

**City of Lancaster
2021-2029 Housing Element Update
Safety Element Update and
and Environmental Justice Element**

**Initial Study and
Negative Declaration**



Lead Agency

City of Lancaster
Community Development Division
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Lancaster, CA 93534

Consultant

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August, 2021

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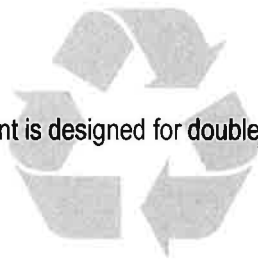


Table of Contents

1	PURPOSE AND AUTHORITY	1
	CONTENTS	1
	TIERING	1
	ANALYTICAL APPROACH	1
2	PROJECT DESCRIPTION	3
3	DETERMINATION	17
	ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	17
	DETERMINATION	17
4	EVALUATION OF ENVIRONMENTAL IMPACTS	18
1.	AESTHETICS	18
2.	AGRICULTURAL RESOURCES	21
3.	AIR QUALITY	23
4.	BIOLOGICAL RESOURCES	26
5.	CULTURAL RESOURCES	29
6.	ENERGY	31
7.	GEOLOGY AND SOILS	33
8.	GREENHOUSE GAS EMISSIONS	37
9.	HAZARDS AND HAZARDOUS MATERIALS	39
10.	HYDROLOGY AND WATER QUALITY	43
11.	LAND USE AND PLANNING.....	47
12.	MINERAL RESOURCES.....	48
13.	NOISE	49
14.	POPULATION AND HOUSING	51
15.	PUBLIC SERVICES	52
16.	RECREATION	54
17.	TRANSPORTATION AND TRAFFIC	55
18.	TRIBAL CULTURAL RESOURCES	58
19.	UTILITIES AND SERVICE SYSTEMS.....	60
20.	WILDFIRE	62
21.	MANDATORY FINDINGS OF SIGNIFICANCE	64
5	LIST OF PREPARERS	65
	LEAD AGENCY	65
	ENVIRONMENTAL ANALYSTS	65
6	REFERENCES	66

List of Tables

TABLE 1	REGIONAL HOUSING NEEDS ASSESSMENT ALLOCATION	5
TABLE 2	RHNA CREDITS AND REMAINING NEED	5
TABLE 3	VACANT LAND INVENTORY	6

List of Exhibits

EXHIBIT 2-1 AND 2-2	REGIONAL CONTEXT AND VICINITY MAP	11-16
EXHIBIT 3	RHNA SITES INVENTORY	ERROR! BOOKMARK NOT DEFINED.

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1 PURPOSE AND AUTHORITY

The purpose of this Initial Study is to identify and assess the significance of the physical effects on the environment due to potential future development guided by the goals, policies, and implementation programs of the City of Lancaster 2021-2029 Housing Element Update, Safety Element Update, and Environmental Justice Element. Pursuant to the California Environmental Quality Act (CEQA), the proposed Housing Element Update, Safety Element Update, and Environmental Justice Element is considered a "Project" and thus requires analysis and determination of environmental effects prior to approval.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) Statutes and Guidelines and City of Lancaster local rules and regulations. The proposed Project requires discretionary approval by the City of Lancaster and review by the California Department of Housing and Community Development (HCD). The City of Lancaster is the Lead Agency with respect to this Initial Study pursuant to §15367 of the CEQA Guidelines. Specifically, the Project requires City of Lancaster approval of a General Plan Amendment No. 21-02 and Zone Text Amendment No. 21-01. No other governmental agencies have discretionary permitting authority with respect to approval of the proposed Project, and no Trustee Agencies, as defined in §21070 of the CEQA Statutes, has jurisdiction over resources such that Trustee agency approval is required for entitlement approval.

Pursuant to §15074 of the CEQA Guidelines, prior to approving the Project, the City of Lancaster is obligated to consider the findings of this Initial Study and to either adopt a Negative Declaration (ND) or a Mitigated Negative Declaration (MND) or determine that an Environmental Impact Report (EIR) is required due to potentially significant, unavoidable environmental impacts. The findings of this Initial Study support adoption of Negative Declaration (ND), as discussed in Section 4, and mitigation measures are shown in the document with a ruling of less than significant with mitigation indicating that the environmental impacts of the Project would be less than significant and that an EIR is not required.

CONTENTS

This document has been prepared to comply with Section 15063 of the State CEQA Guidelines that sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (see Section 2)
- Identification of the environmental setting (see Section 2.11)
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (see Section 3)
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (see Sections 2)
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (see Section 5)

TIERING

Section 15152(a) of the CEQA Guidelines defines "tiering" as a streamlining tool as follows:

- Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project."*
- This section further indicates that an EI that has been previously been prepared and certified for a program, plan, policy, or ordinance can be used for CEQA by the lead agency for a later project and can tier from the later project and should focus on only those affects which:*

(1) *Were not examined as significant effects on the environment in the prior EIR; or*

(2) *Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.*

The key advantage to tiering from an earlier, related CEQA document is that it avoids redundant and unnecessary analysis of potential impacts that were adequately addressed in the earlier document.

This Initial Study for the 2021-2029 Housing Element, Safety Element Update, and Environmental Justice Element has been prepared to tier from the General Plan Program EIR of the City of Lancaster dated April, 2009, as amended or otherwise supplemented. For the City of Lancaster, documents by which the analysis recorded herein has been tiered from are available for public review at:

City of Lancaster
Community Development Division
44933 Fern Avenue
Lancaster, CA 93534

Project Title

City of Lancaster 2021-2029 Housing Element Update, Safety Element Update, and Environmental Justice Element

Lead Agency/Project Sponsor Name and Address

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THE PROJECT

This Initial Study Analyzes the potential environmental impacts associated with:

- Adoption of the City of Lancaster's Sixth Cycle (2021-2029) Housing Element.
- Adoption of an update to the City of Lancaster's Safety Element
- Adoption of an Environmental Justice Element
- Zoning Text Amendment to create a new Housing Density Overlay that can be applicable to the High Density Residential (HDR) zone and commercial zones where high-density residential is allowed.

The Housing Element is a required component of the City's General Plan and must be updated on a regular basis, as set forth in Government Code Section 65588. The Housing Element consists of these components, as required by Government Code Section 65583, 1) housing needs, 2) constraints to housing development, 3) housing resources (available sites and funding sources), and 4) a Housing Plan.

The 2021-2029 Housing Element applies to all properties within the City of Lancaster on which existing General Plan land use designations and zoning allow residential and/or mixed-use development. The Housing Element does not specifically authorize the construction of any housing development nor does it indicate where and when specific housing projects would occur. The Housing Element is a policy document setting forth the City's plan to accommodate its share of regional housing needs, as determined by the Southern California Association of Governments (SCAG). For the 2021-2029 planning period, the City of Lancaster's share is 9,023 housing units. This allocation is referred to as the Regional Housing Needs Assessment, or RHNA.

In conjunction with this Housing Element update, the City is also undertaking an update to the Safety Element to align it with the recently adopted Local Hazard Mitigation Plan and adopt climate adaptation strategies, an Environmental Justice Element to comply with SB 1000 and SB 244, and a zone text amendment to introduce a new overlay to the High Density Residential (HDR) zone and commercial zones where high-density residential is allowed in order to facilitate additional housing opportunities.

This Initial Study examines the potential environmental impacts at a program level for the Housing Element, Safety Element, Environmental Justice Element, and Zoning Text Amendment for a Housing Density Overlay, since these policy documents do not specifically authorize the construction of any development nor indicate where and when specific housing projects or other implementation actions would occur.

PROJECT LOCATION

The City of Lancaster ("City") is located approximately 63 miles north of Downtown Los Angeles within the Antelope Valley, directly to the north of the City of Palmdale. The City consists of residential, commercial, and industrial land uses. The City is generally bounded by Avenue E to the north, Avenue N to the south, 110 Street to the east, and 110th Street West to the west. State Route 138 intersects the City and runs in a northerly to southerly direction. The Antelope Valley rail line has services which are available at the Sierra Highway station and is located east of State Route 138. The main existing noise sources within Lancaster include vehicular traffic on neighboring freeways as well as a number of major arterial streets in the City as well as from the existing Amtrak rail line.

GENERAL PLAN DESIGNATIONS

The Lancaster General Plan and Zoning Ordinance provide for a range of land use designations/zones in the City that can accommodate residential units. Multiple residential and commercial General Plan land use designations within the City provide opportunities for development of housing projects, including: Non-Urban Residential, Urban Residential, Multi-Residential 1, Multi-Residential 2, Mixed Use, and Specific Plans. The Housing Element 2021-2029 Update, Safety Element update, and Environmental Justice Element project do not propose to change any particular parcel's General Plan land use designation.

ZONING DISTRICTS

Multiple residential and commercial zones within the City provide opportunities for development of housing projects at various densities. Residential density within the various zones is calculated at dwelling units per acre (du/acre). Residential uses are permitted in the following zones: Non-urban residential (RR-2.5, RR-1, SRR), Urban Residential (R-15,000, R-10,000, R-7,000), Multiple Family Residential (MDR and HDR), and Mixed Use (MU-N, MU-C, MU-E, MU-TOD, and MU-HD) as well as various Specific Plans, including the Downtown Lancaster Specific Plan, Avanti North and Avanti South. Multi-family residential uses are also conditionally permitted in the Commercial (C) zone. The Housing Element 2021-2029 Update, Safety Element update, and new Environmental Justice Element project does not propose to change any particular parcel's zoning.

HOUSING ELEMENT

REQUIREMENTS AND CONTENT

A Housing Element is one of the eight required General Plan elements. It addresses existing and future housing needs of persons of all income levels and provides policy guidance to decision-makers and City staff. The City is not required to construct housing to meet those needs, but it must create a regulatory environment that supports and encourages housing production and equal access to housing.

State law requires that all housing elements address four key topics: 1) housing needs, 2) constraints to housing development, 3) housing resources, and 4) a housing plan. Article 10.6, Section 65580 – 65589.8, Chapter 3 of Division 1 of Title 7 of the California Government Code establishes the legal requirements for a housing element and encourages the provision of affordable and decent housing, in suitable living environments, in all communities, in working toward statewide goals. The 2021-2029 Housing Element is the policy document that addresses current and projected housing needs consistent with State law.

HOUSING NEEDS AND RESOURCES

Several factors influence the demand for housing in the City of Lancaster, including population growth, the cost of housing, and housing needs of "special needs groups" that include the elderly, large families, female-headed households, households with a physically or developmentally disabled person, farm workers, and the homeless. The 2021-2029 Housing Element

examines the housing needs of different groups of people based on demographic metrics that include owners versus renters, lower-income households, overcrowded households, elderly households, special needs groups, and homeless persons.

California housing element law requires that each city and county develop local housing programs designed to meet its "fair share" of housing needs for all income groups, based on projected population growth. The California Department of Housing and Community Development (HCD), Housing Policy Division develops Regional Housing Needs Assessments (RHNA) for each region of the State represented by councils of governments. In Southern California (exclusive of San Diego County), SCAG determines the housing allocation for its member cities and Counties. SCAG has assigned the City of Lancaster a RHNA allocation of 9,023 housing units for the 2021-2029 planning period, divided among the household income categories identified in Table 1.

Table 1
City of Lancaster Regional Housing Needs Assessment Allocation

Income Group	Total Allocation (DU)	Income Group Ratio (%)
Extremely Low/Very Low	2,224	25%
Low	1,194	13%
Moderate	1,328	15%
Above Moderate	4,277	47%
Total	9,023	100%

Housing units that have been approved or proposed but not yet built or that are under construction as of June 30, 2021 may be credited toward the RHNA. Table 2 (RHNA Credits and Remaining Need) identifies RHNA credits and the remaining housing need to be accommodated by land use policy and zoning regulations.

Table 2
RHNA Credits and Remaining Need

	Ex./Very Low (0-50% AMI)	Low (50-80% AMI)	Moderate Income (80-120% AMI)	Above Moderate Income (120%+ AMI)	Total
APPROVED PROJECTS					
Approved Residential Tracts (Partial Construction)	-	-	249	250	499
Approved Residential Tracts (No Building Permits Yet)	-	-	65	66	131
Approved TTM	-	-	2,292	2,292	4,584
ADUs on Approved Tracts	82	153	7	103	345
Approved Multi-Family Projects	176	583	166	-	925
<i>subtotal</i>	258	736	2,779	2,711	6,484
PROPOSED PROJECTS					
TTM in Review	-	-	829	829	1,658
Multi-Family Projects in Review	-	294	297	81	672
<i>subtotal</i>	-	294	1,126	910	2,330
Total	258	1,030	3,905	3,621	8,814
RHNA	2,224	1,194	1,328	4,277	9,023
Remaining RHNA	1,966	164	-2,577	656	2,130

State law requires that jurisdictions demonstrate in the Housing Element that land inventory is available and adequate to accommodate the RHNA allocation. The City of Lancaster has determined that the inventory of vacant residential and mixed-use sites and estimated production of accessory dwelling units during the planning period is sufficient to accommodate the remaining RHNA of 2,130 units. Sites currently available and appropriate to accommodate a portion of the RHNA are categorized and summarized in Table 3.

**Table 3
Currently Available Vacant/Underutilized Land Inventory**

Site Type	Affordability Level				Total
	Ex./Very Low Income (0-50% AMI)	Low Income (50-80% AMI)	Moderate Income (80-120% AMI)	Above Moderate Income (120%+ AMI)	
Estimated ADU Production	210	400	19	267	896
Vacant HDR Sites	457	--	--	--	457
Vacant MUC Sites	1,241	--	--	--	1,241
Vacant MU-N	371	--	--	--	371
Vacant MU-TOD	225	--	--	--	225
Total Sites Currently Available	2,505	400	19	267	3,190
Remaining RHNA after approved/proposed projects	1,966	164	-2,577	656	2,130
Updated Remaining RHNA	(539)	(236)	(2,596)	(389)	(2,982)

In addition to these sites identified to meet the RHNA, there is ample vacant land within other mixed-use zones, including the MU-E, MU-TOD, and MU-N zones. Additional capacity was also recently made available with the City's adoption of the Lancaster Health District Master Plan and is anticipated with the proposed Parkway Village Specific Plan, anticipated in 2022.

HOUSING CONSTRAINTS

The Housing Constraints section identifies and addresses regulations and conditions that constitute constraints to housing production and preservation, including governmental and nongovernmental regulations, infrastructure requirements and market conditions such as land, construction and labor costs as well as restricted financing availability. Where constraints were identified, programs to address those constraints were included in the Housing Plan.

AFFIRMATIVELY FURTHERING FAIR HOUSING

New for the 6th cycle and consistent with the Affirmatively Furthering Fair Housing (AFFH) mandate imposed by AB 686, a detailed analysis of segregation/integration patterns and disparities in access to opportunity is included in the Housing Element. The City of Lancaster contracts with the Housing Rights Center (HRC), a nonprofit organization dedicated to affirmatively furthering fair housing choice through the provision of education and direct client services. In response to this analysis, a program was included in the Housing Plan to update the existing Analysis of Impediments to Fair Housing Choice (2015) and to continue the City's efforts to affirmatively further fair housing.

