance activities, as required per the hazard assessment process.
- Cause employees to be medically evaluated, fit-tested, and properly trained on the use of the respirators, and implement a full respiratory protection program in accordance with the applicable Cal/OSHA Respiratory Protection Standard (8 CCR 5144).
- Provide separate, clean eating areas with hand-washing facilities.
- Install equipment inspection stations at each construction equipment access/egress point. Examine construction vehicles and equipment for excess soil material and clean, as necessary, before equipment is moved off-site.
- Train workers to recognize the symptoms of Valley Fever, and to promptly report suspected symptoms of work-related Valley Fever to a supervisor.
- Work with a medical professional to develop a protocol to medically evaluate employees who develop symptoms of Valley Fever.
- Work with a medical professional, in consultation with the Los Angeles County Public Health, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site, and include the following information on Valley Fever: what are the potential sources/ causes, what are the common symptoms, what are the options or remedies available should someone be experiencing these symptoms, and where testing for exposure is available. Prior to construction permit issuance, this handout shall have been created by the project operator and reviewed by

the project operator and reviewed by the Development Services Director. No less than 30 days prior to any work commencing, this handout shall be mailed to all existing residences within a specified radius of the project boundaries as determined by the Development Services Director. The radius shall not exceed three miles and is dependent upon the location of the project site.

- When possible, position workers upwind or crosswind when digging a trench or performing other soil-disturbing tasks.
- Prohibit smoking at the worksite outside of designated smoking areas; designated smoking areas will be equipped with handwashing facilities.
- Post warnings on-site and consider limiting access to visitors, especially those without adequate training and respiratory protection.
- Audit and enforce compliance with relevant Cal OSHA health and safety standards on the job site.

- d. The proposed project is a mixed-use development consisting of a 392-unit apartment complex and 12,750 square feet of locally serving commercial/retail. The proposed development is not anticipated to produce significant objectionable odors. Construction equipment may generate some odors, but these odors would be similar to those produced by vehicles traveling along Avenue I and 20th Street West. Most objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. These types of uses are not part of the proposed project. The proposed project consists of a 392-unit apartment complex and possibly restaurants in the proposed commercial/retail spaces. Odors may be generated by typical residential and commercial activities (e.g., cooking, etc.). However, these odors are considered to be common and acceptable. Therefore, impacts associated with odors would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> . Would the project:				
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?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

- a. A biological resources survey was prepared for the project site by Circle Mountain Biological Consultants, Inc., and documented in a report entitled "General Biological Survey and Focused Surveys for Desert Tortoise and Burrowing Owl, with an Evaluation of Habitat for Mohave Ground Squirrel on a 26.3± site (APN 3121-034-025, Lots 1, 2, & 3) in the City of Lancaster, Los Angeles County, California" and dated December 2017.

As part of the study, a pedestrian survey of the project site was conducted on December 8, 2017. A total of 26 transects were walked in a north-south direction spaced approximately 30 feet apart. Additionally, 5 buffer transects were walked on the vacant lot on the east side of 20th Street West. These transects were walked in an east-west direction. The project site is characteristic of a highly disturbed field. A total of 21 plant species and 16 animal species were identified on the project site. These species are listed in Table 8 (plants) and Table 9 (animals).

No sensitive or special status plant species were identified during the survey. The California Natural Diversity Data Base has a recorded occurrence of the alkali mariposa lily on the project site from 2005; however, they were not observed during the field survey in 2017. Since it is possible that the species could be present on the project site, a mitigation measure has been provided below to ensure that impacts are less than significant.

**Table 8
 Observed Plant Species**

California juniper (<i>Juniperus californica</i>)	Desert tea (<i>Ephedra californica</i>)	Nevada joint-fir (<i>Ephedra nevadensis</i>)
Great Basin sagebrush (<i>Artemisia tridentata</i>)	Star thistle (<i>centaurea melitensis</i>)	Mare's tail (<i>Conyza canadensis</i>)
Rubber rabbitbrush (<i>Ericameria [Chrysothamnus] nauseosus</i>)	Matchweed (<i>Gutierrezia sarothrae</i>)	Sunflower (<i>Helianthus</i> sp.)
Saharan mustard (<i>Brassica tournefortii</i>)	Fourwing saltbush (<i>Atriplex canescens</i>)	Pigweed (<i>Chenopodium fremontii</i>)
Russian thistle (<i>Salsola tragus</i>)	Torrey's sea-blight (<i>Suaeda moquinii</i>)	Red-stemmed filaree (<i>Erodium cicutarium</i>)
Red brome (<i>Bromus madritensis</i> ssp. <i>rubens</i>)	Cheat grass (<i>Bromus tectorum</i>)	Salt grass (<i>Distichlis spicata</i>)
Hare barley (<i>Hordeum murinum</i>)	Desert needlegrass (<i>Stipa [Achnatherum] speciose [c.f.]</i>)	Desert olive (<i>Forestiera neomexicana</i>)

**Table 9
 Observed Animal Species**

Kit fox (<i>Vulpes macrotis</i>)	Bobcat (<i>Lynx rufus</i>)	Coyote (<i>Canis latrans</i>)
Botta pocket gopher (<i>Thomomys bottae</i>)	California ground squirrel (<i>Otospermophilus beecheyi</i>)	Audobon cottontail (<i>Sylvilagus audubonii</i>)
Black-tailed hare (<i>Lepus californicus</i>)	California gull (<i>Larus californicus</i>)	Rock dove (<i>Columba livia</i>)
Mourning dove (<i>Zenaida macroura</i>)	Common barn owl (<i>Tyto alba</i>)	Great horned owl (<i>Bubo virginianus</i>)
Burrowing owl (<i>Athene cunicularia</i>)	Horned lark (<i>Eremophila alpestris</i>)	White-crowned sparrow (<i>Zonotrichia leucophrys</i>)
House finch (<i>Carpodacus mexicanus</i>)		

A total of 16 animal species, or their sign, were observed on the project site. The mammal species identified on the project site are all common desert species. The kit fox sign appeared old and the burrows did not appear to be active. Great horned owl pellets were found near an old fence post. Some of the vegetation on the project site provides suitable habitat for nesting birds. As such, preconstruction surveys for nesting birds would be required. With implementation of the identified mitigation measures, impacts would be less than significant.

While no burrowing owls were present on the project site, the site contains suitable burrows for the owls to occupy. A total of 133 ground squirrel burrows and several old kit fox burrows were examined and only one, very old burrowing owl pellet was found at an abandoned kit fox burrow. No other evidence of burrowing owls were identified on the project site. However, due to the presence of suitable burrows it is possible that burrowing owls could move on to the project site prior to the start of construction. In order to ensure that impacts remain less than significant, mitigation measures have been identified below. With implementation of the mitigation measures, impacts would be less than significant.

The project site does not contain suitable habitat for desert tortoise or Mohave ground squirrel. No impacts would occur with respect to these species.

Mitigation Measures

The following mitigation measures are required to reduce impacts to sensitive plant and animal species to less than significant levels.

2. Prior to the issuance of any ground disturbing permits, the applicant shall retain a biologist to conduct a springtime sensitive plant species survey specifically focused on Alkali Mariposa Lilies. In the event that a springtime survey cannot be conducted, the biologist shall map all habitat suitable for lilies on the project site. The biologist's report shall include the total acreage of lilies present or the suitable habitat for lilies and the applicant shall be required to pay \$2,405/acre for these areas. The funds will be placed into a designated account and utilized for the acquisition of conversation habitat within the Antelope Valley.
3. No burrowing owls were identified on the project site; however, it is possible that they could occupy the site prior to the start of construction. Burrowing owl protocol surveys shall be conducted on the project site in accordance with the procedures established by the California Department of Fish and Wildlife prior to the start of construction/ground disturbing activities. If burrowing owls are identified using the project site during the surveys, the applicant shall contact the California Department of Fish and Wildlife (CDFW) and appropriate mitigation/management procedures shall be followed. At a minimum, the following shall occur:
 - If burrowing owls are identified during the non-nesting season, a qualified biologist shall install one-way gates to relocate the owl to a suitable nearby property. Upon confirmation that the burrow is empty, the burrowing shall be collapsed.
 - In the event that a breeding pair or female owl with offspring are present at a burrow, a buffer zone of at least 50 feet shall be established around the burrow until the offspring have fledged and left the burrow. No work shall occur within the buffer zone. The specific buffer zone shall be established in coordination with CDFW.

4. A nesting bird survey shall be conducted within 30 days prior to the start of construction/ground disturbing activities. If nesting birds are encountered, all work in the area shall cease until either the young birds have fledged or the appropriate permits are obtained from the California Department of Fish and Wildlife. If active bird nests are identified using the project site during the survey, the applicant shall contact the California Department of Fish and Wildlife to determine the appropriate mitigation/management requirements. Impact to nests will be avoided by delay of work or establishing buffer of 500 feet around active raptor nests and 500 feet around other migratory bird species nests.
- b. No natural drainages or riparian habitat are present on the project site. Amargosa Creek is located adjacent to the project site on the western boundary. However, no construction activities would be occurring in this facility as part of the proposed project. Therefore, no impacts to riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service would occur.
- c. There are no federally protected wetlands on the project site as defined by Section 404 of the Clean Water Act. Therefore, no impacts would occur.
- d. While some animal species may move across the project site, the area is highly fragmented, contains many man-made barriers, and does not connect two larger areas of habitat. The project site is not part of an established migratory wildlife corridor. Therefore, no impacts would occur.
- e. The proposed project would not conflict with any local policies or ordinances, such as a tree preservation policy, protecting biological resources. The proposed project would be subject to the requirements of Ordinance No. 848, Biological Impact Fee, which requires the payment of \$770/acre to offset the cumulative loss of biological resources in the Antelope Valley as a result of development. Therefore, no impacts would occur.
- f. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans which are applicable to the project site. The West Mojave Coordinated Management Plan only applies to federal land, specifically land owned by the Bureau of Land Management. In conjunction with the Coordinated Management Plan, a Habitat Conservation Plan (HCP) was proposed which would have applied to all private properties within the Plan Area. However, this HCP was never approved by the California Department of Fish and Wildlife nor was adopted by the local agencies (counties and cities) within the Plan Area. As such, there is no HCP that is applicable to the project site and no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
V. <u>CULTURAL RESOURCES</u> . Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to §15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?				X

a-c. A cultural resources survey was conducted for the project site by Applied EarthWorks, Inc., and the results documented in a report entitled "Phase I Archaeological Inventory for Investment Concepts Lancaster Project, Lancaster, California" and dated February 2018. The report includes a records search and a pedestrian survey of the project site. The City requested a Sacred Lands File Search from the Native American Heritage Commission which produced negative results.

A records search was conducted at the South Central Coastal Archaeological Information Center on January 10, 2018. The search revealed that 24 surveys have been conducted within a mile of the project site with one previously covering the current project site. No cultural resources were previously identified on the project site. One prehistoric site, one multi-component site and seven historic sites have been identified within one mile of the project site.

On January 19, 2018, a pedestrian survey of the project site was conducted by walking transects spaced approximately 15 to 20 meters apart. No cultural resources were identified on the project site. No human remains, including those interred outside of formal cemeteries, were discovered on the project site nor are they expected to occur. Therefore, no impacts would occur.

While no Native American/prehistoric cultural resources were identified on the project site, it is possible that previously unknown resources could be encountered during the course of construction-related activities. Additionally, tribes contacted during the Assembly Bill (AB) 52 process requested that mitigation measures be included as part of the project to ensure the proper handling and treatment of any cultural resources encountered on the project site. These measures have been included and are identified below. The City is continuing to work with the tribes to ensure that all concerns have been addressed. Any additional requests or modifications to the mitigation measures shall be included in the project's conditions of approval. These could include, but are not limited to, worker education programs and project monitoring. With incorporation of these measures, impacts would be less than significant.

Mitigation Measures

5. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting the Secretary of the Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department and the Fernandefio Tataviam Band of Mission Indians shall be contacted regarding any pre-contact and/or historic era finds and be provide information after the archaeologist makes their initial assessment of the nature of the find, so as to provide tribal input with regards to significance and treatment.
6. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the San Manuel Band of Mission Indians and the Fernandefio Tataviam Band of Mission Indians to review and comment. The archeologist shall monitor the remainder of the project and implement the Plan accordingly.
7. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code 7050.5 and that code enforced for the duration of the project. If the human remains are determined to be Native American in origin by the County Coroner, the applicant shall immediately notify the Lead Agency, the Fernandeno Tataviam Band of Mission Indians, and the San Manuel Band of Mission Indians.
8. The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) and the Fernandefio Tataviam Band of Mission Indians shall be contacted regarding any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA , a cultural resources Monitoring and Treatment Plan shall be created by the archeologist, in coordination with the San Manuel Band of Mission Indians (SMBMI) and the Fernandefio Tataviam Band of Mission Indians and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor(s) to be present that represents both tribes for the remainder of the project, should either or both tribes elect to place a monitor on-site.
9. Any and all archaeological/cultural documents created as part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to lead agency for dissemination to the San Manuel Band of Mission Indians and the Fernandeno Tataviam Band of Mission Indians. The lead agency and/or applicant shall, in good faith, continue to work with the identified tribes on any cultural resources related issues that may arise throughout the life of the project.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VI. <u>ENERGY</u> . Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficient?				X

- a. Project construction would consume energy in two general forms: 1) the fuel energy consumed by construction vehicles and equipment and 2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials.

The proposed project would consume energy for interior and exterior lighting, heating/ventilation and air conditioning (HVAC), refrigeration, electronics systems, appliances, and security systems, among other things. The proposed project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Furthermore, the electricity provider is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor- owned utilities, electric service providers, and community choice aggregators (CCA) to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from

resources, which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

The project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards, as well as the project's design features and as such the project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.

- b. In 1978, the California Energy Commission (CEC) established Title 24, California's energy efficiency standards for residential and non-residential buildings, in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. The 2016 standards went into effect on January 1, 2017 and substantially reduce electricity and natural gas consumption. Additional savings result from the application of the standards on building alterations such as cool roofs, lighting, and air distribution ducts.