SUMMARY OF GOALS, POLICIES, AND PROGRAMS

The amended Housing Element will implement goals, policies, and programs with the intent of providing a variety of housing (single and multi-family housing) to meet the existing and future needs of residents of the City, facilitate the development of affordable housing through the incorporation of housing assistance programs and resources, and improve and preserve the existing supply of low-income housing. The Housing Element would remove governmental constraints regarding the maintenance, improvement, and development of housing for all income levels and housing for persons with disabilities. The Housing Element would also incorporate programs to further facilitate housing development including the incorporation of a

Density Overlay which would allow for the flexibility within the HDR and commercial zones which would allow for 50 units per acre. Additional programs focus on the encouragement of housing in mixed use zones, amend the Zoning Ordinance to add reference to the Housing Accountability Act requirements, and to implement a residential density bonus.

Please refer to the Housing Element for a full list of the goals, policies, and programs. Provided below is a link to access the Draft Housing Element Update which outlines the goals, policies, and programs proposed.

<https://www.cityoflancastrca.org/home/showpublisheddocument/43240/637623035590670000>

General Plan Buildout

The Lancaster General Plan was adopted in 2009, which was assessed for environmental impacts through the General Plan EIR. The General Plan EIR identified that realistic build out of general plan land use policy would result in an estimated total of 88,243 units within the planning area (which includes both the city limits [72,515 units] and the sphere of influence [6,779] units). The General Plan EIR indicates existing (2006) conditions included 49,144 units total for the planning area, of which 44,961 were in the city limits and 4,164 were in the sphere of influence. As of 2020, the Department of Finance estimates that there are 53,397 units in the City of Lancaster. As such, there is remaining capacity within the General Plan build out assumptions for 19,118 units. This remaining capacity well exceeds the identified RHNA for the 2021-2029 planning period (9,023).

SAFETY ELEMENT

The Safety Element is one of the eight State-mandated elements of the General Plan. The purpose of the update to the Safety Element is to comply with recent State legislation and guidelines (including Assembly Bill 162, Senate Bill 1241, Senate Bill 99, Assembly Bill 747, Senate Bill 1035 and Senate Bill 379). Technical amendments to the Safety Element are intended to achieve compliance with State, regional and local policies and guidelines. The technical amendments incorporate data and maps, address vulnerability to climate change, and incorporate policies and programs from the City's update to the Local Hazard Mitigation Plan. The proposed Safety Element Update organizes safety goals and policies into the following sections: Geology and Seismicity, Flooding, Noise, Air Installation Land Use Compatibility, Hazardous Materials, Crime Prevention and Protection Services, Fire Prevention and Suppression Services, Disaster Preparedness and Evacuation, Emergency Medical Facilities, and Climate Adaptation.

Please refer to the Safety Element for a full list of the goals, policies, and programs proposed. Provided below is a link to access the Draft Safety Element Update which outlines the goals, policies, and programs proposed.

<https://www.cityoflancastrca.org/home/showdocument?id=43234>

ENVIRONMENTAL JUSTICE ELEMENT

The City is developed a new Environmental Justice Element to be part of the General Plan and reflect the City's efforts in addressing Environmental Justice. The State of California defines Environmental Justice as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies" (California Government Code §65040.12(e)).

In 2016, the State of California passed Senate Bill 1000 (SB 1000) requiring cities and counties to address Environmental Justice in their general plans. The County has elected to prepare a separate Element rather than integrating Environmental Justice policies among existing General Plan elements. As provided by State Government Code 65302(h), the Environmental Justice Element has the same weight as the mandatory elements of the General Plan and is internally consistent with the other elements. The purpose of the Environmental Justice Element is to address public health risks and environmental justice concerns of those living in disadvantaged communities as defined in Gov. Code, §65302(h)(4)(A), many of which are the result of geographic or procedural inequities.

Consistent with requirements of SB 1000, the City proposes a new Environmental Justice Element that identifies disadvantaged communities, also known as Environmental Justice Communities, within the City's General Plan planning area.

The Environmental Justice Element would implement goals, policies, and programs which would focus on ensuring residents have access to fresh, healthy, and affordable food and recreation and physical activities. The Environmental Justice Element will promote and expand job opportunities, community programs, and services throughout the City, implementing green strategies to support a sustainable approach to stormwater, drainage, groundwater, recharge, and additional landscaping through the City. In addition, the Environmental Justice Element would explore best practices for innovative housing options and community land trusts which would provide supportive financing, incentives, and zoning. The Environmental Justice Element would focus on collaborating with industrial businesses to improve outdoor air quality through enhanced operations and other pollution reduction measures, when possible. In addition, special focus would require new sensitive land uses to include feasible measures such as setback, landscaping, ventilation systems, and other effective measures to minimize air pollution.

Please refer to the Environmental Justice Element for a full list of the goals, policies, and programs proposed. Provided below is a link to access the Draft Safety Element Update which outlines the goals, policies, and programs proposed.

<https://www.cityoflancafterca.org/home/showpublisheddocument/43238/637623025332570000>

ZONING TEXT AMENDMENT: HOUSING DENSITY OVERLAY

To respond to market demand, the City is proposing a zone text amendment to add a new zoning overlay zone to the City. The Housing Density Overlay zone would allow for additional density up to 50 units to the acre. The Housing Density Overlay Zone may only be applied to sites within the HDR zone and commercial zones that allow higher-density housing. Applicants must submit an application for a zone change to apply the Housing Density Overlay Zone to any HDR/Commercially zoned site and complete any required site-specific environmental analysis at that time. As part of this project, the new Housing Density Overlay zone is not applied to any particular property.

SURROUNDING LAND USES

The Housing Element, Safety Element, and Environmental Justice Element apply throughout the City. Uses consist of a full range of suburban and rural land uses.

ENVIRONMENTAL SETTING

The City of Lancaster is a suburban community well served by a network of freeways and commuter rail lines, including Route 138, which intersects the center of the City, and the commuter rail line which consists of the MTA Antelope Valley rail line. Both City departments and utility companies provide a full suite of public services: water, sewer, flood control, telecommunications, law enforcement, fire prevention and emergency response, parks and recreation, and education.

Topography is generally flat. Local geologic conditions affecting development include the presence of the active faults located to the west, southwest, and northwest, liquefaction hazards, and minimal landslide hazards in the southwestern portion of the Planning Area.

Given the rural nature of the community, the community contains natural habitat for threatened and/or endangered plant or animal species (approximately 27 listed species). Specifically, regarding the plant species located within the City, plants species consist of Yucca brevifolia, alkali mariposa lily, desert cymopterus, Lancaster Milk-Vetch, Mojave Spineflower, Parish's alkali grass, Peirson's morning-glory, pygmy poppy, sagebrush loeflingia, and white-bracted spineflower. In addition, the City contains endangered species which include, but are not limited to, birds (burrowing owl, northern harrier, and shar-shinned hawk), reptiles such as, but not limited to desert tortoise, silvery coast horned lizard, and southwestern pond turtle and mammals (mohave ground squirrel, American badger). Refer to the 2009 Master Environmental Assessment for a full list of sensitive plants and species that are located within the Planning Area (2009 Master Environmental Assessment).

The City is located in the Mojave Air Basin Air Basin, over which the Antelope Valley Air Quality Management District (AVAQMD) has regulatory authority. The basin experiences frequent episodes of high ozone concentrations due to high pollutant loads and a persistent inversion condition that traps pollutants.

REQUIRED CITY APPROVALS

The City Council would be required to adopt a General Plan Amendment to incorporate the 2021-2029 Housing Element, the Safety Element Update, and the Environmental Justice Element into the General Plan and a zone text amendment to implement the new Housing Density Overlay into the Zoning Ordinance.

OTHER AGENCY APPROVALS

The State of California, Department of Housing and Community Development (HCD) is required to review the Housing Element for compliance with State law (Article 10.6 of the California Government Code) but does not have actual approval authority. The California Geological Survey was consulted as part of the Safety Element drafting. The Element does not require Cal Fire review, as no very high-fire severity areas are located within the jurisdiction.

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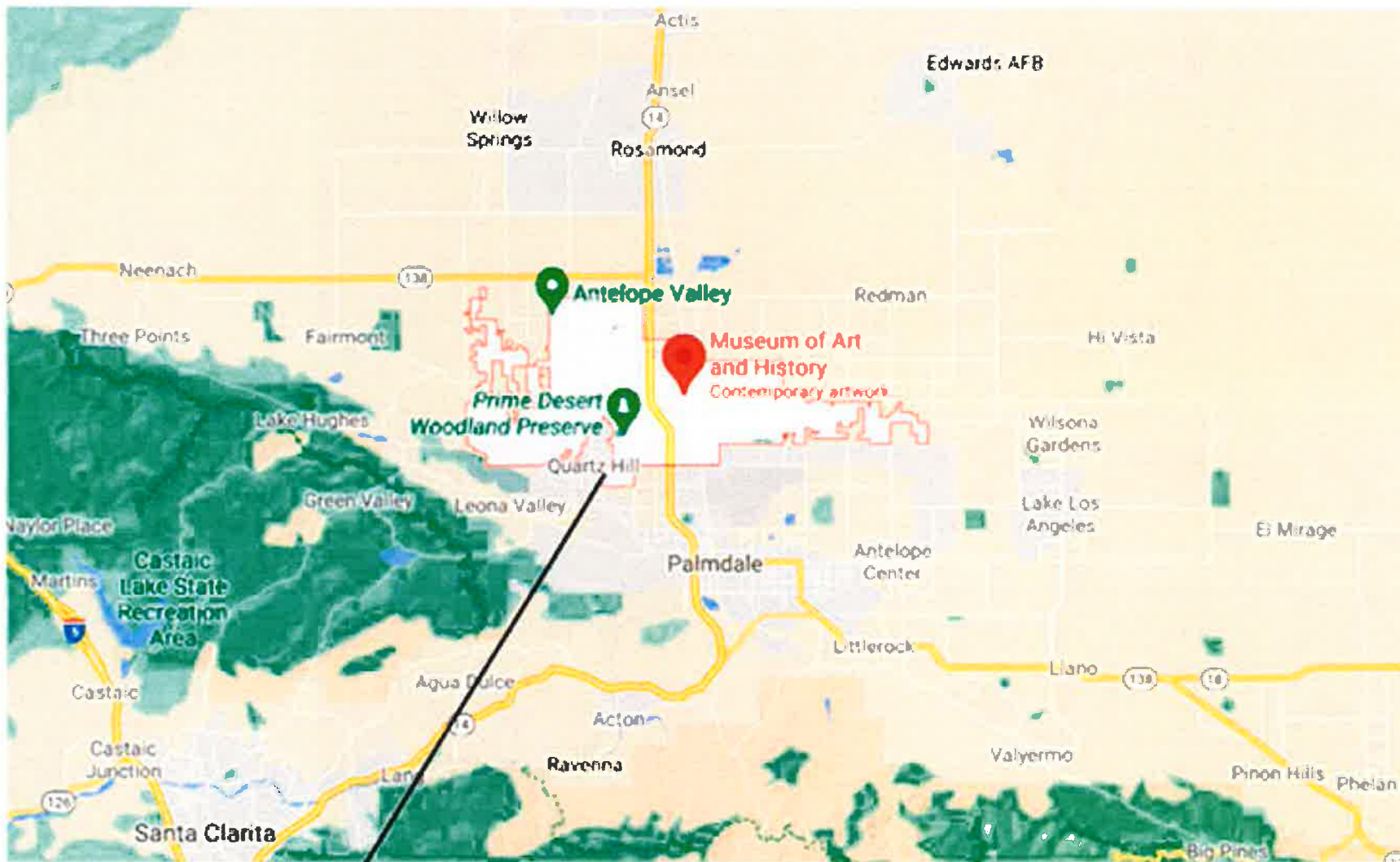


Source: GoogleMaps

Project Site

Exhibit 2 Project Vicinity Map

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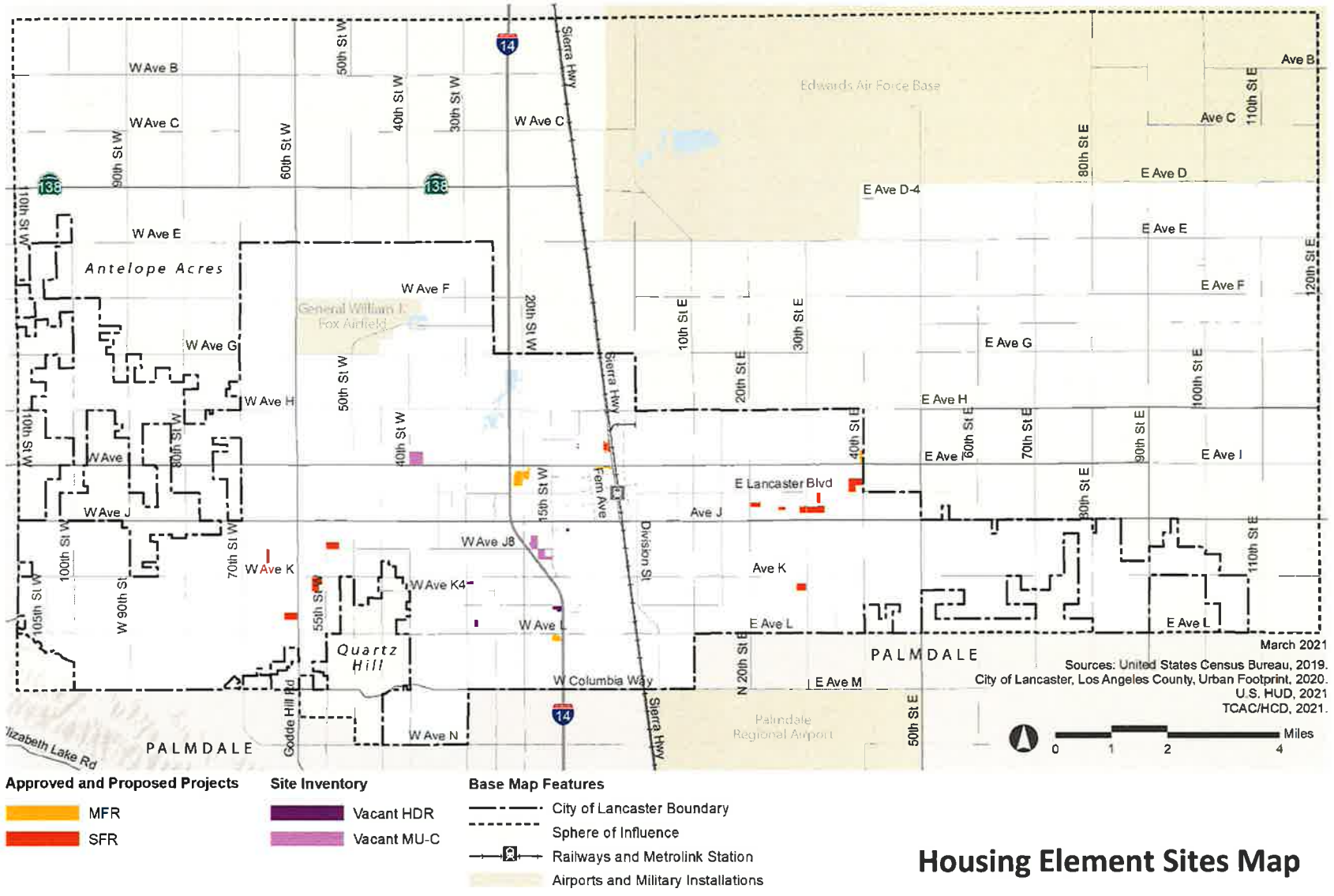
Project Site

Exhibit 2 Regional Context Map

Source: GoogleMaps

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Exhibit 3: RHNA Sites



Housing Element Sites Map

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3 DETERMINATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture 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/Traffic	<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 would be prepared.
- I find that although the proposed project could have a significant effect on the environment, there would 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 would 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 the 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.