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The most recent update to the CALGreen Code went into effect in January 1, 2020.

The City of Lancaster adopted the Zero Net Energy (ZNE) Home Ordinance in February 2017. The ZNE Ordinance mandates all builders to install a solar system equal to two watts per square foot for each home built. Developers had three options available to comply with the City's ZNE requirement: a solar component, mitigation fees in lieu of a solar component, or a combination of both. The houses constructed as a result of the proposed project would comply with all of these regulations and would not conflict or obstruct a state or local plan for renewable energy or energy efficiency. This ordinance was made outdated when the CalGreen Code went into effect on January 1, 2020. However, the City's zoning code requires all multi-family developments to install a minimum of 0.5 kilowatt (kw) of solar per unit as part of the development. The proposed project would install a minimum of 196 kilowatts and therefore would meet the requirements of the code.

In 2014, Lancaster created Lancaster Choice Energy (LCE), allowing residents and businesses in Lancaster to choose the source of their electricity, including an opportunity to opt up to 100% renewable energy. SCE continues to deliver the electricity and provide billing, customer service and powerline maintenance and repair, while customers who choose to participate in this program would receive power from renewable electric generating private-sector partners at affordable rates.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII. <u>GEOLOGY AND SOILS</u> . Would the project:				
a) Directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?		X		
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?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

- a. The project site is not identified as being in or in proximity to a fault rupture zone (LMEA Figure 2-5). According to the Seismic Hazard Evaluation of the Lancaster East and West Quadrangles, the project site may be subject to intense seismic shaking (LMEA pg. 2-16). However, the

proposed project would be constructed in accordance with the seismic requirements of the Uniform Building Code (UBC) as adopted by the City, which would render any potential impacts to a less than significant level. The project site is generally level and is not subject to landslides (SSHZ).

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other events. This phenomenon occurs in saturated soils that undergo intense seismic shaking typically associated with an earthquake. There are three specific conditions that need to be in place for liquefaction to occur: loose granular soils, shallow groundwater (usually less than 50 feet below ground surface) and intense seismic shaking. Based on the California Geologic Survey Seismic Hazard Zones Map for Lancaster (SSHZ), the project site is not in an area at risk for liquefaction (<https://maps.conservation.ca.gov/cgs/EQZApp/app/>). No impacts would occur.

- b. The project site is rated as having a "moderate" risk for soil erosion (USDA SCS Maps) when cultivated or cleared of vegetation. The proposed project is a mixed-use development consisting of a 392-unit apartment complex and 12,750 square feet of locally serving commercial/retail on approximately 28 acres. Construction of the proposed project would result in grading and disturbance of the entire site. As such, a potential for water and wind erosion exists during construction. The proposed project would be required, under the provisions of the Lancaster Municipal Code (LMC) Chapter 8.16, to adequately wet or seal the soil to prevent wind erosion. Additionally, the following mitigation measures shall be required to control dust/wind erosion. With implementation of the mitigation measures, impacts would be less than significant.

Mitigation Measures

10. The applicant shall submit a Dust Control Plan to the Antelope Valley Air Quality Management District (AVAQMD) for review and approval in accordance with Rule 403, Fugitive Dust, prior to the issuance of any grading and/or construction permits. This plan shall demonstrate adequate water or dust suppressant application equipment to mitigate all disturbed areas.
 11. Signage shall be displayed on the project site in accordance with AVAQMD Rule 403 (Appendix A).
- b. Subsidence is the sinking of the soil caused by the extraction of water, petroleum, etc. Subsidence can result in geologic hazards known as fissures. Fissures are typically associated with faults of groundwater withdrawal, which result in the cracking of the ground surface. According to Figure 2-3 of the City of Lancaster's Master Environmental Assessment, the closest sinkholes and fissures to the project site are located on the west side of the freeway around 25th and Lancaster Boulevard. These are approximately 0.5 southwest of the project site. The project site is not known to be within an area subject to fissuring, sinkholes, or subsidence (LMEA Figure 2-3) or any other form of soil instability. Additionally, the proposed project would be required to have a geotechnical study prepared and all recommendations followed as part of the building permit process. For a discussion of potential impacts regarding liquefaction, please refer to Item VII.a. Therefore, less than significant.

- d. The soil on the project site is characterized by a low shrink/swell potential (LMEA Figure 2-3), which is not an expansive soil as defined by Table 18-1-B of the Uniform Building Code. A soils report on the soils within the project shall be submitted to the City by the project developer prior to grading of the property and the recommendations of the report shall be incorporated into the development of the property. Therefore, impacts would be less than significant.
- e. The proposed project would be tied into the sanitary sewer system. No septic or alternative means of waste water disposal would be part of the proposed project. Therefore, no impacts would occur.
- f. Development of the project site would not directly or indirectly destroy a unique paleontological resource, site, or geologic feature. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

- a. The proposed project is a mixed-use development consisting of a 392-unit apartment complex and 12,750 square feet of locally serving commercial/retail. As discussed in Item III.b, the proposed project would generate air emissions during construction and operational activities. As part of the air quality analysis, the greenhouse gas emissions associated with the construction and operation of the proposed project were also calculated. These emissions are shown in Table 10 (construction) and Table 11 (operation).

**Table 10
Project Construction Greenhouse Gas Emissions**

Activity	Maximum Daily GHG Emissions (lbs/day of CO2e)
2021	24,591
2022	13,554
Maximum Daily Emissions	24,591
AVAQMD Daily Threshold	548,000
Exceeds Daily Threshold	No
Activity	Annual GHG Emissions (MTCO2e)
2021	810
2022	1,079
Maximum Annual Emissions	1,079
AVAQMD Annual Threshold	100,000
Exceeds Daily Threshold	No

**Table 11
Project Operational Greenhouse Gas Emissions**

Activity	Maximum Daily GHG Emissions (lbs/day of CO₂e)
Area	60
Energy	3,031
Mobile	36,095
Total	39,186
AVAQMD Daily Threshold	548,000
Exceeds Daily Threshold	No
Activity	Annual GHG Emissions (MTCO₂e)
Area	5
Energy	1,056
Mobile	5,555
Waste	167
Water	195
Total	6,978
AVAQMD Annual Threshold	100,000
Exceeds Daily Threshold	No

As shown in these tables the greenhouse gas emissions associated with the construction and operation of the proposed project would be less than significant and would not prevent the State from reaching its greenhouse gas reduction targets.

- b. The City of Lancaster Final Climate Action Plan was adopted in March 2017. As part of the climate action plan, a greenhouse gas emissions inventory for the City was developed which consisted of both community-wide emissions and emissions from government operations for future years based on demographic growth. The CAP also identifies projects that would enhance the City's ability to further reduce GHG emissions. A total of 61 projects/measures across eight sectors were identified, which include: 1) traffic; 2) energy; 3) municipal operations; 4) water; 5) waste; 6) built environment; 7) community; and 8) land use. The forecasts do not account for any new federal, State, regional, or local policies that may be implemented after 2015, nor does it assume that any policies in place in 2015 will become more stringent. Forecasts for both community and government operations were prepared for 2020, 2030, 2040, and 2050. Under all scenarios assessed, the City meets the 2020 target and makes substantial progress towards achieving the post-2020 reductions.