 Cynthia Campana, Senior Planner
 City of Lancaster

 8/16/21
 Date

4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. AESTHETICS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The Scenic Resources Element of the Lancaster General Plan identifies the surrounding buttes, Quartz Hill, and long-distance panoramas of the San Gabriel Mountains and desert expanses as major visual resources within the City. The 2030 General Plan EIR¹ referenced the urban setting of the City and concluded that all visual and aesthetic impacts would be less than significant. Future development under the updated Housing Element would not substantially change the location, distribution, or overall density of development within the City other than for the Inventory Sites. A mitigation measure in the 2009 EIR identified that construction materials and equipment staging areas shall be located away from sensitive uses (e.g., residential, schools, churches, etc.) and when feasible appropriate screening (i.e. temporary fencing with opaque material) shall be used to buffer views of a construction site. The update to the Safety Element and the adoption of the Environmental Justice Element would not affect residential development within the City. Rather, the update to the Safety Element would incorporate additional data and maps to address vulnerability to climate change and policies and programs to update the Hazard Risks Mitigation Plan. The Environmental Justice Element would incorporate goals, policies, and programs to reduce unique or compound health risks by providing such criteria as, but not limited to, the promotion of public facilities, food access, safe and sanitary homes, and civic engagement in the public decision-making process. The City contains no designated scenic vistas although views of regional scenic features may still be available within the City or from elevated freeways. Impacts would be less than significant and no mitigation is required.

B) Less Than Significant Impact. The Scenic Resources Element of the Lancaster General Plan identifies the surrounding buttes, Quartz Hill, and long-distance panoramas of the San Gabriel Mountains and desert expanses as major visual resources within the City. All of the Inventory Sites are currently undeveloped or previously developed properties. Significant impacts could occur if the Housing Element update and potential development of the Inventory Sites substantially damaged scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

¹ The Initial Study with the Notice of Preparation focused out aesthetics from a more detailed analysis in the DEIR

According to the California Department of Transportation (Caltrans) website, none of the freeways in the vicinity of the City of Lancaster are designated as scenic or eligible to be designated as a scenic highway or route (Caltrans 2020). The City General Plan does not indicate that any of the freeways within the City are designated as a scenic corridor; however, State Route 14, 90th Avenue K and Avenue M, per LMEA Figure 12-1, is designated as a scenic route. The Housing Element site map does not propose any housing development within the referenced scenic route. Future development of any individual Inventory Site would be subject to project-specific review pursuant to CEQA. Considering that the General Plan EIR analyzed impacts to scenic resources at the program level and concluded that impacts were less than significant, impact with adoption and implementation of the proposed Project would be less than significant and no mitigation is required.

C) Less Than Significant Impact. Visual character is the composite physical values of a structure or structures, in context of the built and/or natural environment, that include architectural treatment, landscaping, location, and the intangible qualities such as historical context or uniqueness that establish a thematic visual display for the onlooker when viewing the location. Above most environmental issues, defining visual character is generally subjective, relying on the opinion of the onlooker coupled with the expertise and institutional knowledge of the local jurisdiction to define the visual character of an area or property.

Residential uses are typical of Southern California Mid-Century development, relatively suburban in nature, and are generally distributed throughout the central, western, and southwestern portions of the City. The eastern, western, and northwestern portions of the City are designated as non-urban residential land uses which are rural residential uses that have minimal urban services. The existing industrial uses are located within the northern boundaries of the City and Edwards Air Force Base is located in the northeast, just outside the boundaries of the City. Commercial corridors tend to be clustered within the central portion of the City, along Sierra Highway and 10th Street.

Future development implemented through the policies of the Housing Element would have the effect of incrementally changing the visual character of each Inventory Site. If the change in the visual character or quality of an Inventory Site, in context of the existing visual character and quality of the surrounding environment, can be perceived as 'degrading', then the effect of the project may result in potentially significant impacts. Adverse changes to the visual character of an area can reduce the quality of life for occupants and visitors of the area, reduce the uniqueness or singularity of the viewing experience, and/or reduce the historical and/or communal value of the visual setting.

The update to the Safety Element and the adoption of the Environmental Justice Element would not contribute to potential development impacts within the City. Rather, the update to the Safety Element would incorporate additional data and maps to address vulnerability to climate change and policies and programs to update the Hazard Risks Mitigation Plan. The Environmental Justice Element would incorporate goals, policies, and programs to reduce unique or compound health risks by providing such criteria as, but not limited to, the promotion of public facilities, food access, safe and sanitary homes, and civic engagement in the public decision-making process.

There is no widely recognized threshold for determining when the effects of a project 'degrade' visual character or quality to the point that potentially significant environmental impacts could occur. However, the current CEQA threshold is whether or not a project (in an urbanized area) would conflict with applicable zoning and other regulations governing scenic quality. Thus, future development on the Inventory Sites would be subject to applicable General Plan Policies and zoning regulations related to height, mass and scale, architectural style, materials, landscaping, and a variety of other standards that would ensure future housing development is consistent with the visual character intended for the area. Therefore, impacts due to changes to visual character or quality would be less than significant with implementation of existing regulations and no mitigation is required.

D) Less Than Significant Impact. Future development guided by the implementation of the proposed Project would result in new sources of light and glare. Outdoor lighting would be required in parking lots and pedestrian pathways for security purposes and may be included as accent lighting in landscaping and architectural features. Indoor lighting would also likely be visible through windows. Lighting associated with vehicle travel to and from the Inventory Sites would also be generated. Outdoor lighting when viewed at night can result in glare that can be defined as "excessive, uncontrolled brightness" from a

luminaire. Glare can also occur during the day due to light reflecting off building materials such as highly polished metal and reflective glass. Inappropriate installation of light and reflective materials in future housing could result in effects on nighttime and daytime views through scattering excessive light in the viewers' eyes, causing a partial or complete inability to see due to light scattering in the eye. The effects of excessive light and glare can result in nuisance impacts ranging from viewer annoyance or an inability to see features in the night sky, to health and safety impacts such as temporary blindness while operating a motor vehicle. The update to the Safety Element and the adoption of the Environmental Justice Element would not contribute to residential development within the City which could lead to additional lighting sources.

The General Plan EIR found that impacts related to light and glare would be less than significant with implementation of lighting requirements set forth in the General Plan and zoning regulations. Future housing developed to meet local and regional housing needs would be subject to the City's Municipal Code regulating the installation and operation of lighting. Implementation of the lighting requirements of the General Plan and Municipal Code would ensure that lighting is appropriately designed to provide necessary security while not creating undue nuisance or hazards for people at surrounding properties or on roadways in the vicinity of the Inventory Sites. Furthermore, future housing would be subject to standards enumerated in the Code or other documents, requiring review by staff that would limit the use of highly reflective materials thereby minimizing the potential for daytime glare. Impacts to daytime and nighttime views would be less than significant with implementation of existing regulatory requirements and no mitigation is required.

2. AGRICULTURAL 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 (CALESA) prepared by the California Dept. 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 (CALFIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, as well as forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB). Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) No Impact. According to the "Important Farmland Finder" within the state's Farmland Mapping and Monitoring Program (FMMP) website, the City has a primary designation of urban and built-up land, with western portions of the City designated as Grazing Land, and areas in the eastern and northwestern portion of the City designated as Prime Farmland. The proposed Project does not propose the re-zoning or re-designation of any Inventory Sites to agricultural uses or zones as analyzed in the General Plan EIR. In addition, the Housing Element does not propose any specific development that would result in the conversion of farmland to non-agricultural use. The update to the Safety Element and the adoption of the Environmental Justice Element would not contribute to residential development within the City which could lead to converting designated agricultural designated land to a non-agricultural use. Therefore, implementation of the proposed Housing Element would not result in increased impacts as analyzed in the General Plan EIR. There would be no impacts related to the conversion of important farmland and no mitigation is required.

B) No Impact. According to the California Department of Conservation, Williamson Act reports and statistics, there are no Williamson Act Land Conservation Contract lands within the City including any Inventory Sites or surrounding areas (DOC 2020b). The lands within the City are classified as Non-Enrolled Land or Urban and Built-Up Land. Therefore, the General

Plan EIR found there would be no impacts related to the loss of land under Williamson Act contract. The proposed Project would not result in the re-zoning or re-designation of any Inventory Sites to agricultural uses or zones as analyzed in the General Plan EIR. Future development consistent with the proposed Project would be subject to General Plan Policies related to the orderly development of undeveloped properties and would be subject to City review and approval. Therefore, implementation of the Project would not result in increased impacts as analyzed in the General Plan EIR. There would be no impacts related to the loss of land under Williamson Act contract and no mitigation is required.

C-D) No Impact. Public Resources Code Section 12220(g) identifies forest land as 'land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.' There is no forest land located within the City including any proposed Inventory Sites. The General Plan EIR indicated the City did not contain any forest land or land supporting forest resources. Therefore, the proposed Project would not result in direct loss or substantial changes to any forest land and no mitigation is required.

E) No Impact. As discussed above, there is no designated farmland or forest land within the City including any Inventory Sites. Therefore, the proposed Housing Element, Safety Element, and Environmental Justice Element would not result in the indirect conversion of any agricultural or forest land to non-agricultural or non-forest uses. There would be no impact and no mitigation is required.

3. **3. AIR QUALITY**

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The U.S. EPA and CARB are the federal and State agencies charged with maintaining air quality in the nation and California, respectively. The U.S. EPA delegates much of its authority over air quality to CARB which has geographically divided the State into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions.

The City of Lancaster is located in the Mojave Desert Air Basin (MDAB) and the basin is managed by the Antelope Valley Air Quality Management District (AVAQMD). Pursuant to the California Clean Air Act, AVAQMD is responsible for bringing air quality within the basin into conformity with federal and State air quality standards by reducing existing emission levels and ensuring that future emission levels meet applicable air quality standards. AVAQMD works with federal, State, and local agencies to reduce pollutant emissions through adoption and implementation of rules and regulations.

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O₃), particulate matter (PM), which consists of “inhalable coarse” PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM₁₀) and “fine” PM (particles with an aerodynamic diameter smaller than 2.5 microns, or PM_{2.5}), CO, nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. The U.S. EPA refers to these six common pollutants as “criteria” pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally-based criteria and because they are known to cause adverse human health effects and/or adverse effects on the environment (USEPA 2020a and 2020b). CARB has also established California Ambient Air Quality Standards (CAAQS) for the six criteria air pollutants regulated by the federal Clean Air Act (the CAAQS are more stringent than the NAAQS).. Based on the Antelope Valley AQMD Attainment Status Matrix, the air quality district has a non-attainment status for Ozone and Respirable Particulate Matter.

A) Less Than Significant Impact. Future development under the General Plan, and under the Project, would have to demonstrate compliance with the current AVAQMD thresholds and prepare site-specific studies of criteria air pollutants. The General Plan EIR determined that air quality impacts of the General Plan would be significant and unavoidable because of the number of new residential units that would be built in the future as well as the amount of new non-residential development anticipated. The Findings of Fact for certification of the General Plan EIR included a Statement of Overriding Considerations for several significant and unavoidable impacts, including air quality, even with implementation of the General Plan goals and policies as the recommended mitigation. These goals and policies include actions that future development would have to implement to reduce potential air pollutant emissions to below the daily significance thresholds established by the AVAQMD.

The update to the Safety Element and the adoption of the Environmental Justice Element would not contribute to development which could result in air quality impacts. Rather, the update to the Safety Element would incorporate goals and policies to address climate change and the Environmental Justice Element focuses on programs to reduce compound health risks.

Therefore, impacts related to implementation of the proposed Elements would be less than significant and no mitigation is required.

B) Less Than Significant Impact. The effects of future housing development on regional air quality could result in potentially significant impacts on the health of residents if it is determined that a project's individual contribution to cumulative air pollution levels is considerable by exceeding the annual emissions thresholds established by the Antelope Valley Air Quality Management District (AVAQMD).

Future housing developed in accordance with the goals and policies of the Project would have the effect of contributing incrementally to the mobile, energy, and area sources that cumulatively contribute to criteria pollutant levels and associated air pollution in the Basin. The AVAQMD is responsible for preparing the Ozone Attainment Plan (AQMP) for the Basin. The AVAQMD includes strategies and control measures to reduce and/or maintain the effects that construction and operation of various uses within the Basin have on regional air quality. The effects of future housing development on regional air quality could result in potentially significant impacts on the health of residents if it is determined that a project's individual contribution to cumulative air pollution levels is considerable by exceeding the annual emissions established by the AVAQMD in its *Ozone Attainment Plan* and, furthermore, would be determined to potentially conflict with implementation of the AQMP. Criteria pollutants can directly damage the environment, both natural and man-made. Impacts to human health include a variety of acute and chronic respiratory illnesses. Development of future housing would be subject to environmental evaluation for exemption and potential analysis pursuant to CEQA upon application for entitlement permits. Projects found to be exempt from CEQA would not have a significant impact on the environment as declared by state legislation. Other projects would be subject to standard analysis and mitigation if required.

The update to the Safety Element and the adoption of the Environmental Justice Element would not contribute to development within the City which could lead to air quality impacts. Rather, the update to the Safety Element would incorporate additional data and maps to address vulnerability to climate change and policies and programs to update the Hazard Risks Mitigation Plan. The Environmental Justice Element would incorporate goals, policies, and programs to reduce unique or compound health risks by providing such criteria as, but not limited to, the promotion of parks and public facilities, food access, safe and sanitary homes, and civic engagement in the public decision-making process.

The General Plan EIR concluded that build out of the General Plan would be inconsistent with the air district's air quality management plans and would result in substantial increases in criteria pollutant emissions within the air basin. The EIR incorporated the mitigation measure which requires "projects that may exceed daily construction emissions established by the AVAQMD, Best Available Control Measures shall be incorporated to reduce construction emissions to below daily emission standards established by the AVAQMD. Project proponents shall prepare and implement a Construction Management Plan which shall include, Best Available Control Measures among others. Appropriate control measures shall be determined on a project by project basis, and would be specific to the pollutant for which the daily threshold is exceeded." The proposed Project does not propose any land use changes or designate any Inventory Sites that were not already analyzed in the General Plan EIR. Therefore, long term air quality impacts in the City have already been contemplated, and the proposed Project would not result in impacts that are greater than those contemplated in the General Plan EIR. In addition, future development of the proposed Inventory Sites would be subject to the Goals and Policies of the General Plan and would be subject to environmental evaluation for exemption and potential analysis pursuant to CEQA. Impacts related to implementation of the proposed Elements would be less than significant and no mitigation is required.

C) Less Than Significant Impact. Common sensitive receptors include children under age 14, the elderly over age 65, athletes, and people with cardiovascular and chronic respiratory diseases. Each of the residential inventory sites is surrounded by residential uses, vacant land, or is bounded by residential, commercial, and limited industrial uses. Future

housing projects are not considered uses that emit substantial levels of hazardous air pollutants that could have an effect on the environment such that potentially significant impacts would occur. The Environmental Justice Element includes additional policies to protect sensitive receptors, especially within the local environmental justice community.