The proposed project would also be in compliance with the greenhouse gas emission goals and policies identified in the City of Lancaster's General Plan (pgs. 2-19 to 2-24) and with the City's Climate Action Plan. Specifically, the proposed project would be consistent with the following measures identified in the climate action plan.

Transportation

- Measure 4.1.2b: Bike Lanes – The proposed project connects to existing bike lanes available along 20th Street West and would provide bike amenities onsite as required by the Building Code.
- Measure 4.1.2c: Pedestrian Amenities – The proposed project contains multiple pathways throughout the development which connect to the commercial uses proposed as part of the project and those existing immediately to the north of the project site. Additionally, these pathways would connect to the public right-of-way along 20th Street West. The development would also be installing a meandering sidewalk on 20th Street West along the project frontage which would complete the pedestrian improvements on the west side of 20th Street West.

Energy

- Measure 4.2.1a: Renewable Energy Purchase Plan – All development receives its power from Lancaster Choice Energy unless the entity chooses to opt. Residences will be able to choose an energy plan with varying levels of renewable energy ranging from 35% to 100% renewable.

Water

- Measure 4.4.2a: Sensor Technology – Water saving irrigation will be installed with landscaping on the project site. Different types of technology are available for the irrigation systems and it is possible that the developer will utilize sensor technology if it is the most effective for the type of landscaping being installed.

Waste

- Measure 4.5.1b: Recycling Incentives – Trash enclosures will be provided throughout the development. All trash enclosures are a minimum of 165 square feet and provide bins for trash, recycling, and organics.

Built Environment

- Measure 4.6.1a: Zero Net Energy Housing – The proposed development would comply with the requirements of the City's Municipal Code which requires the installation of a minimum of 0.5 kw of solar per unit in multifamily residential developments. Additionally, the development would comply with all applicable requirements of Title 24.

Community

- Measure 4.7.3a: Xeriscaping – All landscaping within the development would be native and/or drought tolerant in accordance with the City's Municipal Code.
- Measure 4.7.4c: Conservation Habitat Acquisition – All development projects are required to pay a Biological Impact Fee (\$770/acre) to offset the overall loss of biological resources within the Antelope Valley. This fee is utilized to fund the acquisition of habitat which is placed under a conservation easement. The proposed development would be required to pay \$21,483.

Therefore, impacts with respect to conflicts with an agency's plans, policies, or regulations would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX. <u>HAZARDS AND HAZARDOUS MATERIALS.</u> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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 it create a significant hazard to the public or the environment?			X	
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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

a-b. The proposed project is a mixed use development consisting of a 392-unit apartment complex and 12,750 square feet of local serving commercial/retail on approximately 28 acres. Typical construction materials would be utilized during the development of the proposed project. Occupants/maintenance staff of the apartment complex would typically utilize household cleaners (e.g., cleanser, bleach, etc.), fertilizer, and potentially limited use of common pesticides. These uses would be similar to other residential development in the area. Businesses in the retail

component would be expected to utilize similar types of cleaners. The proposed project is not located along a hazardous materials transportation corridor (LMEA pg. 9.1-14 and Figure 9.1-4); although the Antelope Valley Freeway is designated as such a corridor. Development of the project site would not involve the demolition of any structures, and therefore, would not expose individuals or the environment to asbestos containing materials or lead-based paint. Therefore, impacts would be less than significant.

- c. The project site is not located within a quarter mile of an existing or proposed school. The closest schools are Desert View Elementary School at 1555 Avenue H-10; Monte Vista Elementary School at 1235 West Kettering Street; and Desert Christian Schools at 44662 15th Street West. All three schools are approximately 0.75 miles from the project site. The proposed project would not emit hazardous emissions or handle hazardous/acutely hazardous materials, substances, or waste. Therefore, no impacts would occur.
- d. A Phase I Environmental Site Assessment was prepared for the project site by EFI Global Engineering, Fire & Environmental Services. The results of the study are documented in a report entitled "Phase I Environmental Site Assessment Report, APN 3121-034-025, Lancaster, California 93535" and dated December 26, 2017.

A site visit was conducted on the project site on November 19, 2017 to determine the presence of any recognized environmental concerns. Along the southern edge of the property piles of concrete and asphalt debris were observed. In the northeast corner of the site were several dirt piles suspected to be from development immediately north of the property. The dirt piles did not appear to contain other materials and had some vegetation growing on them. Various debris (garbage) was scattered across the property. No hazardous materials or waste were observed. No environmental concerns associated with the property were noted. Therefore, impacts would be less than significant.

In addition to the survey of the project site, a database records search was conducted for the project site and the immediately surrounding properties by EDR. The project site and the adjoining/immediately surrounding properties (within 100-feet) were not identified in any hazardous materials database. One Leaking Underground Storage Tank site was identified at 2008 West Avenue I. On February 2, 1992 there was an unauthorized release of gasoline at this location. Abatement measures included free product removal from the water table. On March 14, 2007, the site/case was issued closure by the Lahontan Regional Water Quality Control Board. Due to the case closure status, the non-detect concentrations of the contaminants, the relative distance from the project site, and the down-gradient location, this former release is not expected to represent a significant environmental concern. Therefore, impacts would be less than significant.

- e. The project site is not located within an airport land use plan or within two miles of a public airport, public use airport, or private airstrip. The closest airport is the General William Fox Airfield, which is located approximately 3 miles northwest of the project site. Therefore, the proposed project would not result in a safety hazard for people working in the project area and no impacts would occur.
- f. Access to the project site would be taken from 20th Street West. 20th Street West is an existing roadway which currently improved to City standards. 20th Street West and other roadways in the

vicinity of the project site (Avenue I, Antelope Valley Freeway) have been designated as evacuation routes. The proposed project is anticipated to generate a total 6,487 net new trips; however, the traffic generated by the proposed project is not sufficient to cause safety or operational issues at any of the area intersections. The left-hand turn movements out the project driveways would be LOS F in the p.m. peak hour. However, the amount of traffic from these driveways do not warrant the installation of a signal at these locations and impacts would be less than significant. Therefore, the proposed project would not impact or physically block any identified evacuation routes and would not interfere with any adopted emergency response plan.

- g. The property surrounding the project site is developed with a mix of uses including commercial to the north, residential to the east and south, and the Amargosa Creek to the west. A small undeveloped lot would remain between the project site and the commercial uses to the north. residential subdivisions exists immediately to the east. It is possible that the undeveloped lands could be subject to a grass fire. However, the project site is located within the boundaries of both Fire Station No. 130, located at 44558 40th Street West, and Fire Station No. 33, located at 44947 Date Avenue, both of which would serve the project site in the event of a fire. Therefore, impacts from wildland fires would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
X. <u>HYDROLOGY AND WATER QUALITY</u> . Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site			X	
iii) 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			X	
iv) Impede or redirect flood flows			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

- a. The project site is not located in an area with an open body of water or in an aquifer recharge area. It is located immediately adjacent to the Amargosa Creek, which is a dry desert wash/flood control channel. The proposed project would be required to comply with all applicable provisions of the National Pollutant Discharge Elimination System (NPDES) program. The NPDES

program establishes a comprehensive storm water quality program to manage urban storm water and minimize pollution of the environment to the maximum extent practicable. The reduction of pollutants in urban storm water discharge through the use of structural and nonstructural Best Management Practices (BMPs) is one of the primary objectives of the water quality regulations. BMPs that are typically used to manage runoff water quality include controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (grass swales, infiltration trenches and grass filter strips) into landscaping and implementing educational programs. The proposed project would incorporate appropriate BMPs during construction, as determined by the City of Lancaster Development Services Department. Therefore, impacts would be less than significant.

The proposed project is a mixed use development consisting of 392-unit apartment complex with associated amenities and 12,750 square feet of locally serving commercial/retail uses on approximately 28 acres. These are uses which do not normally generate wastewater that would violate water quality standards or exceed waste discharge requirements. Therefore, impacts would be less than significant.

- b. The proposed project would not include any groundwater wells or pumping activities. All water supplied to the proposed project would be obtained from the Los Angeles County Waterworks District No. 40 (LACWD). Additionally, as indicated in X.a, the proposed project would not impact any groundwater recharge areas. Therefore, the proposed project would not deplete groundwater supplies or interfere with groundwater recharge and impacts would be less than significant.
- c. Development of the proposed project would increase the amount of surface runoff as a result of impervious surfaces associated with the roadways, apartment and commercial buildings, and recreational facilities. The proposed project would be designed, on the basis of a hydrology study, to accept current flows entering the property and to handle the additional incremental runoff from the developed site. Therefore, impacts from drainage and runoff would be less than significant.

The project site is designated as Flood Zone X per the Flood Insurance Rate Map (FIRM) Panel No. 060672 (2008) (06037C0410F). Flood Zone X is located outside both the 100-year and 500-year flood zones. Therefore, impacts would be less than significant.

- d. The project site is not located within a coastal zone. Therefore, tsunamis are not a potential hazard. The project site is relatively flat and does not contain any enclosed bodies of water and is not located in close proximity to any other large bodies of water. Therefore, the proposed project would not be subject to inundation by seiches or mudflows. No impacts would occur.
- e. The proposed project is a mixed-use development consisting of a 392 unit apartment complex and 12,750 square feet of locally serving commercial/retail uses. As such, the proposed project would not conflict or obstruct the implementation of the applicable water quality control plan or sustainable groundwater management plan. For additional information see responses X.a through X.c. Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. <u>LAND USE AND PLANNING.</u> Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

- a. The proposed project is a mixed use development consisting of a 392 unit apartment complex and 12,750 square feet of locally serving commercial/retail uses on approximately 28 acres. The project site is located at the southwest corner of Avenue I and 20th Street West, approximately 430 feet south of Avenue I. The Amargosa Creek and Antelope Valley Freeway form the western boundary of the project site. 20th Street West and Avenue I are both major arterials which currently exist. The proposed project would not block a public street, trail or other access route or result in a physical barrier that would divide the community. Therefore, no impacts would occur.
- b. The proposed project is consistent with the City’s General Plan and must be in conformance with the Lancaster Municipal Code. Table 12 provides a consistency analysis of the proposed project with respect to the relevant goals, objectives, and policies of the General Plan. The proposed project will be in compliance with the City-adopted Uniform Building Code (UBC) and erosion control requirements (Section VII). Additionally, as noted Section IV, the project site is not subject to and would not conflict with a habitat conservation plan or natural communities conservation plan. A consistency analysis with the City’s Housing Element is discussed in Section XIV.

**Table 12
General Plan Consistency Analysis**

Goals, Objectives, and Policies	Consistency Analysis
Policy 3.1.1: Ensure that development does not adversely affect the groundwater basin.	The proposed project would obtain all water from Waterworks District 40 and would not pump groundwater.
Policy 3.2.1: Promote the use of water conservation measures in the landscape plans of new development.	All landscaping on the project site would be drought tolerant and suitable for a desert environment with large temperature fluctuations. All landscaping would comply with the City’s landscaping ordinance and water conservation

	requirements.
Policy 3.2.5: Promote the use of water conservation measures in the design of new developments.	The proposed project would comply with the water conservation measures included as part of Title 24 and with the City’s Municipal Code.
Policy 3.3.1: Minimize the amount of vehicular miles traveled.	The project site is located within an area the City that is more than 15% below the VMT thresholds adopted by the City of Lancaster in 2020. Additionally, the project site is located in close proximity to walking trails, grocery stores, restaurants and other commercial uses and is served by public transit. This would allow residents the ability to utilize other forms of transportation instead of driving their vehicles.
Policy 3.3.2: Facilitate the development and use of public transportation and travel modes such as bicycle riding and walking.	The proposed project would be installing walking paths throughout the development and a meandering sidewalk along 20 th Street West which will connect to other pedestrian improvements. Additionally, the project site has access to existing bike paths along neighboring roadways.
Policy 3.3.3: Minimize air pollutant emissions generated by new and existing development.	The proposed project would generate emissions during construction and operation. However, these emissions are substantially below the thresholds established by the Antelope Valley Air Quality Management District. Additionally, development of the site would assist in minimizing the amount of dust blowing off of the undeveloped site.
Policy 3.4.4: 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.	The project site was surveyed for biological resources as part of the development process. Mitigation measures were identified for biological resources that could possibly occur on the project site as discussed in Item IV.
Policy 3.5.1: Minimize erosion problems resulting from development activities.	Development of the proposed project would require the issuance of a grading permit and dust control. These permits include measures and requirements to minimize both wind and water borne erosion.
Objective 3.6: Encourage efficient use of energy resources through the promotion of efficient land use patterns, the incorporation of energy conservation practices into new and existing development, and appropriate use of alternative energy.	The proposed project would be constructed in accordance with the requirements of Title 24 and would install a minimum of 196 kw of solar in accordance with the Municipal Code.
Policy 3.6.1: Reduce energy consumption by establishing land use patterns which would decrease automobile travel and increase the use of energy efficient modes of transportation.	The project site is located in close proximity to a variety of land uses including general commercial, gas stations, restaurants and grocery stores. This proximity facilitates the use of other forms of

	transportation instead of a car for general activities.
Policy 3.6.2: Encourage innovative building, site design and orientation techniques which minimize energy use.	The proposed project would be constructed in accordance with the requirements of Title 24 and would install a minimum of 196 kw of solar in accordance with the Municipal Code.
Policy 3.6.3: Encourage the incorporation of energy conservation measures in existing and new structures.	
Policy 3.6.6: Promote and consider the use of alternative energy, such as wind energy and solar energy.	
Policy 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.	Mitigation measures with respect to construction noise have been included as part of the project. These measures are best practices and help to reduce noise generated during construction activities. Additionally, while there are other residential uses in the area due to the type of construction and the distance between the project site and the noise levels would be reduced.
Policy 10.1.1: Provide opportunities for a wide variety of recreational activities and park experiences, including active recreation and passive open space enjoyment within a coordinated system of local, regional, and special use park land areas.	The proposed project includes a variety of recreational amenities for the residents of the development including pools, trails, tot lots, open space, bbq areas, and a community room.
Policy 10.2.4: Facilitate the use of bicycles as an alternative form of transportation, as well as a form of recreation.	The project site is located adjacent to existing roadways that have bike lanes to facilitate the use of utilizing bicycles for transportation. Additionally, the project will include bicycle amenities as specified in the California Green Building Code.
Policy 14.4.3: Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled (VMT), fuel consumption, traffic congestion, and air pollution by providing appropriate facilities for bicycle riders.	
Policy 15.1.2: Cooperate with local water agencies to provide an adequate water supply system to meet the standards for domestic and emergency needs.	Waterworks District 40 has indicated that water can be provided in accordance with existing policies and memorandum of understanding.
Policy 15.3.1: Direct growth to areas with adequate existing facilities and services, areas which have adequate facilities and services committed, or areas where public services and facilities can be economically extended.	The project site is located in the central portion of the City in an area with existing facilities and services which can support the proposed project.
Policy 16.1.3: Promote economic self-sufficiency through the application of programs and efforts that help to revitalize local commerce and create a sustainable and prosperous marketplace.	The proposed project includes a neighborhood serving retail component which will assist local commerce and provide local options for residents.