In addition, industrial processes with state or federal toxic emissions must prepare health risk assessments and/or obtain various permits (depending on the process) from the AVAQMD, minimizing impacts to surrounding uses. With implementation of existing regulatory requirements (or mitigation if required), impacts to sensitive receptors would be less than significant and no separate mitigation for the Housing Element Update, Safety Element Update, and Environmental Justice Element is required.

D) Less Than Significant Impact. Residential land uses do not generate objectionable odors that could impact a substantial number of people, therefore, future housing development would not result in effects related to odors that could impact a substantial number of people. There are no sources of objectionable odors located in the vicinity of any Inventory Site. As discussed in the General Plan EIR, future industrial uses could be sources of odors that affect sensitive land uses such as residential areas. Implementation of the General Plan would ensure that incompatible land uses are not co-located, minimizing odor impacts. Therefore, impacts in this regard relative to the Housing, Environmental Justice, and Safety Element Update would be less than significant and no mitigation is required.

4. **BIOLOGICAL RESOURCES**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) Less Than Significant Impact. The City Master Environmental Site Assessment identified that nine special-status wildlife species had been recorded from the Planning Area and at a minimum 27 other special-status species are expected to occur or have the potential to occur in the study area, based on habitat requirements and/or the geographical location of the study area in relation to the known range of the animal. In addition, Joshua trees were granted candidate status.

The Project is a policy level document which identifies goals and policies to develop housing for residents of various income levels and would inventory vacant residential land or underutilized land for the intent of residential development, and would incorporate additional data and maps to address vulnerability to climate change, and incorporate goals, policies, and programs to reduce unique or compound health risks by providing such criteria as, but not limited to, the promotion of public facilities, food access, safe and sanitary homes, and civic engagement in the public decision-making process.

The General Plan has specific policies that focus on the avoidance, preservation, and minimization of impacts to biological resources and habitats. The policies outlined in the General Plan do not specify a method of identifying habitats which warrant

such measures or the parameter to be used if avoidance or preservation are infeasible. The mitigation measure indicated below is included in the General Plan Final EIR to address the identifies and loss of habitats.

BR-1: Impacts to sensitive habitats resulting from future development within the General Plan area shall be mitigated at a ratio ranging from 1:1 to 3:1 depending on the temporary or permanent nature of the impacts, and the degree to which mitigation is based upon the preservation or creation/restoration of habitat. Where on-site restoration is planned for mitigation of temporary impacts to sensitive vegetation communities, the future project proponent shall identify a Habitat Restoration Specialist to be approved by the City of Lancaster to determine the most appropriate method of restoration. The creation or restoration of habitat shall be monitored for five years after site construction to assess progress and identify potential problems with the restoration site. Remedial activities (e.g., additional planting, removal of non-native invasive species, or erosion control) shall be taken during the five-year period, if necessary to ensure the success of the restoration effort. If the mitigation fails to meet the established performance criteria after the five-year maintenance and monitoring period, monitoring shall extend beyond the five-year period until the criteria are met or unless otherwise noted by the City of Lancaster. If a catastrophic event occurs within the five-year maintenance and monitoring period, such as fire, there shall be a one-time replacement of vegetation. If a second catastrophic event occurs, no replanting is required.

Developments will be assessed on a case-by-case basis to determine potential (if any) impacts to sensitive habitats as part of the entitlement process and the Project does not propose any development and as such, the impact is considered less than significant.

B) Less than Significant Impact. According to the Master Environmental Assessment and the National Wetlands Inventory, there are several locations within the Lancaster Planning Area that support riparian (stream-side) or wetland vegetation. Specifically, the southwestern margin of the Planning Area contains a few isolated springs or seeps. The Avenue C marsh (designated as Piute Ponds), is located within Edwards Air Force Base, and supports a variety of riparian and wetland plants. There are no perennial creeks or channels within the study area. The Environmental Assessment further identifies that there is significant runoff during wet periods, flows along the desert washes tend to be heavy which precludes the establishment of extensive riparian growth. Riparian vegetation associated with Piute Ponds and various washes within the study area, includes willow (*Salix* spp.), cottonwood (*Populus* spp.) white alder (*Alnus rhombifolia*), western sycamore (*Platanus racemose*), and cattail (*Typha* spp.). The prior General Plan Update and the FEIR has incorporated policies for the preservation and minimization of impacts to biological resources and habitats. The proposed Project proposes no changes that would impact these policies and includes additional policies and programs to support healthy watersheds and green strategies for stormwater/drainage.

C) Less than Significant Impact. The Master Environmental Assessment identifies numerous, small wetland areas (0.3. to 1.0 acres in size) primarily described as "Palustrine, unconsolidated shore, temporarily flooded". There are several large wetland areas located zero to three miles to the southwest of Rosamond Lake (including the Piute Ponds), and several others occur an additional three miles southwest of Rosamond Lake. The General Plan FEIR implemented mitigation measures which would require the preparation of biological assessments to assess the impact of the development and provide mitigation for impacts to biological resources. In addition, the City has established a baseline ratio for mitigating the impacts of development related uses to rate, threatened, and endangered species. The Project is a policy level document and development is not proposed and any future development would be assessed on a case-by-case basis and would be required to comply with the mitigation measures outlined in the FEIR.

D) Less than Significant Impact. The Master Environmental Assessment and FEIR analyzed the potential for native resident or migratory fish or wildlife species or migratory wildlife corridors. The California Natural Diversity Data Base (CNDDB) was referenced and identified nine special-status wildlife species have been recorded from the study area. At least 27 other special-statis species are expected to occur or have the potential to occur in the Planning Area. The FEIR identifies mitigation measures and policies that detail measures to ensure the avoidance and minimization of impacts to wildlife corridors. Methods to identify specific sites (either locally or regionally) that warrant such measures are also included in the FEIR. The mitigation measures specify parameters for compensating for the loss of wildlife movement when avoidance or minimization of impacts

is considered to be infeasible. The mitigation measures identified in the General Plan and General Plan policies would ensure that impacts associated with habitat fragmentation and the restriction of wildlife movement would be less than significant.

E) No Impact. According to the General Plan EIR, the City of Lancaster has not adopted local ordinances or regulations pertaining to biological resources, therefore, implementation of the proposed Housing Element, Safety Element, and Environmental Justice Element would not conflict with any locally adopted ordinance or regulation. No impact would result and no mitigation is required.

F) No Impact. There are no established Natural Community Conservation Plans (NCCPs) or Habitat Conservation Plans (HCPs) within or adjacent to the City of Lancaster. Therefore, implementation of the proposed Housing Element, Safety Element, and Environmental Justice Element would not conflict with any NCCP or HCP. No impact would occur and no mitigation is required.

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. Per the Cultural Study prepared for the 2030 General Plan, the City of Lancaster was founded in 1876 when the Southern Pacific Railway company selected the Antelope Valley for its line between the San Joaquin Valley and the Los Angeles Basin, and developed a string of regularly spaced sidings and water stops across the desert. Moses Landley Wicks, a real estate developer, purchased 640 acres from Southern Pacific and laid out the townsite of Lancaster in 1884. In 1977, Lancaster was incorporated as a City and has experience a rapid growth due to the expansion of housing development within the greater Los Angeles area.

Per the Cultural Study prepared for the 2030 General Plan, numerous historic-period sites recorded in the planning area consist of, but not limited to, 19th and early 20th century homesteads, ranches, and townsites; residential and public buildings, foundations, and ruins, irrigation features, wells, and reservoirs, agricultural features, military structures from World War II, aeronautic structures from the post-World War II era; and numerous refuse scatters, all indicative of early settlement and land development activities within the City. In addition, a total of 138 additional historic-period buildings have been recorded within the Planning area through the years but have not been processed by the SCCIC. All 138 structures have been evaluated for historic significance and only two of the buildings, the Carter Ranch house at 45635 North Sierra Highway, and the Rowell adobe home at 45007 North Elm Avenue, were determined eligible for listing in the National Register of Historic Places or in the California Register of Historical Resources. In addition, a total of six sites located within the Planning area, all of which are buildings, were previously evaluated and determined eligible for listing on the National Register of Historic Places (NRHP). Five of the buildings are listed on the MRHO, including a veterans clinic at 547 W. Lancaster Boulevard, and four buildings on Cedar Avenue which contribute to a historic district. The Western Hotel has been designated a California Historical Landmark.

Because historic properties are not located on any of the identified Inventory Sites in the Housing Element, and no land use changes are proposed as part of the proposed Project, implementation of the proposed Project would not cause substantial adverse change in significance of a historical resource.

B) Less Than Significant Impact. Per the Cultural Assessment prepared for the 2009 Master Environmental Assessment, the Project area lies within the Antelope Valley where the territories of four Native American groups were located and consisted of the Kitanemuk located principally in the southern and western flanks of the Techachapi Mountains; the Serrano of the San Bernardino Mountains; the Kawaiisu of the Techachapi Valley region; and the Tataviam of the Santa Clarita Basin. The Kitanemuk reportedly frequented the springs of the Willow Springs area and other areas on the valley floor. The Kawaiisu tribe used the springs located along the northern edge of the Antelop Valley, including areas on the Edwards Air Force Base, and the southern foothills of the valley from Littlerock Creek northwestward to at least as far west of the Fairmont Buttes area was occupied by Serranos. The Tataviam occupied the southern foothills at the far western edge of the valley.

The Kitanemuk probably occupied or used the majority of the study area and the Kitanemuk tribe had contact with the Garces and Spanish colonizers as early as the 1700s. The Kitanemuk were represented at the San Fernando, San Gabriel, and San Buenaventura Missions. The Spanish influence on Serrano lifeways was negligible until 1819, when a mission asistencia was established on the southern edge of Serrano territory. Between the period of 1819 to 1834, most of the Serranos in the San Bernardino Mountains and the high desert were relocated to the nearby missions. Most Serrano descendants are found on the San Manuel and the Morongo Indian Reservations.

Similar to potential impacts resulting from the effects of future housing development on historical resources, impacts to archaeological resources can result in the loss of information important to the history (and potentially the pre-history) of California and the people who created and/or used the materials. The Cultural Resource Study prepared for the 2030 General Plan update identified that less than one-fourth of the total acreage within the planning area has been analyzed by project-related surveys, resulting in a majority of the City which has yet to be surveyed. Of the areas of the City which have been surveyed, at least 432 historical/archaeological sites and 134 isolates have been discovered within the planning area. The General Plan has implemented Policy 12.1.1: which requires to preserve features and sites of significant historical and cultural value consistent with their intrinsic and scientific values. The specific action tied to Policy 12.1.1: requires site-specific, historical, archaeological, and/or paleontological studies when there exists a possibility that significant environmental impacts might result or when there is a lack of sufficient documentation on which to determine potential impacts.

In addition, two state laws (SB 18 and AB 52) require cities to consult directly with local Native American tribes to determine if any tribal cultural resources would be impacted by private development or public works projects proposed in the City. All future development of the Inventory Sites would be required to prepare historical, archaeological and/or paleontological studies to determine if there are any impacts to cultural or tribal cultural resources as required by the General Plan Conservation Element. This is considered regulatory compliance and not specific mitigation under CEQA.

The General Plan EIR concluded that build out of the General Plan would result in less than significant impacts related to the substantial adverse change in the significance of archaeological resources. The proposed Project does not propose any land use changes or designate any Inventory Sites that were not already analyzed in the General Plan EIR. Therefore, long-term impacts in the City have already been contemplated, and the proposed Project would not result in impacts that are greater than those contemplated in the General Plan EIR. In addition, future development of the proposed Inventory Sites would be subject to the Goals and Policies of the General Plan and would be subject to review in compliance with CEQA requirements. Impacts related to implementation of the proposed Housing Element would be less than significant and no mitigation is required.

C) Less Than Significant Impact. Future development of the proposed Inventory Sites that require site preparation and earthmoving activities have the unlikely potential to uncover buried or surficial human remains outside of a recognized cemetery or other burial location. Construction activities that result in disturbing or destroying human remains could result in impacts to our knowledge of the burial practices of the people who were buried, the people who buried the remains, and the pre-historic or historic context and circumstances under which the buried became deceased. Should human remains be discovered, project proponents are required to comply with State Health and Safety Code §7050.5. This requires halting work in the immediate area of the find and notifying the County Coroner, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of Native American origin, the Coroner is required to contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Implementation of existing regulations would ensure that any discovered remains are appropriately collected and examined for any significant information that can be elicited. Potential impacts due to effects on human remains would be less than significant with implementation of existing regulations and no mitigation is required.

6. ENERGY

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. Energy is primarily categorized into three areas: electricity, natural gas, and fuels used for transportation. According to the U.S. Energy Information Administration (U.S. EIA), California is the most populous state in the United States, representing 12 percent of the total national population, has the largest economy, and is second only to Texas in total energy consumption. However, California has one of the lowest per capita energy consumption levels in the U.S. This is a result of California's mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. California leads the nation in electricity generation from solar, geothermal, and biomass resources (USEIA 2018).

Electricity. In 2018, almost half of California's net electricity generation was from renewable resources, including hydropower (U.S. EIA, 2019). In 2018 the California electric system used 281,120 GWh of electricity, nearly 71% of which (199,595 GWh) was produced in-state (CEC 2019a). Lancaster Choice Energy is the City's not-for-profit power program which, in 2015, began public enrollment for the residents and business owners of the City. Lancaster Choice Energy searches for the most conventional and renewable energy sources and offers the energy sources to LCE customers.

Natural Gas. California accounts for less than 1% of total U.S. natural gas reserves and production; however, almost two-thirds of California households use natural gas for home heating (U.S. EIA 2019). In 2018, California consumed about 12,638 million therms³ of natural gas. Approximately 35% of natural gas was consumed by the residential sector which makes up approximately two-thirds of county-wide consumption (CEC 2019b). The Southern California Gas Company (SoCalGas) provides natural gas service to the City SoCalGas is the principal distributor of natural gas in Southern California and provides natural gas for residential, commercial, and industrial markets.

Transportation. California's transportation sector consumed 80.6 million Btu of energy per capita in 2017, which ranked 31st in the nation (U.S. EIA 2017). Most gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet state-specific formulations required by the California Air Resources Board.

Future housing developed in accordance with the goals and policies of the Project (specifically the Housing Element Update) would have the effect of contributing to increased energy consumption in the City which would be part of regional growth in energy use as the surrounding communities continue to grow as well. Future growth in the City would be required to be consistent with the state's energy conservation regulations as codified in Title 24 of the CCR and the California Green Building Code. As long as future development adheres to these multiple energy conservation plans and requirements, the Project would have less than significant impacts relative to energy consumption and efficiency and no mitigation is required. The Environmental Justice Element also includes policies and actions to support climate resilience. Development implemented through the Project would not use energy in a wasteful, inefficient, or unnecessary manner.

B) Less Than Significant Impact. The analysis in Section 6.A above demonstrates that the proposed Project would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or

energy efficiency. As discussed above, future development under the Project would be subject to the California Title 24 Building Code energy efficiency standards for residential and non-residential buildings, which would help reduce energy consumption overall within the City.