Policy 16.3.1: Promote development patterns which will minimize the costs of infrastructure development, public facilities development and municipal service cost delivery.	The project site is located in the central portion of the City in an area with existing facilities and services which can support the proposed project.
Policy 17.1.2: Provide sufficient land to accommodate a variety of housing types meeting the economic, lifestyle, and social needs of current and future residents.	The project site is zoned as Mixed Use – Commercial (MU-C) which allows for a variety of housing types, including multi-family housing, with a conditional use permit.
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.	The project site is surrounded by development and is located in the urban core of the City. Services exist in the area which can adequately support the proposed development.
Policy 18.2.1: Encourage appropriate infill development.	The project site is an undeveloped parcel which is currently surrounded by existing development. Additionally, the project site is located within the urban core of the City which is bounded by 30 th Street West, 20 th Street East, Avenue H, and Avenue L. As such this is an infill type development.
Policy 18.2.2: Encourage appropriate development to locate so that municipal services be efficiently provided.	The project site is located within the urban core and municipal services already exist within the area and can adequately serve the proposed development.
Objective 19.2: Integrate new development with established land use patterns through quality infill to enhance overall community form and create a vibrant sense of place.	The proposed project is located within the central portion of the City and is surrounded by existing development. The existing commercial development will provide additional amenities and resources to the residents of the development.

In addition to the City’s General Plan, the Southern California Association of Governments (SCAG) adopts a Regional Transportation Plan/Sustainable Conservation Strategy (RTP/SCS) every five years. On May 7, 2020 SCAG adopted by the 2020-2045 RTP/SCS, known as Connect SoCal, for federal transportation conformity purposes only. On September 3, 2020 SCAG adopted Connect SoCal for all other purposes. The RTP/SCS identifies ten regional goals; these goals are identified in Table 13 along with the project’s consistency with these goals.

**Table 13
Connect SoCal Consistency Analysis**

Goals	Consistency Analysis
Goal 1: Encourage regional economic prosperity and global competitiveness.	This is a regional goal and is not applicable to the proposed project.
Goal 2: Improve mobility, accessibility, reliability and travel safety for people and goods.	The proposed project is a mixed use development in the central portion of the City. The roadways

	<p>serving the project site already exist.</p>
<p>Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p>This is a mixed-use residential/commercial development and does not include any improvements to the regional transportation system. This is a regional goal and is not applicable to the proposed project.</p>
<p>Goal 4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>This is a mixed-use residential/commercial development and does not include any improvements to the transportation system. Therefore, this goal is not applicable to the proposed project.</p>
<p>Goal 5: Reduce greenhouse gas emissions and improve air quality.</p>	<p>The proposed project would locate a residential/retail project in the central portion of the City surrounded by other development. This development includes other retail uses including gas stations, grocery stores, restaurants and general commercial which would allow residents of the project to utilize alternative forms of transportation. As such, the proposed project would help reduce greenhouse gas emissions and improve air quality and is consistent with this policy.</p>
<p>Goal 6: Support healthy and equitable communities.</p>	<p>The proposed project includes 392 multi-family residential units of which 20% would be for low income residents. These units would be located within the central portion of the City with easy access to amenities.</p>
<p>Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>This is a residential/retail project in the central portion of the City. As such, this goal is not applicable to the proposed project.</p>
<p>Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p>This is a residential/retail project. As such, this goal is not applicable to the proposed project.</p>
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>The proposed project would provide a mixed use development consisting of apartments and neighborhood serving retail. The area is supported by public transportation and</p>
<p>Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>This project site does not contain agricultural uses and is not zoned for agricultural uses. Additionally, the project site is relatively disturbed and located in the central portion of the City surrounded by existing development. However, the proposed project is required to pay the City's biological impact fee which is utilized to conserve natural habitats. As such the project is consistent with this goal.</p>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII. <u>MINERAL RESOURCES.</u> Would the project:				
a) 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?				X
b) 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?				X

a-b. The project site does not contain any current mining or recovery operations for mineral resources and no such activities have occurred on the project site in the past. According to the LMEA (Figure 2-4 and page 2-8), the project site is designated as Mineral Reserve Zone 3 (contains potential but presently unproven resources). However, it is considered unlikely that the Lancaster area has large, valuable mineral and aggregate deposits. Therefore, no impacts to mineral resources would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII. <u>NOISE</u> . Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?				X
c) For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?				X

- a. The City's General Plan (Table 3-1) establishes an outdoor maximum CNEL of 65 dBA for rural and residential uses and 70 dBA for commercial uses. The current noise levels on the roadways closest to the project site are as follows: 1) Avenue I between the Antelope Valley Freeway and 20th Street West is 67.9; 2) Avenue I between 20th Street West and 15th Street West is 68.4; and 3) 20th Street West between Avenue I and Lancaster Boulevard is 64.8. The project site is approximately 430 feet south of Avenue I with a commercial development located in between the project site and the roadway. As such the noise levels on these roadways are consistent with the standards of the General Plan. Additionally, while the noise levels are consistent with the standards of the General Plan, additional features of the proposed project (e.g., landscaping, block walls, etc.) would ensure that the project remains in compliance with the General Plan standards. Therefore, potential impacts from traffic would be less than significant.

Construction activities associated with earth-moving equipment and other construction machinery would temporarily increase noise levels for adjacent land uses. Noise sensitive receptors are located immediately south and east of the project site and construction would likely be audible at these locations. However, the distance between construction activities and the existing residential units, the block walls, and landscaping would reduce the noise at these locations. The proposed project is likely to be constructed phases with the first phase occurring at the southern end of the property near the existing apartments and subsequent phases moving north. However, all construction activities would occur in accordance with the City's noise ordinance with respect to days of the week and time of day and mitigation measures have been identified to reduce the noise generated by construction activities to the extent feasible. These

measures are construction best management practices. With incorporation of these measures, construction noise would still be audible but would not exceed the established standards and impact would be less than significant.