Equipment and vehicles associated with construction and operation of new development would also be subject to fuel standards at the state and federal level. Truck traffic from some new non-residential development would inherently benefit from programs implemented to achieve the goals of the state's Sustainable Freight Plan, such as the turnover of older, less fuel-efficient trucks, as fuel economy standards are rolled out and zero emission vehicles (ZEV) trucks and vehicles in general becomes more widely available and cost effective for businesses and residents. Therefore, the Project would not conflict with nor obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant and no mitigation is required.

7. **GEOLOGY AND SOILS**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
F) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A.i) Less Than Significant Impact (Fault Rupture). Based on current mapping available from the California Geological Survey (CGS), there are no known Alquist-Priolo Earthquake Fault Zones within the City limits. The major active fault zones are located to the west, southwest, and northwest of the Project site and consist of the San Andreas Fault, the Sierra Madre-San Fernando Fault Zone, the Garlock Fault Zone, the Sierra Nevada (Owens Valley) Fault Zone, the White Wolf Fault Zone, the Liano Fault, and subsidiary faults such as Punchbowl fault, the Nadeau Fault, the Cemetery Fault, and the Littlerock Fault.

San Gabriel Fault, the North Branch Fault, the San Andrea Fault, the Clearwater Fault, the Hitchbrook Fault, the Pelona Fault, and the Soledad Fault. The earthquake faults which have the potential to cause damage within the Planning Area consist of:

- San Andreas Fault: The geologic and seismic activity of the Lancaster study area results from its proximity to the "active" San Andreas Fault, south of the California Aqueduct in the vicinity of the Portal Ridge. The magnitude of the earthquake fault is 8.0.
- Sierra Madre-San Fernando Fault: The Sierra Madre Fault Zone is located approximately 35 miles south of the Planning Area and the San Fernando Fault Zone is located approximately 40 miles southwest of the Planning Area. The Sierra Madre-San Fernando fault has a maximum probable magnitude of 6.6.
- Garlock Fault: The nearest point of the fault to the planning area is located 20 miles northwest of Avenue A and the fault has a magnitude of 7.5.
- Sierra Nevada (Owens Valley) Fault: The nearest point of the Owens Valley fault to the Planning Area is 30 miles northwest of Quartz Hill and the fault has a magnitude of 7.4.
- White Wolf Fault: The earthquake fault is located west of the I-5 and I-99 junction and continues for approximately 50 miles and lies approximately 50 miles northwest of the Antelope Valley area and has an overall magnitude of 7.2.
- Llano Fault: This northwest trending subsurface reverse fault runs roughly parallel to the San Andreas Fault for approximate five miles. The southwest end of the fault is approximately 23 miles southwest of the northeast corner of the boundary of Los Angeles County.
- Subsidiary Faults: The major subsidiary faults surrounding the Antelope Valley are the Punchbowl Fault, the Nadeau Fault, the Cemetery Fault, and the Littlerock Fault. All four faults are active branches of the San Andreas Fault. Movement on the San Andreas Fault may activate one of all of the subsidiary faults.

New housing that would be built under the Project (specifically the Housing Element) would still be within the growth limits identified in the General Plan and evaluated in its EIR. New housing would be subject to state seismic safety requirements of the California Building Code as adopted by the City. In addition, new development is required to prepare a geotechnical hazards assessment to identify site specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts. Therefore, impacts related to fault rupture would be less than significant and no mitigation is required.

A.ii) Less Than Significant Impact (Groundshaking). Seismicity is a well-known hazard of Southern California. The San Andreas Fault represents the boundary between two tectonic plates, the northwest-moving Pacific plate and southeast-trending North American plate. Movement along this boundary has resulted in many earthquakes from the region's numerous faults (CGS 2020a). According to the current California Building Code, the City of Lancaster is within Seismic Zone 4 (CBC 2019) which indicates moderate to severe groundshaking is possible.

New housing that would be built under the Project (specifically the Housing Element) would still be within the growth limits identified in the General Plan and evaluated in its EIR. New housing would be subject to state seismic safety requirements of the California Building Code as adopted by the City. In addition, new development is required to prepare a geotechnical hazards assessment to identify site specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts. Therefore, impacts related to seismic groundshaking would be less than significant and no mitigation is required.

A.iii) Less Than Significant Impact (Liquefaction). Liquefaction occurs when water-saturated sediment temporarily loses strength and acts as a fluid. Liquefaction-induced ground failure historically has been a major cause of earthquake damage in Southern California. Liquefaction potential and severity depends on several factors, including soil and slope conditions, proximity to fault, earthquake magnitude, and type of earthquake. According to the Department of Conservation mapping software, a northwest portion of the City and a minor segment within the eastern portion of the City is susceptible to soil liquefaction.

New housing that would be built under the Project would still be within the growth limits identified in the General Plan and evaluated in its EIR. New housing would be subject to state seismic safety requirements of the California Building Code as adopted by the City. In addition, new development is required to prepare a geotechnical hazards assessment to identify site

specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts, including liquefaction. Therefore, impacts related to seismic ground shaking would be less than significant and no mitigation is required.

A.iv) No Impact (Landslides). The potential for a landslide is a relatively minor hazard within the Planning Area as the City is generally underlain by granitic rock and is relatively flat topographically (Master Environmental Assessment: City of Lancaster 2030 General Plan). Based on the Seismic Hazards Zones Maps prepared for the City, the map indicates that the potential extent of a landslide hazard would be focused primarily within the areas directly below the north slopes of Quartz Hill and along the slopes of Portal Ridge. Since the areas of potential landslide area limited to the southwest portion of the planning area and primarily within the City's Sphere of Influence, development would be limited and no impact would occur.

B) Less Than Significant Impact. Natural forces, both chemical and physical, are continually at work breaking down and moving rocks, minerals, and soils. Erosion poses environmental hazards through the effect of removing soils that can undermine roads and buildings and destabilize slopes. Erosion can also result in environmental damage by depositing soils in downstream reservoirs, lakes, and drainage structures that can result in impacts to wildlife and human health by changing the ecological properties or the physical boundaries of the water body or drainage control device. The City of Lancaster General Plan EIR concluded that impacts would be less than significant with implementation of the General Plan and Municipal Code related to grading limitations.

Future developments on proposed Inventory Sites are subject to Federal and State regulations limiting erosion pursuant to NPDES requirements. Therefore, impacts would be less than significant and no mitigation is required.

C) Less Than Significant Impact. The City is underlain by deep alluvial soils consisting of gravel, sand, silt, and clay derived mainly from runoff out of the San Gabriel Mountains to the north. The City of Lancaster, similar to the entire Los Angeles Basin, is subject to moderate to severe groundshaking from frequent earthquakes. In addition to liquefaction, strong groundshaking can trigger other seismic hazards including lateral spreading, landslides, subsidence, or collapse. The California Geological Survey (CGS) mapping indicate this portion of the Basin is underlain by Quaternary or Recent Alluvium (Qal) which consists of "recent clay, silt, sand and gravel, unconsolidated, poorly stratified to well stratified, including alluvial fan, flood-plain, and streambed deposits" (CGS 2020a). No areas in the City are prone to landslides due to the lack of steep natural slopes (i.e., foothills or mountains) where fractured and steep slopes.

New housing that would be built under the Project (specifically the Housing Element) would still be within the growth limits identified in the General Plan and evaluated in its EIR. New housing would be subject to state seismic safety requirements of the California Building Code as adopted by the City. In addition, new development is required to prepare a geotechnical hazards assessment (per General Plan Action 3.5.2a) to identify site specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts, including liquefaction, lateral spreading, landslides, subsidence, or collapse. Therefore, impacts related to unstable geology or soils would be less than significant and no mitigation is required.

D) Less Than Significant Impact. Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out. Expansion is measured by shrink-swell potential defined by the relative volume change in soil while gaining in moisture. If the shrink-swell potential is rated moderate to high, damage to buildings, roads, and other structures can occur. Although granitic rock and is relatively flat topographically there may be areas with soils exhibiting a high to moderately high shrink-swell potential which are considered expansion.

Future housing developed pursuant to the policies of the proposed Project (specifically the Housing Element) would be subject to the requirements of the California Building Code (CBC) as adopted by the City, including preparation of a soils report. The CBC requires analysis of soils and application of engineering standards to ensure project sites are made suitable for building construction, particularly in regard to foundation design. Foundation and structural design for proposed development of the Inventory Sites would be subject to analysis and design recommendations by a licensed geotechnical engineer for review and approval by the City. In addition, the General Plan requires the preparation of preliminary soil, geotechnical, or seismic reports (per General Plan Action 3.5.2a). Therefore, impacts due to geological and soils hazards would be less than significant and no mitigation is required.

E) Less Than Significant Impact. The City has existing sewer infrastructure and the Development Services Director may approve the use of on-site septic systems in nonurban and urban zones where there are no feasible method of providing sanitary sewers, and where the soil and groundwater conditions of the site are suitable for the use of such systems. Such approvals would require approval for the use of septic systems from appropriate county and state agencies. Compliance with county and state requirements would assure that potential impact would be less than significant and no mitigation is required.

F) Less Than Significant Impact. According to the General Plan EIR, there are no known geological resources and/or unique geological features located within the City including any of the Inventory Sites. The General Plan EIR concluded that development in the City would not have adverse effects on paleontological resources. The proposed Project does not propose any land use changes or designate any Inventory Sites that were not already analyzed in the General Plan EIR. Therefore, long term impacts have already been evaluated and the proposed Project would not result in impacts that are greater than those contemplated in the General Plan EIR. In addition, future development of the proposed Inventory Sites would be subject to the Goals and Policies of the General Plan and would be subject to environmental evaluation pursuant to CEQA. Therefore, potential impacts on the resources related to implementation of the proposed Elements would be less than significant and no mitigation is required.

8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less than Significant Impact. Climate change is the distinct change in measures of climate for a long time period. Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e., changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes, raising livestock, and deforestation activities; and some agricultural practices.²

Greenhouse gases differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

The growth anticipated under the Project is no greater than that evaluated in the General Plan EIR which concluded overall development would have significant air quality impacts. Although GHG emissions were not estimated or evaluated in the General Plan EIR, since this project does not exceed the growth assumptions included in the EIR, logically it can be concluded that GHG emissions resulting from the project would not exceed General Plan EIR GHG emissions if they had been estimated and evaluated in the EIR: since project growth in the EIR would not be exceeded by this project, greater GHG emissions would not be generated.

Future development would emit greenhouse gases from various sources depending on type of use and size of the project. All projects would be required to estimate their GHG emissions and comply with the City's Climate Action Plan as appropriate, which also helps reduce GHG emissions. Therefore, impacts would be less than significant at this program level and no programmatic mitigation is needed as increased growth would be no greater than what was previously analyzed.

² United States Environmental Protection Agency. *Frequently Asked Questions About Global Warming and Climate Change. Back to Basics.* April 2009.

B) Less than Significant Impact. Future housing would be constructed on undeveloped and currently developed, underutilized properties. GHG emissions would be evaluated during the City's standard environmental review process as required by CEQA, relying on the City Climate Action Plan (CCAP), and using the method promulgated by the AVAQMD. Applicable measures would be incorporated into future projects, ensuring GHG emissions are reduced to levels that would not be considered cumulatively considerable in the context of global climate change and resulting impacts. Some projects may be required to identify a GHG emissions inventory using regulatory and industry standard methodologies and measures. Incorporation of appropriate BPS would ensure compliance with the regional CCAP and by extension the targets identified in the Scoping Plan for reduction of GHG emissions. Future development would also be required to comply with the City's Climate Action Plan which also helps reduce GHG emissions. Therefore, impacts would be less than significant at this program level and no programmatic mitigation is needed. However, it is likely that future projects, especially larger ones, would require project-specific mitigation for their estimated GHG emissions.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
F) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
G) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A-D) Less than Significant Impact. Residential and mixed-use housing development do not cause or contribute substantially to potential hazards to the public or the environment because these uses do not involve the use, transport, or disposal of appreciable amounts of hazardous materials or wastes. For purposes of the following analysis, a "significant hazard to the public or the environment" is characterized by the effects of exposure to hazardous materials and/or wastes from a facility or facilities that are subject to operations-specific federal, state, regional, or local regulations and implementation processes (including permitting, accident contingency, and clean-up requirements) based on the amount of material or waste undergoing use, transport, or disposal and the resulting impacts to human health or ecosystem functions. Residential uses are characterized by the use of common, widely available hazardous materials including paints and other solvents, cleaners, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Use of common household hazardous materials are not subject to federal or state permitting at the consumer level and it is reasonably foreseeable that upset and accident conditions cannot be met by the use, transport, and disposal of such materials

and wastes from future residences. Consumer-level household hazardous materials and wastes are not subject to federal or state permitting by the consumer, and their use is at such levels as to not have the potential to result in risk of upset or accident that could harm a substantial number of people, including children attending schools in the area, or have a substantial effect on the functions of the local or regional ecosystem.

Hazardous Sites: The proposed Inventory Sites are not listed as hazardous waste and substances sites, leaking underground storage tank sites, solid waste disposal sites, hazardous waste facilities subject to corrective action, or sites regulated by the Regional Water Quality Board.³

There are no Cleanup Program Sites located within the City of Lancaster at this time. The General Plan requires that residential projects and other sensitive receptors be located an adequate distance from existing and potential sources of toxic emissions. In addition, CEQA requires the assessment of risk involving the transportation, disposal, manufacture, storage, and handling of any hazardous materials for new development. Therefore, development of future housing on proposed Inventory Sites would be required to assess impacts due to the accidental release of hazardous materials as part of standard environmental review procedures pursuant to CEQA and City policy.

Materials and Wastes Transport: According to the General Plan EIR and Master Environmental Site Assessment, hazardous materials pass through the City in route to other destinations via surface streets, and freeways. The City has no direct authority to regulate the transport of hazardous materials on local and regional roadways or railways; however, under upset and accident conditions, it is reasonably foreseeable that most of the spill would be contained within the right-of-way of a roadway with minimal chance of hazardous materials or wastes reaching adjacent homes. On the other hand, it is reasonably foreseeable that train derailment would result in extensive impacts to adjacent residents as the train and multiple train cars leave the tracks and violently careen with the adjacent environment. Transportation of hazardous materials and wastes by truck and rail is regulated by the U.S. Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. The California Health Services Department also regulates the haulers of hazardous waste but does not regulate all hazardous materials. Although there is some reasonably foreseeable potential for exposure of future residents to hazardous materials and wastes under upset and accident conditions, federal and state regulations are in place with a focus on prevention of accidental releases and measures for appropriate containment and cleanup when accidents occur.

Facilities: According to the Envirostor⁴ website of the California Department of Toxic Substances Control, the City of Lancaster has 29 total facilities listed within Lancaster although only five of them require further action (testing or remediation). These sites spread throughout the City as a result of its long history with industrial uses. Both the federal government and the State of California require all businesses that handle hazardous materials or extremely hazardous materials to submit a business risk management plan to the local Certified Unified Program Agency (CUPA). The CUPA with responsibility for the City is the County's Environmental Health Department. The business risk management plan must include an inventory of the hazardous materials and emergency response plans and procedures to be used in the event of a significant release of a hazardous material. Implementation of federal and state requirements for the operation of these types of facilities would ensure that exposure to residential uses would be minimized or avoided.