Mitigation Measures

12. Construction operations shall not occur between 8 p.m. and 7 a.m. on weekdays or Saturday or at any time on Sunday. The hours of any construction-related activities shall be restricted to periods and days permitted by local ordinance.
 13. The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.
 14. Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.
 15. Material stockpiles and mobile equipment staging, parking and maintenance areas shall be located as far away as practicable from noise-sensitive receptors.
 16. The use of noise producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.
 17. No project-related public address or music system shall be audible at any adjacent receptor.
 18. All noise producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors, etc.) shall be equipped with shrouds and noise control features that are readily available for the type of equipment.
- b. The proposed project a mixed-use development consisting of a 392 unit apartment complex and 12,750 square feet of locally serving commercial/retail uses. It is not anticipated that the construction of the proposed project would require use of machinery that generates ground-borne vibration as no major subsurface construction (e.g., parking garage, etc.) is planned. No ground mounted industrial-type equipment that generates ground vibration would be utilized during occupancy of the proposed residences. Therefore, no impacts associated with ground-borne vibration/noise are anticipated.
- c. The project site is not located within an airport land use plan or within two miles of a public airport, public use airport, or private airstrip. The closest airport is the General William Fox Airfield, which is located approximately 3 miles northwest of the project site. Therefore, the proposed project would not expose people living or working on the project site to excessive noise levels from aircraft operations. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned 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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

- a. The proposed project would generate additional population growth in the immediate area through for the construction of a 392 unit apartment complex. This increase would contribute, on an incremental basis, to a cumulative increase in the population of the City. No new roadways would be constructed to serve the project site as all roadways within the vicinity of the project site (Avenue I, Lancaster Boulevard, 20th Street West, and the Antelope Valley Freeway) are existing improved roadways. The proposed development would be accessed from 20th Street West. The potential population increase associated with the proposed project is not substantial and has been accounted for the City’s General Plan and regional projections produced by SCAG.

Additionally, the City’s existing Housing Element (2014 to 2021) was certified on December 31, 2013 and identifies the overall goals, objectives, policies and action programs to facilitate the provision of housing for existing and future residents. It also identifies the sites and areas utilized to show how the City would meet their 5th Cycle Regional Housing Needs Assessment (RHNA) allocation number of 2,510 units. Table 14 identifies the goal and policies from the housing element that are applicable to the proposed project. The 392 units proposed as part of this project would assist the City in meeting its goals under the existing Housing Element.

Table 14
Housing Element Consistency Analysis

Goals and Policies	Consistency Analysis
Goal 6: To promote sufficient housing to meet the diverse housing needs of all economic segments of the present and future City of Lancaster.	The proposed project would provide an additional 392 multi-family residential units of which 20% would be for low-income residents.
Policy 6.1.1: Ensure that a mix of housing types are provided, including single- and multi-family housing within a variety of price ranges which will provide a range of housing options for those wishing to reside within the City of Lancaster, and which will enable the City to achieve Objective 6.1.	The proposed project provides a total 392 multi-family units for both low and moderate/above-moderate income levels which will assist the City in meeting its housing allocation numbers.
Policy 6.1.2: Promote infill housing development within areas presently approved for urban density residential development, as well as areas which have been committed to urban development.	The project site is in the central portion of the City and is surrounded by existing residential and commercial development. The project site is zoned Mixed Use-Commercial which allows for a variety of residential developments.
Policy 6.1.7: Ensure adequate water and sewer capacity to meet Lancaster’s housing need.	Existing water and sewer lines are available to serve the project site. These lines have adequate capacity for the proposed project and the appropriate agencies have indicated that they can provide service.
Policy 6.1.8: Encourage affordable mixed use and multi-residential housing developments on mixed use zoned sites.	The proposed project consists of 392 multi-family residential units and 12,750 square feet of commercial uses. The project site is in the central portion of the City and is surrounded by existing residential and commercial development. The project site is zoned Mixed Use-Commercial which allows for a variety of residential developments.

The 6th Cycle RHNA Allocation Plan identifies housing needs for the planning period between October 2021 and October 2029. The allocation that the City received from SCAG is a total of 9,002 housing units. These units are broken down for above moderate income (4,267), moderate income (1,325), low-income (1,192) and very low income (2,218). The City is currently in the process of updating its Housing Element for the 2021-2029 period and expects it will be certified by the deadline. Therefore, impacts would be less than significant.

- b. The project site is currently vacant. No housing or people would be displaced necessitating the construction of replacement housing elsewhere. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 any of the public services:				
Fire Protection?			X	
Police Protection?			X	
Schools?			X	
Parks?			X	
Other Public Facilities?			X	

- a. The proposed project would increase the need for fire and police services; however, the project site is within the current service area of both these agencies and the additional time and cost to service the site is minimal. The proposed project would not induce substantial population growth and therefore, would not substantially increase the demand on parks, schools or other public facilities. Additionally, this growth has been accounted for in the City’s General Plan and within SCAG’s housing and population forecasts. Impacts would be less than significant.

Construction of the proposed project may result in an incremental increase in population and may increase the number of students in the Lancaster School District and Antelope Valley Union High School District. Proposition IA, which governs the way in which school funding is carried out, predetermines by statute that payment of developer fees is adequate mitigation for school impacts. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI. <u>RECREATION</u> . Would the project:				
a) Would the project 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?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

- a-b. The proposed project would generate additional population growth and would contribute on an incremental basis to the use of the existing park and recreational facilities. The proposed development would include recreational amenities such as pools, community rooms, tot lots, and bbq facilities along with open space common areas for use by the residents. Additionally, the applicant would be required to pay park fees which would offset the impacts to the existing parks. No new parks would be required. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVII. <u>TRANSPORTATION</u> . Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

- a. The proposed project is a mixed use development consisting of a 392 unit apartment complex and approximately 12,750 square feet of locally serving commercial/retail. The proposed project would not conflict with or impede any of the General Plan policies or specific actions related to alternative modes of transportation (Lancaster General Plan pgs. 5-18 to 5-24.) Therefore, no impacts would occur.
- b. In July 2020, the City of Lancaster adopted standards and thresholds for analyzing projects with respect to vehicle miles traveled (VMT). A series of screening criteria were adopted and if a project meets one of these criteria, a VMT analysis is not required. These criteria are: 1) project size - generates fewer than 110 trips per day; 2) locally serving retail - commercial developments of 50,000 square feet or smaller; 3) project located in a low VMT area - 15% below baseline; 4) transit proximity; 5) affordable housing; and 6) transportation facilities.

The commercial/retail portion of the development is approximately 12,750 square feet of locally serving commercial/retail. This is below the 50,000 square foot threshold and therefore, meets screening criteria number 2. The residential component of the project site is located within a low VMT area; specifically, this area has a VMT which is at least 15% below the Antelope Valley Planning Area (AVPA) threshold. This component meets screening criteria number 3. As such, a VMT analysis for the proposed project is not required and impacts would be less than significant.

Additionally, a traffic study was prepared by David Evans & Associates Inc., for the proposed project to determine if any operational improvements to the surrounding roadways were necessary. This analysis was documented in a report entitled "Local Transportation Assessment,

Lancaster Promenade, Lancaster, California” and dated March 1, 2021. All roadways and intersections analyzed would operate at acceptable levels except for the left hand turning movement from the project driveways. This movement would operate at a LOS F during the p.m. peak hour. Additionally, the analysis shows that a signal at these locations is not warranted. Therefore, impacts would be less than significant.

- c. Street improvements are required as part of the conditions of approval and would ensure that traffic flows smoothly in the vicinity of the project site. No hazardous conditions would be created by these improvements. Therefore, no impacts would occur.
- d. The proposed project would have adequate emergency access from 20th Street West from multiple driveways. Interior circulation would be provided in accordance with the requirements of the Los Angeles County Fire Department; therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for in subdivision (c) of Public Resources Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

- a. No specific tribal cultural resources have been identified either through the sacred lands file search conducted by the Native American Heritage Commission or by any of the Native American tribes with cultural affiliations to the area. Mitigation measures have been requested by the tribes to identify procedures and proper handling of any cultural resources which may be discovered during the course of construction. These mitigation measures have been included in the cultural resources section of this initial study. Additionally, the City will continue to work with the tribes to ensure that all issues and concerns have been addressed. As such, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction or new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) 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?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impact the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

- a. The proposed project would be required to connect into the existing utilities such as electricity, natural gas, water, wastewater, telecommunications, etc. These services already exist adjacent to the project site. Connections would occur on the project site or within existing roadways or right-of-ways. Connections to these utilities are assumed as part of the proposed project and impacts to environmental resources have been discussed throughout the document. As such, impacts would be less than significant.
- b. The Los Angeles County Waterworks District No. 40 has not indicated any problems in supplying water to the proposed project from existing facilities. No new construction of water treatment or new or expanded entitlements would be required. Therefore, water impacts would be less than significant.

- c. The project site is located within the jurisdictional boundaries of District No. 14. All wastewater would be treated at the Lancaster Water Reclamation Plant which has a design capacity of 18 million gallons per day (mgd) and currently produces an average recycled water flow of 14.3 mgd. The proposed project would discharge to a local sewer line for conveyance to the Districts' Trunk F Replacement Trunk Sewer, Section 1 which is located in 20th Street West at Avenue H-8. This trunk sewer has a capacity of 37.2 mgd and conveyed a peak flow of 10.9 mgd when last measured in 2018. The project would not require the expansion of existing facilities or the construction of new facilities. Therefore, impacts would be less than significant.

- d. Solid waste generated within the City limits is generally disposed of at the Lancaster Landfill located at 600 East Avenue F. This landfill is a Class III landfill which accepts agricultural, non-friable asbestos, construction/demolition waste, contaminated soil, green materials, industrial, inert, mixed municipal, sludge, and waste tires. It does not accept hazardous materials. Assembly Bill (AB) 939 was adopted in 1989 and required a 25% diversion of solid waste from landfills by 1995 and a 50% diversion by 2005. In 2011, AB 341 was passed which requires the State to achieve a 75% reduction in solid waste by 2030. The City of Lancaster also requires all developments to have trash collection services in accordance with City contracts with waste haulers over the life of the proposed project. These collection services would also collect recyclable materials and organics. The trash haulers are required to be in compliance with applicable regulations on solid waste transport and disposal, including waste stream reduction mandated under AB 341.

The proposed project would generate solid waste during construction and operation which would contribute to an overall impact on landfill services (GPEIR pgs. 5.13-25 to 5.13-28 and 5.13-31); although the projects' contribution would be minimal. However, the existing landfill has capacity to handle the waste generated by the proposed project. Additionally, the proposed project would be in compliance with all State and local regulations regarding solid waste disposal. Therefore, impacts would be less than significant.

- e. See Item XIX.d.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XX. <u>WILDFIRE</u> . If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impact an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

a. See Item IX.f.

b-d. The project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. The project site is located within the urban core and on the boundary between two Fire Stations: Fire Station No. 130 located at 44558 40th Street West and Fire Station No. 33 located at 44947 Date Avenue, both of which can adequately serve the project site. Other fire stations are also located in close proximity to the project site which can provide service as needed. Additionally, the proposed project would be constructed in accordance with all existing and applicable building and fire codes. Therefore, no impacts would occur as a result of wildfires.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<u>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</u>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulative considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

a-c. The proposed project is a mixed use development consisting of a 392-unit apartment complex and 12,750 square feet of locally serving commercial/retail space on approximately 28 acres in the Mixed Use – Commercial zone. There is an approved gas station/mini-mart proposed at the northwest corner of 20th Street West and Avenue I and another apartment complex is proposed at the southeast corner of 20th Street West and Avenue I. No other projects have been proposed in the vicinity of the project site. These projects are undergoing review and their environmental impacts will be analyzed in accordance with the requirements of CEQA.

Cumulative impacts are the change in the environment, which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable projects.

The proposed project would not create any impacts with respect to: Agriculture and Forest Resources, Energy, Land Use/Planning, Mineral Resources, and Wildfire. The project would create impacts to other resource areas and mitigation measures have identified for Air Quality, Biological Resources, Cultural Resources, Geology/Soils, and Noise. All other impacts are less than significant. Many of the impacts generated by projects are site specific and generally do not

influence the impacts on another site. All projects undergo environmental review and have required mitigation measures to reduce impacts when warranted. These mitigation measures reduce environmental impacts to less than significant levels whenever possible. All impacts associated with the proposed project are less than significant with the exception of air quality, biological resources, cultural resources, geology and soils (soil erosion), and noise. Impacts associated with these issues are less than significant with the incorporation of the identified mitigation measures. Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable.

List of Referenced Documents and Available Locations*:

AIR1:	Summary of CalEEMod Model Runs and Output for the Lancaster Promenade Apartment Homes, Lancaster, CA; Environment, Planning, Development Solutions, Inc., March 4, 2021	DSD
AIR2:	Response to Comments – Lancaster Promenade; Environment, Planning, Development Solutions, Inc., June 2, 2021	DSD
BRR:	General Biological Survey and Focused Surveys for Desert Tortoise and Burrowing Owl, with an Evaluation of Habitat For Mohave Ground Squirrel, on a 26.3-acre± site (APN 3121-034-025, Lots 1, 2, & 3) in the City of Lancaster, Los Angeles County, California, Circle Mountain Biological Consultants, Inc., December 2017	DSD
CRS:	Phase I Archaeological Inventory for Investment Concepts Lancaster Project, Lancaster, California, Applied Earthworks, Inc., February 2018	DSD
ESA:	Phase I Environmental Site Assessment Report, APN: 3121-024-025, Lancaster, California 93535, EFI Global Engineering, Fire & Environmental Services, December 26, 2017	DSD
FIRM:	Flood Insurance Rate Map	DSD
GPEIR:	Lancaster General Plan Environmental Impact Report	DSD
LGP:	Lancaster General Plan	DSD
LMC:	Lancaster Municipal Code	DSD
LMEA:	Lancaster Master Environmental Assessment	DSD
SSHZ:	State Seismic Hazard Zone Maps	DSD
TRA:	Local Transportation Assessment, Lancaster Promenade, Lancaster, California, David Evans & Associates, Inc., March 1, 2021	DSD
USGS:	United States Geological Survey Maps	DSD
USDA SCS:	United States Department of Agriculture Soil Conservation Service Maps	DSD

* DSD: Development Services Department
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