The Environmental Justice Element includes policies and implementing actions to protect sensitive land uses from increased pollution exposure and hazardous waste facilities. Considering the preceding analysis, the proposed Project would not result in effects from the use, transport, or disposal of hazardous or acutely hazardous materials or wastes, under normal or upset and accident conditions, which could impact human health or the environment with implementation of existing regulations, standards, and General Plan Policy. Impacts would be less than significant.

The Project does not propose changes to land use designations of the Inventory Sites and does not propose Inventory Sites that were not already analyzed in the General Plan EIR. In addition, none of the Inventory Sites have currently active oil or gas

³ California Environmental Protection Agency. Cortese List Data Resources. <http://www.calepa.ca.gov/SiteCleanup/CorteseList/> [December 7, 2020]

⁴ DTSC envirostor website <https://www.envirostor.dtsc.ca.gov/public/>

wells. Finally, any new development under the Project would require an assessment of hazards such as onsite oil or gas wells as part of the CEQA process. Therefore, impacts would be less than significant and no mitigation is required.

E) No Impact. Airport safety issues and their connection with land use planning are generally associated with hazards posed by departing and landing aircraft crashes and the effects those crashes could have on uses and people on the ground. Development within the approach and departure zones of an airport or airstrip are subject to the effects of potentially widespread, although rare, aircraft crashes; therefore, the denser the development and population within these zones, the greater the risk of impacts to human health. Aircraft crashes can result in the substantial loss of property and life depending on the size of the aircraft, its velocity, the pitch, yaw, and roll at the moment of impact, and the type of cargo it is carrying. Development within the vicinity of an airport can result in increased potential for impact due to height, glare, and electronic interference that can disrupt flight patterns and pilots operating out of the airport.

The Los Angeles County Airport Land Use Commission (ALUC) is responsible for ensuring that development within the vicinity of an airport does not cause undue risk to airport operations or the safety of persons on the ground. The commissioners represent the county, its cities, and the public. Legislation passed in 1982 established a direct link between airport land use plans and the land use plans and regulations adopted by cities and counties, as established in California Public Utilities Code Section 21676. In accordance with this legislation, the ALUC must review the general and specific plans of local jurisdictions for consistency with the county's airport comprehensive land use plan (CLUP). Primary and Secondary Review Areas must be identified for each facility. Projects proposed within the geographic boundaries of the Primary Review Area are referred to the ALUC for review and evaluation. Within the Secondary Review Area, only those projects involving a structure or other object with a height that would exceed that permitted under adopted land use zoning would be referred to the ALUC for review.

The closest airports to the City consist of Edwards Air Force Base located approximately 20 miles to the northeast, Plant 42 located approximately two miles southeast of the City, Palmdale Regional Airport (PMD) located approximately five miles to the southeast of the City, and General William J. Fox Airfield which is approximately four miles northwest of downtown Lancaster. The General William J. Fox Airfield Land Use Compatibility Plan was adopted on December 1, 2004 by the Los Angeles County Airport Land Use Commission. Development may still occur within the General William J. Fox Airfield Influence Area. It is possible that some future development under the Project (specifically the Housing Element) could occur within the airport influence area, but any development would still be subject to airport hazards and would have to be consistent with the development limitations outlined in the ALUP.

The Air Installation Land Use Compatibility section of the Lancaster General Plan outlines goals and policies for properties located within the neighboring airport overflight areas (U.S. Plant 42, Fox Field, and Edwards Air Force Base) to ensure land use compatibility. The goals and policies outlined in the Land Use Compatibility section focus on limiting the type and density of development surrounding Air Force Plant 42 and limit the intensity of development within the accident potential zone (APZ) consistent with the Joint Land Use Study and the 2002 AICUZ Report for Plant 42. Development will also be subject, but not limited to, adding a condition of approval (COA) for projects within accident potential zone, 65-CNEL contour, and the overflight area to require aviation easements and require a COA for tentative maps or parcel maps for projects within the accident potential zone to provide a disclosure statement. The disclosure statement would declare that the property is located within the accident potential zone and is exposed to aircraft noise be included with any sale or transfer of property in this zone. In addition, these provisions discourage higher density residential uses and encourage industrial, commercial, and low density land use designations within the 65-CNEL contour and the Overflight Area. Future development will be required to comply with the applicable airport land use plan and compatibility requirements and since the Project does not propose any site specific development, the impact will be less than significant.

F) No Impact. The City Office of Emergency Management coordinates disaster response and recovery efforts in the City of Lancaster. The City's goal is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The City has planned responses to extraordinary emergency situations associated with natural disasters, technological incidents, terrorist activities, and war-related operations. The City is part of a county and statewide emergency management system that addresses evacuation and movement of people in the event of an emergency. It should be noted that the City's plans are flexible in order to respond to the inherent chaos associated with disasters in a manner that is

coordinated but responsive to the immediate needs of the situation. The proposed Project does not include any land use, circulation, or safety changes that could conflict with implementation of the Office of Emergency Management or other emergency response programs. No impact would occur.

G) Less than Significant Impact. As noted by CALFIRE Fire Hazard Severity Zone Maps, the City is not located in an area of high fire threat (CSG 2020). Because Lancaster is an urbanized community, structural fires rather than wildland fires represent the greatest fire risk in the City. The CBC focuses on the construction and materials used in roofs, attic ventilation, exterior walls, decking, floors and underfloors, and ancillary buildings, structures, and appendages. Therefore, impacts would be less than significant with implementation of existing regulations.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 that would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (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; or (iv) impede or redirect flood flows.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The City of Lancaster has prepared a Stormwater Management Implementation Plan to support the City's application for a Municipal Storm Water (MS4) Permit to the Lahontan Regional Water Quality Control Board. The Plan represents the five-year management strategy for controlling the discharge of pollutants to the maximum extent practicable in storm water runoff during the first NPDES storm water permit term. Lancaster's Municipal Code implement's the City's storm water quality management strategies consistent with its General Construction permit from the Regional Water Quality Control Board. These regulations are applicable to all storm water generated on any developed or undeveloped land within the City.

Housing is a common type of urban development and is addressed in the City waste discharge requirements for construction and operational sources of pollutants that can affect downstream surface water bodies by discharge into the local storm drain system. Discharge of pollutants into water bodies can result in effects on the beneficial uses of the water body. Beneficial uses include water for agricultural uses, special areas for biological resources, cold freshwater habitat, commercial and sport fishing, multitudes of habitats, freshwater replenishment sources, areas of artificial or natural groundwater recharge, water for industrial supply and process, water for domestic uses, waters used for navigation, areas where rare or endangered species

could occur, fish spawning grounds, migration, shellfish harvesting, and recreational activities.⁵ The resulting impacts due to effects on water quality and associated beneficial uses include disruption of the ecosystem due to the loss of habitat, potential harm or death to sensitive species, and a narrowing of migratory options and species' gene pools. Impacts to humans range from quality of life issues such as the loss of recreational waters to potential health impacts due to contamination of drinking water supplies and contamination of fish and other marine life farmed and sold for food.

The proposed Project does not include any policies or programs that would conflict with implementation of the NPDES program such that future residential development could result in exceedance of the waste discharge requirements and thus would not substantially impact downstream water quality. Rather, the Environmental Justice Element includes policies and actions to support local water quality. Furthermore, future housing development would be subject to environmental inquiry and potential review pursuant to CEQA. Impacts related to violation of water quality standards and waste discharge requirements would be less than significant with implementation of existing permit regulations.

B) Less Than Significant Impact. The proposed Project can accommodate projected housing demand over the next eight years, which would require potable water for drinking, food preparation, cleaning, and bathing as well as water for landscape irrigation. Future housing would generate demand for water in addition to the demand of existing uses and the incremental increase in demand as growth occurs in the area; therefore, the future housing would contribute to cumulative, long-term increases in demand for groundwater and other water resources. Water is essential to the proper function of an ecosystem and human life and activities; thus, water shortages can impact the health and well-being of humans and the quality of the environment.

According to state law, local water agencies must regularly update their Urban Water Management Plan (UWMP) every 5 years and large development projects must prepare a separate water supply assessment (WSA) to identify how to avoid or reduce impacts on surface or groundwater supplies over a 20-year period even under drought conditions.

The proposed Project does not include any changes to the land use designations including the Inventory Sites; thus, impacts associated with potential development of the Inventory Sites would remain within the scope of analysis in the General Plan EIR. Future development of the Inventory Sites would be subject to environmental inquiry and possible project-specific environmental review pursuant to CEQA. Considering the proposed Project is consistent with the analysis documented in the General Plan EIR and would not increase surface or groundwater demand beyond that assessed in the General Plan EIR, the Project would result in equivalent or less than significant impacts related to the decline in groundwater levels when compared to the analysis and conclusions in the General Plan EIR. In addition, the Environmental Justice nor the Safety Element propose development under the Project scope.

C) Less Than Significant Impact. Future development of housing would occur on currently or previously developed sites and undeveloped sites but would not alter existing drainage channels or patterns. Development on currently or previously developed sites is unlikely to substantially change the hydrological conditions of the site that was undoubtedly graded and engineered to convey on-site flows to local storm drains or water quality basins in accordance with the City standard requirements for drainage and flood control, as specified in the Municipal Code. Development on previously undeveloped sites may result in more substantial changes to the site topography and drainage conditions as cut and fill activity occurs to balance the site for building construction. The concern with changes in on-site drainage is the potential for flooding, erosion, siltation, pollutant loading, and exceedance of storm drain capacity due to the lack of or improperly designed conveyance of runoff. The effects of changes in drainage patterns can result in impacts to human health and quality of life and the environment through damage or destruction of structures, sedimentation of downstream water bodies and the resulting impact to aquatic biological resources, decreased water quality with similar impacts to aquatic biological resources, and storm water backup that can result in similar types of flooding impacts.

According to the General Plan EIR, implementation of the General Plan would reduce potential impacts related to additional runoff such as erosion and flooding to less than significant levels and requires the maintenance of adequate facilities for water

⁵ Los Angeles Regional Water Quality Control District. Water Quality Control Plan (Basin Plan)(CWB 2018)

and storm drain services. Therefore, impacts due to the effects of changes in drainage patterns or potential erosion relative to the Project would be less than significant with implementation of existing regulations and General Plan Policies.

D) Less Than Significant Impact. Most of Lancaster faces minimal flood hazards, as outlined by the Federal Emergency Management Agency (FEMA) hazard maps. The waterways within the City and adjacent to the City which are susceptible to 100-year flooding events consist of Amargosa Creek, Anaverde Creek, Little Rock Creek, Neenach Wash, and the Fairmont Wash.

However, none of the proposed Housing Element Inventory Sites are located within a 100-year flood hazard area.

Inundation from the California Aqueduct and the Little Rock-Palmdale Dam located approximately 22.7 miles southeast of Lancaster poses the greatest threat from dam inundation for the City. The dam was constructed in 1924 and by 1932, the State declared Littlerock Dam an unsafe structure and ordered renovations be made. The dam went through multiple expansions (1988 and 2009) to increase the total storage capacity and the dam has a total storage capacity of 35 million gallons.

For future housing under the Project (specifically the Housing Element), the General Plan requires each project to demonstrate it is not impacted by a 100-year flood zone or what steps it would take to eliminate that risk. CEQA also requires projects identify specific criteria and conditions that must be met to avoid potential impacts from flood hazards such as application of flood hazard regulations, evaluation of development sites for flood hazard potential, and application of flood-proofing strategies. Therefore, impacts would be less than significant and no mitigation is required.

Seiche is the process by which water sloshes outside its containing boundaries, generally due to an earthquake. Seiche can result in localized flooding that can result in property damage or personal injury. This could occur within an open reservoir, lake, or other large waterbody. Seiching may be a potential hazard for the Little Rock Reservoir, Fairmont Reservoir, Palmdale Reservoir, or steel reservoirs or tanks located within the study area. Given the relatively small cross section of the California Aqueduct, seiche-related hazards in the vicinity of the aqueduct are considered to be small and the impact would be less than significant and no mitigation is required. A *tsunami* is a large wave that generates in the ocean, generally from an earthquake, and builds intense strength and height before impacting a coast. Tsunami can result in significant property damage and loss of life due to the intense, destructive nature of the wave and the often-sudden occurrence with little chance for warning. In addition, according to the General Plan EIR, the City is relatively flat and risk of hazard due to mudflow is less than significant. Therefore, the potential impacts of flooding, tsunami, or seiche and any related release of pollutants would be less than significant and no mitigation is required.

E) Less Than Significant Impact. This assessment is for both surface water management planning and sustainable groundwater management plans.

Water Quality Control Plan. The Water Quality Control Plan Lahontan Region Basin extends from the Oregon Border to the northern Mojave Desert and includes all of California east of the Sierra Nevada crest (Basin Plan). The Basin Plan designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the Basin Plan. The Basin Plan is continually being updated to include amendments related to implementation of the total maximum daily load⁶ (TMDL) of specific potential pollutants or water quality stressors, revisions of programs and policies within the Lahontan RWQCB region, and changes to beneficial use designations and associated water quality objectives. The General Plan requires future development to be consistent with the Basin Plan. The Environmental Justice Element includes policies and actions to support groundwater quality. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan.

⁶ TMDL is a regulatory term in the U.S. Clean Water Act, describing a plan for restoring impaired waters that identifies the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards

⁷ History of Palmdale Water District. <http://www.palmdalewater.org/about/history-of-pwd/>

Groundwater Management Plan. In 2014 the governor signed the Sustainable Groundwater Management Act (SGMA) into law which requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.

New housing growth under the Project would not exceed that identified in the General Plan and evaluated in the General Plan EIR. The master groundwater planning of the Watermaster is based on adopted land use plans in the General Plans of the cities that utilize Central Basin groundwater. Therefore, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts would be less than significant and no mitigation is required.

11. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) No Impact. Communities form neighborhoods within a broader assemblage of land uses, acting as physically bounded and social networks that often define a person's local sense of place and help shape an individual's social and cultural perspective. A significant impact would occur if proposed Inventory Sites are sufficiently large or configured in such a way so as to create a physical barrier within an established community.

The proposed Housing Element identifies Inventory Sites throughout the City of Lancaster. The Inventory Sites rely on existing land use designations to accommodate new residential and mixed-use development, and no changes are proposed as part of the Project. The General Plan does not designate any established communities that would be affected by implementation of the proposed Project; therefore, implementation of the proposed Project would not create any physical barrier within the community. Furthermore, project implementation would not require new infrastructure systems such as roadways or flood control channels not already planned and previously considered in the General Plan EIR. As such, the Housing Element update would not divide or disrupt neighborhoods or any other established community elements. No impact would occur and no mitigation is required.

B) No Impact. The Housing Element update sets forth policies to encourage housing development consistent with adopted land use policies established in the General Plan. No changes in General Plan land use or development intensities are proposed. The Housing Element, Safety Element, and Environmental Justice Element do not include any goals, policies, or actions that would conflict with adopted General Plan goals and policies to mitigate impacts due to effects generated by development within the Planning Area, as specified in the certified General Plan EIR. The Project would not impact nor conflict with an existing land use plan or policy. No impact would occur and no mitigation is required.

12. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A-B) Less Than Significant Impact. Minerals refer to aggregate resources, or rock, sand, and gravel, energy-producing fields, including oil, gas, and geothermal substances, and related mining operations. The California Department of Conservation (DOC) classifies land in the state into mineral resource zones based on the known or inferred mineral resource potential of that land (DOC, 2020a). Land in the City has been classified by the California Division of Mines and Geology (CDMG) according to the presence or absence of significant sand and gravel deposits (suitable for use in construction-grade aggregate). The land classification is presented in the form of maps showing Mineral Resource Zones (MRZ). There are four MRZ classifications, MRZ-1 through MRZ-4 as described below:

- MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2 are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
- MRZ-3 are areas containing mineral deposits the significance of which cannot be evaluated from available data.
- MRZ-4 are areas where availability information is inadequate for assignment to any other MRZ-zone.

The General Plan EIR states that the City has not designated locally important mineral resource recovery areas within or immediately adjacent to the City. The City of Lancaster General Plan EIR concluded that there would be no impact to the availability of mineral resources of value to the State or City.

13. NOISE

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The City is bounded by West Avenue D to the north, West Avenue N to the south, 110 Street to the east, and 10th Street to the west. State Route 138 intersects the City and runs in a northerly to southerly direction. The MTA Antelope Valley rail line has services which are available at the Sierra Highway station and is located east of State Route 138. The main existing noise sources within Lancaster include vehicular traffic on neighboring freeways as well as a number of major arterial streets in the City as well as from the existing Amtrak rail line.

To ensure that noise producers do not adversely affect sensitive receptors, the City of Lancaster identifies land use compatibility standards within the General Plan to use for planning and development decisions. The General Plan Noise Element includes policies, standards, criteria, programs, diagrams, and maps related to protecting public health and welfare from excessive noise exposure. General Plan Goals and Policies together with Municipal Code standards for noise control are incorporated into the land use planning process to reduce noise and land use incompatibilities.

According to the General Plan EIR, construction activity is typically short-term in nature and is generally not considered to have a significant impact on noise sensitive uses as long as construction activity is limited to daylight hours. Acoustical analyses for future housing development projects under the Project would address construction noise impacts on sensitive noise receptors and identify mitigation if required.

Future housing developments on the proposed Inventory Sites are subject to the policies of the existing General Plan designed to minimize noise impacts to noise-sensitive properties as well as the City's Noise Ordinance. The General Plan requires noise studies as part of the standard environmental review process for housing developments. These studies would evaluate noise levels and incorporate design features or mitigation measures necessary to minimize adverse noise impacts.

The proposed Project update does not include any changes to the land use designations of the Inventory Sites; thus, impacts associated with potential development of the Inventory Sites would remain within the scope of analysis in the General Plan EIR. Future housing development would be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues would be vetted and appropriate project-level mitigation incorporated, if needed. Potential impacts would be less than significant with implementation of existing policies, standards and regulations.

B) Less Than Significant Impact. Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second, and in the U.S. is referenced as vibration decibels (VdB). The background vibration velocity level in residential and educational areas is usually around 50 VdB while the vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors cause most perceptible indoor vibration. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile or historic buildings.

As mentioned in the General Plan EIR, it is unknown if rail operations through the City could increase in the future, therefore, noise levels generated by the train would remain the same as under existing conditions where land uses within 125 feet of the train tracks may experience noise levels in excess of 60 dB. The site inventory does not identify any residential development within close vicinity of the existing rail line. Potential future development or redevelopment within close vicinity of the rail line may be exposed to noise levels in excess of 60 dB. With regard to railroad operations, noise and vibration impacts would be evaluated on a project-by-project basis pursuant to CEQA and the City's local implementation procedures, and project specific mitigation measures required if necessary.

Typical construction vibration mitigation includes routing and placement of equipment to maximize distance to receptors and use of alternative equipment, such as use of drilled pile drivers as opposed to impact drivers. Subsurface dampeners can also be utilized to reduce groundborne vibration. Short-term Impacts related to groundborne vibration during construction would be expected to be less than significant with implementation of local environmental review procedures. Typical mitigation for long-term vibration impacts related to occupied buildings include setbacks from vibration sources or building construction to minimize transmission of vibration.

No short- or long-term impacts would be associated with vibration at a programmatic level for this Project as no policy changes, developments, or specific infrastructure improvements are proposed as part of the Project. Impacts would be less than significant and no mitigation is required.

Residential land uses may produce excessive noise either individually or cumulatively that could substantially increase existing, ambient noise level, but would not be excessive. The future development of the Inventory Sites could increase ambient noise levels due to increased traffic generation in the project vicinity. Thus, development of the Inventory Sites would partially contribute to the noise volumes identified in the General Plan EIR. The City reviews all new development proposals per CEQA which includes the analysis of vehicular traffic noise. The proposed Project does not include changes to land uses and intensities designated in the current General Plan and analyzed in its EIR. The Project does not propose any specific development or any land use changes that would invalidate this prior finding or further increase traffic levels beyond those analyzed in the General Plan EIR. Project-specific increases in ambient noise levels due to future development on each Inventory Site would be evaluated as development is proposed over the long term pursuant to existing policies and procedures. With these existing policies and procedures in place, impacts related to increases in ambient noise levels would be less than significant and no mitigation is required.

C) Less than Significant Impact. The General William J. Fox Airfield is located within the City of Lancaster and in 2004, the Los Angeles County Airport Land Use Commission (ALUC) adopted the General William J. Fox Airfield Land Use Compatibility Plan, which establishes land use compatibility policies applicable to future development in the vicinity of the airport. No specific new development is associated with the proposed Project and future development would be subject to the safety policies and development requirements outlined in the Land Use Compatibility Plan. No impact would occur.

14. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) No Impact. Adoption and implementation of the Housing Element, Safety Element, and Environmental Justice Element would not, in and of itself, directly result in population growth that has not already been evaluated in the General Plan EIR. Population growth is a complex interaction of immigration, emigration, births, deaths, land use, and economic factors of which the General Plan Amendments are only a part. Regional models of population growth and change, accounting for these complexities, are developed by the California Department of Housing and Community Development (HCD) and the Los Angeles County Council of Governments (COGs). The proposed Housing Element update is designed to guide and accommodate the City's share of the projected regional population growth and associated housing over the next eight years. Pursuant to Government Code 65584, the California Department of Housing and Community Development (HCD) is required to determine the Regional Housing Needs Allocation (RHNA), by income category, for Council of Governments (COGs) throughout the State. The RHNA is based on the California Department of Finance population projections and regional population forecasts used in preparing regional transportation plans. COGs are required to allocate to each locality a share of housing need totaling the RHNA for each income category. The RHNA is based on the California Department of Finance population projections and regional population forecasts used in preparing regional transportation plans. COGs are required to allocate to each locality a share of housing need totaling the RHNA for each income category.

The Project (specifically the Housing Element) is a policy document setting forth the City's plan to accommodate its share of regional housing needs, as determined by the Southern California Association of Governments (SCAG). For the 2021-2029 planning period, the City of Lancaster's share is 9,023 housing units. This allocation is referred to as the Regional Housing Needs Assessment, or RHNA. The Housing Element identifies adequate land and planning mechanisms to accommodate the future housing needs of the growing population derived directly from the population growth estimates for the region, so the proposed Project would not induce unplanned population growth. No impact would occur.

B) No Impact. The proposed Project (specifically the Housing Element) is intended to encourage and facilitate housing development and preserve and enhance existing housing stock. The natural recycling of land would not result in the loss of housing units because such redevelopment would result in the development of new housing units and all sites identified in the Inventory are vacant. Thus, the availability of residential units in response to increases in population is supported by the Housing Element. Considering residential units would increase naturally as guided by the goals and policies of the proposed Project, no impacts related to the displacement of housing or people would occur and no mitigation is required.

15. PUBLIC SERVICES

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. City of Lancaster contracts with the Los Angeles County Fire Department (LACFD) for fire and paramedic services and there are currently six fire stations within the City of Lancaster, as well as one in the unincorporated community of Antelope Acres. Services provided include fire suppression, fire prevention, paramedic response, swift water rescue, and hazardous materials response. Fire-related goals, policies, and actions are included in the Safety Element update.

New development under the Project would result in the incremental increase in need for fire protection services as the City's population grows and the number of residential units increases. The City collects Development Impact Fees to offset the impact of new development, as it occurs. Construction and operation of a new fire station would be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues would be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of operating the fire department as well as constructing and operating future fire facilities would be less than significant with implementation of existing regulations.

B) Less Than Significant Impact. The Los Angeles Sheriff's Department provides police protection services for the City of Lancaster. The Master Environmental Assessment anticipates that as the City grows additional police facilities to house additional equipment and officers may need to be constructed. Through a cooperative agreement between the City and Los Angeles County, a new 50,000-square-foot sheriff's station was constructed in Lancaster and became operative in 1996. An expanded existing station or future stations may be required in order to maintain an acceptable level of service. The effects of constructing and operating a new police station are typical of any development project, such as pollutant emissions from use of construction equipment and staff vehicle trips, changes in the visual character of the station site in the context of the neighborhood, and increased vehicle trips on local roadways. Police stations also result in the specific effect of generating periodic increases in noise from use of sirens, although typically sirens would be initiated while on patrol as opposed to directly initiating from the substation. The City collects Development Impact Fees to offset the impact of new development, as it occurs. Construction and operation of a new facilities would be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues would be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future police facilities would be less than significant with implementation of existing regulations.

C) Less Than Significant Impact. Within the City there are four school districts: Lancaster, Eastside, Westside and Antelope Valley Union High School. These school districts provide educational services to the City of Lancaster and is comprised of one alternative education program, one adult school, one continuation school, one community day school, six middle schools and

23 elementary schools. The effects of schools that can result in environmental impacts are specific and include peak traffic levels occurring in the morning and early afternoon, playground noise, and field lighting. Furthermore, analyses of school impacts are unique in that any impacts resulting from the effects of schools are considered fully mitigated through the payment of development impact fees pursuant to the Leroy F. Greene School Facilities Act, therefore, pursuant to State law and the payment of development impact fees, impacts would be less than significant.

D) Less Than Significant Impact. In accordance with State law, the City imposes parkland dedication or in-lieu fees on new development equivalent to four acres of parkland per 1,000 new residents. The proposed Project (specifically the Housing Element) would generate new or relocated residents that would require park and recreation facilities and associated programs, either through expansion of existing facilities or construction of new facilities. The Environmental Justice Element includes policies to support park enhancement in areas with limited park access. Construction or expansion of parks can result in nominal effects such as pollutant emissions from construction activities and operational trip generation potentially resulting in similarly nominal impacts to the environment. The City would continue to collect in-lieu fees or require construction of new or expanded parks from proponents of new housing to compensate for incremental increases in parks and recreation service demand, thus providing adequate, per-capita facilities for future residents. The City also collects Development Impact Fees to offset the impact of new development, as it occurs. Construction and operation of new or expanded parks and recreation facilities would be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues would be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future parks and recreation facilities would be less than significant with implementation of existing regulations.

E) Less Than Significant Impact. Residents generated by the provision of new housing guided by the goals and policies of the proposed Project (specifically the Housing Element) would generate the incremental need for a variety of public and quasi-public services including libraries, medical clinics, urgent care facilities, hospitals, social service centers, senior centers, and other facilities. Policies are included in the Environmental Justice Element to provide access to such services, especially near the environmental justice community. Construction and operation of new or expanded public service facilities would be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all project-level environmental issues would be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future public service facilities would be less than significant with implementation of existing regulations.

16. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. Pursuant to State law, the City imposes parkland dedication or in-lieu fees on new development equivalent to four acres of parkland per 1,000 new residents. The proposed Project (specifically the Housing Element) would generate new or relocated residents that would require park and recreation facilities and associated programs, either through expansion of existing facilities or construction of new facilities. However, such increase is consistent with the estimated population increase evaluated under the General Plan EIR and would not result in any new impacts that have not been evaluated. The Environmental Justice Element includes policies to support park enhancement in areas with limited park access. Construction or expansion of parks can result in nominal effects such as pollutant emissions from construction activities and operational trip generation potentially resulting in similarly nominal impacts to the environment. The City would continue to collect in-lieu fees or require construction of new or expanded parks from proponents of new housing to compensate for incremental increases in parks and recreation service demand, thus providing adequate, per-capita facilities for future residents.

B) Less Than Significant Impact. Construction and operation of new or expanded parks and recreation facilities would be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues would be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future parks and recreation facilities would be less than significant with implementation of existing regulations.

17. TRANSPORTATION AND TRAFFIC

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less than Significant Impact. The City is served by local transportation facilities including streets, a passenger rail line, and bus routes in addition to non-motorized transportation facilities such as sidewalks, trails, and bikeways. These facilities provide options for travel modes that include passenger vehicles, trains, buses, bikes, and walking. These facilities and modes of travel comprise the circulation system for the City, and the broader system, designed with the goals of efficiently moving people and goods throughout the region by providing ease of access to multiple modes of travel.

Future housing development would primarily generate passenger vehicle trips that would disperse during the morning as residents drive to commercial, industrial, and institutional facilities for a variety of reasons but primarily for work and school. Some trips may be to transit centers, such that a portion of a resident's trip may include alternative transportation modes, while others may simply walk to their destination or to other transit options. The return leg of a trip is generally anticipated to be the reverse of the initial leg of the trip during the afternoon, albeit with higher likelihood of a portion of the trip being dedicated to accessing shopping, entertainment, or other uses.

The concern regarding transportation facilities and their counterpart modes of travel is excessive use throughout the day or during morning and/or afternoon peak hours and the resulting effects on the performance of the facilities' ability to move people and goods. The direct effects of reduced circulation system performance are annoyance and stress, thereby decreasing the quality of life for the user. Direct failure or accelerated deterioration of circulation system facilities can also occur if the facility was not designed to function under increased loading. A variety of indirect impacts to human health and the environment are attributed specifically to excessive use of vehicles on local and regional roadways including effects related to air pollution and ambient noise.

SCAG Plans. Two planning efforts guide the long-term improvement of the circulation system at the regional and local levels. The Regional Transportation Plan (RTP) and Sustainable Communities Strategy (RTP/SCS), was last updated in September 2020 (Connect SoCal) is administered by the Southern California Association of Governments (SCAG) to meet the needs of travel and goods movement through the year 2045.

While the RTP/SCS addresses the broader goals of the transportation network, the CMP focuses on specific, regional facilities requiring funding for maintenance and improvements in order to meet the goals of the RTP/SCS. The CMP relies on local jurisdiction standards in determining the performance of the CMP network. The final effort is the City's General Plan

Circulation Element that identifies long-term transportation improvements for local facilities. The General Plan includes goals and policies aimed to provide an efficient multi-modal circulation system in the city. The General Plan, as well as the Complete Street Master Plan and Master Plan for bikeways and trails, also encourages the development of an efficient and safe bikeway and pedestrian circulation system.

Summary. These local and regional planning efforts are designed to reduce the direct and indirect effects of travel so as to minimize or avoid resulting impacts on human health and the environment. The proposed Project is consistent with the growth assumptions used in the development of the RTP/SCS and CMP and the does not include any land use changes to the General Plan, therefore, the Project would not conflict with the goals or transportation planning efforts of the City or SCAG. Additional measures are included in the Environmental Justice Element to encourage public transportation, walking, and bicycling.

Based on this preceding analysis, the proposed Project would not impede local or regional efforts to ensure an efficient circulation system. Future housing development would be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues would be vetted and appropriate mitigation incorporated, if needed, should transportation impacts be identified that are not covered under existing or future development impact fees. Potential impacts resulting from conflicts with local and regional transportation plans and performance requirements would be less than significant with implementation of existing standards and regulations.

B) Less Than Significant Impact. In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018, which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (Section 15064.3). Effective July 1, 2020, the previous CEQA metric of level of service (LOS), typically measured in terms of automobile delay, roadway capacity and congestion, would no longer constitute a significant environmental impact. The City of Lancaster adopted an Amendment (adopted June, 2020) to the Plan for Physical Mobility General Plan 2030 to adopt the parameters of VMT baselines and thresholds as required by SB 743. To be consistent with the 2020 State CEQA Guidelines, a LOS analysis is no longer required for purposes of this Initial Study impact analysis and determination of significant impacts under CEQA. However, an evaluation of the overall circulation network and services available to the City is still appropriate and is provided under Impact A, above.

Transit. The public transportation system in the City of Lancaster provides non-auto options for commute, utility, and recreational travel. The City of Lancaster is served by a number of bus line(s) and a commuter rail service. The following agencies provide regional connectivity, providing an alternative to driving a personal vehicle:

- Antelope Valley Transit Authority (AVTA): AVTA provides commuter bus service to Downtown Los Angeles, Century City/West L.A. and the San Fernando Valley.
- Santa Clarita Transit's Route 795: A commuter bus service which runs between Santa Clarita and the Antelope Valley.
- Metrolink: Metrolink is a commuter rail system that consists of 62 stations operating on 534 miles of rail network throughout Southern California, with key connections to most major cities. Rail service is available from the Antelope Valley to Santa Clarita, the San Fernando Valley and LA basin cities.

Bicycle Routes. The City has established bikeways in various locations throughout the City. A Class I bikeway (off-road) provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. Crossflows with motorized vehicles are minimized. Existing Class I bikeways within the City consist of a bikeway which extends from Avenue J to Avenue M and a second bikeway which extends from Avenue I to Avenue H. In addition, the Lancaster proposed Bikeway Network identifies proposed Class I bikeways located within the City which have yet to be constructed.

A Class II bikeway (on-road) provides a restricted right-of-way on a roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is prohibited. Crossflows by pedestrians and motorists are permitted. Vehicle parking is prohibited. The Lancaster proposed Bikeway Network identifies existing and proposed Class II bikeways within the City. Opportunities for Class II bikeways exist on some of the less heavily utilized

arterial roadways in the City of Lancaster. The goal is to link residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving. New Development projects would be required to include safe and attractive sidewalks, walkways, and bike lanes, and homeowner associates would be encouraged to construct links to adjacent areas and communities where appropriate. The Environmental Justice Element includes measures to encourage use of alternative modes of transportation, including bicycling.

Pedestrian Facilities. Lancaster has sidewalks and crosswalks on most streets, although some areas lack sidewalks. The Environmental Justice Element includes an implementation measure to develop an Action Plan to reduce pedestrian/vehicle and bicycle/vehicle accidents. Bicycle movement is accommodated on a developing system of local bikeways that connect to regional facilities.

The proposed Project (specifically the Housing Element) would result in the future development of additional housing in the City although the anticipated growth would be within the limits identified in the existing General Plan and its EIR. Although, VMT is now the required metric for evaluating transportation impacts for CEQA projects, and the General Plan EIR, prepared prior to current VMT requirements, uses an LOS metric, this project is consistent with the analysis in the EIR because land use designations are unchanged. In addition, since the project does not involve any changes to the existing General Plan land use designations no increase in VMT ins anticipated from the Project. Therefore, any impacts would be less than significant and no mitigation is required.

C) No Impact. The proposed Project does not authorize the construction of any roadway and would result in no effects on the design of existing or future streets. Therefore, it would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). There would be no impact and no mitigation is required.

D) Less Than Significant Impact. The proposed Project does not involve any road construction or any development activity and thus would not obstruct or restrict emergency access to or through the City. The Safety Element reviewed emergency response measures and maps evacuations routes for the City. Future housing development facilitated by implementation of Housing Element policies would be subject to site plan review and approval during entitlement review and/or application for building permits. The Fire Department reviews all plans to ensure compliance with all applicable emergency access and safety requirements. Impacts involving emergency access would be less than significant with continued implementation of development review procedures. Therefore, any impacts would be less than significant and no mitigation is required.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
A) 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less than Significant Impact. The Cultural Resources Technical report, prepared as part of the 2030 General Plan Update, identified two buildings being eligible for listing in the National Register of Historic Places or in the California Register of Historical Resources. The two referenced buildings consisted of the Carter Ranch house located at 45635 North Sierra Highway and the Rowell adobe home located at 45007 North Elm Avenue. In addition, the Western Hotel, which is located within the Planning Area, is listed as a California Historical Landmark. Because historic properties are not located on any of the identified Inventory Sites, implementation of the proposed Housing Element Update would not cause substantial adverse change in significance of a historical resource. Impacts would be less than significant and no mitigation is required.

B) Less than Significant Impact. Per the Cultural Assessment prepared for the 2009 Master Environmental Assessment, the Project area lies within the Antelope Valley where the territories of four Native American groups were located and consisted of the Kitanemuk located principally in the southern and western flanks of the Techachapi Mountains; the Serrano of the San Bernardino Mountains; the Kawaiisu of the Techachapi Valley region; and the Tataviam of the Santa Clarita Basin. The Kitanemuk reportedly frequented the springs of the Willow Springs area and other areas on the valley floor. The Kawaiisu tribe used the springs located along the northern edge of the Antelop Valley, including areas on the Edwards Air Force Base, and the southern foothills of the valley from Littlerock Creek northwestward to at least as far west of the Fairmont Buttes area was occupied by Serranos. The Tataviam occupied the southern foothills at the far western edge of the valley.

The Kitanemuk probably occupied or used the majority of the study area and the Kitanemuk tribe had contact with the Garces and Spanish colonizers as early as the 1700s. The Kitanemuk were represented at the San Fernando, San Gabriel, and San Buenaventura Missions. The Spanish influence on Serrano lifeways was negligible until 1819, when a mission asistencia was established on the southern edge of Serrano territory. Between the period of 1819 to 1834, most of the Serranos in the San Bernardino Mountains and the high desert were relocated to the nearby missions. Most Serrano descendants are found on the San Manuel and the Morongo Indian Reservations.

Similar to potential impacts resulting from the effects of future housing development on historical resources, impacts to archaeological resources can result in the loss of information important to the history (and potentially the pre-history) of California and the people who created and/or used the materials. The potential for uncovering significant resources at Inventory Site locations during construction activities is unknown given that no such resources have been discovered and/or

recorded previously. The General Plan states that archaeological and historical resources shall be protected and preserved to the maximum extent feasible.

Two changes to state law (SB 18 and AB 52) require cities to consult directly with local Native American tribes to determine if any tribal cultural resources would be impacted by private development or public works projects proposed in the City. The City conducted SB 18 and AB 52 consultation for this proposed Project. The San Manuel Band of Mission Indians provided comments on June 16, 2021 but did not request a consultation. All future development of the Inventory Sites would be required to prepare Cultural Resource Assessments (CRAs) to determine if there are any impacts to cultural or tribal cultural resources as required by the General Plan Conservation Element. This is considered regulatory compliance and not specific mitigation under CEQA.

The General Plan EIR concluded that build out of the General Plan would not result in less than significant impacts related to the substantial adverse change in the significance of archaeological resources. The proposed Project does not propose any land use changes or designate any Inventory Sites that were not already analyzed in the General Plan EIR. Therefore, long-term impacts in the City have already been contemplated, and the proposed Project would not result in impacts that are greater than those contemplated in the General Plan EIR. In addition, future development of the proposed Inventory Sites would be subject to General Plan requirements and review in accordance with CEQA requirements. Impacts related to implementation of the proposed Housing Element, Safety Element, and Environmental Justice Element would be less than significant and no mitigation is required at this programmatic level.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Require or result in the relocation or construction of 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact There are approximately fourteen (14) individual water companies which provide water services to the residents and businesses of Lancaster. Sanitation District 14 serves more than 170,000 residents in Lancaster, Palmdale, and adjacent areas, treating sewage at the Lancaster Water Reclamation Plant. The City also operates and maintains storm drains within its boundaries. The City of Lancaster, during a duly noticed hearing, introduced the Implementation Plan on May 13, 2014 and was adopted by the City of Council on May 27, 2014 for the Lancaster Community Choice Aggregation program. The Implementation Plan focused on the various steps to initiate and adopt the Community Choice Aggregation program (City based utility program). As part of the Community Choice Aggregation program, the Lancaster Choice Energy program is a locally run, not-for-profit power program created by the City of Lancaster to provide electricity from suppliers that have gone through a rigorous selection process and the City will continue to utilize the Southern California Edison (SCE) distribution grid. Natural gas is provided by the Southern California Gas Company.

Future housing under the Project (specifically the Housing Element) would consume additional water, electricity, and natural gas while producing additional wastewater for conveyance and treatment. The new housing is consistent with the General Plan growth projections which were evaluated in the General Plan EIR. The various involved utility agencies and companies develop master service plans based on anticipated land uses outlined in the General Plans of the various jurisdictions they serve. Therefore, these master plans have already taken into account the growth anticipated under the Project. In addition, future development is required to ensure adequate utility service during the development review and CEQA process. Therefore, utility impacts would have no impacts that have not already been analyzed in the General Plan EIR and no mitigation is required.

B) Less Than Significant Impact. The Los Angeles County Waterworks District 40 (LACWD) provides domestic water services to a majority of the City of Lancaster. LACWD District 40 purchases imported State Water Project water from the Antelope Valley East-Kern Water Agency (ABVEK) and pumps groundwater from the Antelope Valley Groundwater Basin. The City Utilities Division regularly reviews and updates its Urban Water Management Plan (UWMP) and coordinates with the Basin Watermaster and LACWD to assure it can provide adequate water service to the City under all anticipated conditions.

New housing growth under the Project would not exceed that identified in the General Plan and evaluated in the General Plan EIR. The City's UWMP is based on the General Plan and the MWD's master water planning is based on adopted land use plans in the General Plans of the cities that utilize Central Basin groundwater. Therefore, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts would be less than significant and no mitigation is required.

C) Less Than Significant Impact. Wastewater treatment is provided by the County Sanitation Districts of Los Angeles County (CSDLAC). Future housing under the Project would generate additional wastewater for conveyance and treatment. The new Housing Element is consistent with the General Plan growth projections which were evaluated in the General Plan EIR. The CSDLAC has a master service plans based on anticipated land uses outlined in the General Plans of the various jurisdictions they serve. The CSDLAC master plan has already taken into account the growth anticipated under the Project. In addition, future development is required to assure adequate wastewater service during the development review and CEQA process. Therefore, there would be no wastewater treatment impacts that have not already been analyzed in the General Plan EIR and no mitigation is required.

D) Less Than Significant Impact. Waste Management provides solid waste management for its residents and businesses within the City. Wastes are taken to the Lancaster Landfill and Recycling Center where they are sorted and materials diverted (recycled) as appropriate. Non-recyclable and non-composting wastes are then sent to nearby County landfills for disposal. Future development under the Project would be required to comply with established solid waste regulations and procedures. Therefore, the Project would have no solid waste impacts at this programmatic level and no mitigation is required.

E) Less Than Significant Impact. All new development would be required to comply with State mandates and City regulations regarding reduction/recycling of household waste. None of the strategies in the proposed Project would have any effect upon or result in any conflicts with solid waste disposal regulations, as the scope of these revisions does not increase development capacity. No impact would occur, and no mitigation is required.

20. WILDFIRE

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The City Office of Emergency Management coordinates disaster response and recovery efforts in the City of Lancaster. The City's goal is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The City has planned responses to extraordinary emergency situations associated with natural disasters, technological incidents, terrorist activities, and war-related operations. The City is part of a county and statewide emergency management system that addresses evacuation and movement of people in the event of an emergency.

The Project does not involve any road construction or any development activity and thus would not obstruct or restrict emergency access to or through the City. The Safety Element includes evacuation route maps, goals, policies, and actions. Future housing development facilitated by implementation of Housing Element policies would be subject to site plan review and approval during entitlement review and/or application for building permits. The Los Angeles County Fire Department reviews all plans to ensure compliance with all applicable emergency access and safety requirements. Impacts involving emergency access would be less than significant with continued implementation of development review procedures. Therefore, any impacts would be less than significant and no mitigation is required.

B) Less Than Significant Impact. The City is relatively flat and unforested so there is little chance of a wildfire event affecting the City. However, the area does experience strong dry seasonal winds called "Santa Ana" winds that can sometime exacerbate the spread of structural urban fires or grass fires. No conditions in the City would lead residents to be exposed to pollutant concentrations in excess of those regional conditions that result in large wildfires in the more remote/forested portions of the County.

The Project would allow the eventual construction of new housing in the City that may be subject to urban fires. However, there are no conditions in the City that would exacerbate wildfire risks and expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors. Impacts would be less than significant and no mitigation is required.

C. No Impact. The City of Lancaster has an urbanized core with agricultural uses and vacant land in the outer core and is not located within an area susceptible to wildfires and in a Local Responsibility Area for fire preservation and protection. The Fire Department has a Class IV-IX rating, which is dependent on the distance from the local fire stations. The City has full infrastructure (roads, water lines with fire hydrants, etc.) to support fire protection services and requires installation of such in conjunction with new developments. Therefore, the Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. There are no impacts and no mitigation is required.

D. Less Than Significant Impact. Sections 9.C and 9.D of this Initial Study concluded that future housing in the City under the Project would not experience significant impacts from flooding. Therefore, the Project would not 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. The Impacts would be less than significant and no mitigation is required.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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, 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The results of the preceding analysis indicate that the proposed project would have less-than-significant impacts to sensitive biological, historical, archaeological, and paleontological resources. Impacts to scenic vistas and visual character and resources would be less than significant. Considering the programmatic level of analysis would not authorize any development plan, redevelopment of any existing sites, or construction of new infrastructure, and would not change existing City land use policy, it would not result in any effects that would degrade the quality of the environment. The City finds that impacts related to degradation of the environment would be less than significant and no mitigation is required.

B) Less Than Significant Impact. Cumulative effects resulting from full implementation of City land use policies were evaluated in the General Plan EIR. The proposed Housing Element, Safety Element, and Environmental Justice Element would not change any of these policies and does not propose any specific development or redevelopment project that could contribute to short-term or long-term cumulative impacts that were not addressed sufficiently in the General Plan EIR. The proposed project does not include any changes to land use designations and thus is consistent with the project analyzed in the General Plan EIR. The City hereby finds that the proposed Project's individual contribution to potentially significant cumulative impacts is not considerable and no mitigation is required.

C) Less Than Significant Impact. As supported by the preceding environmental evaluation, the project would not result in substantial adverse effects on human beings. It has been determined through quantitative and qualitative analysis supported by substantial evidence that the proposed Project has been determined to have little or no adverse impacts on people or the environment as evaluated in the 19 preceding environmental topics. The City hereby finds that direct and indirect impacts on human beings would be less than significant and no mitigation is required.

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