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Lancaster General Plan

Safety Element

City of Lancaster

Final Draft
February 2022


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City of Lancaster, California

Safety Element

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Prepared by
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Lancaster General Plan

Safety Element

INTRODUCTION

The City of Lancaster prioritizes the well-being and safety of its community members. Our initiatives and policies prioritize preparation for potential natural and human-caused hazards and emergencies. Effective emergency management, increased preparation for disasters, and incorporation of resilience in City activities and the development process supports the protection of life and property. This Element of the General Plan provides the context to identify and understand the hazards that could threaten the urban and rural portions of the community. Based on this understanding, better practices and policies enable the continued prosperity and resilience of Lancaster.

What is a Safety Element?

The Safety Element is one of the State-mandated elements of the General Plan. It presents the City's overall goals, policies, and action programs to facilitate resilience and prosperity. This Safety Element meets the requirements of California Government Code Section 65302(f) and (g). Under State planning law, this Element identifies and discusses the following hazards of concern for the City:

- Geology and Seismicity
- Flooding and Drainage
- 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
- Climate Adaptation

Consistency with Other Elements

Integrating safety considerations throughout the General Plan creates a consistent framework that prioritizes the well-being of the community. The Lancaster Safety Element is a key component of the General Plan which works in conjunction with other Elements, including:

- **Plan for the Natural Environment**: addresses the use and management of natural resources and open space lands.
- **Plan for Active Living**: contains plans and programs for the provision of quality living environments, addressing parks, recreation, and other community services.
- **Plan for Physical Mobility**: focuses on transportation issues and how goods and people move.
- **Plan for Municipal Services and Facilities:** addresses the services and facilities needed to support existing and future residential, commercial, and industrial development.
- **Plan for Economic Development and Vitality**: outlines how the community is striving for

economic self-sufficiency and presents a program to facilitate those efforts.

- **Plan for Physical Development:** focuses on the organization of the physical environment into a local, functional, and aesthetic pattern consistent with community values. These policies and programs are illustrated on the General Plan Land Use Map. The Plan for Physical Development also contains the *Community Design* subsection, which focuses on strengthening the City's physical image and identity. The Plan for Community Design provides direction in the form of policies and action programs that call for the development and implementation of comprehensive community design guidelines that provide guidance for creating an attractive and enduring physical environment.
- **Housing Element**: addresses housing needs and strategies to accommodate population growth and a variety of income levels. Periodic updates of the Housing Element are required in conjunction with the Regional Housing Needs Allocation prepared by the California Department of Housing and Community Development.

Consistency with Local Hazard Mitigation Plan

The 2019 Local Hazard Mitigation Plan (LHMP) serves three primary purposes:

- **Analysis:** it provides a comprehensive analysis of the natural and human-caused hazards that threaten the city, with a focus on mitigation.
- **Eligibility for Funding:** it keeps the City of Lancaster eligible to receive additional federal and state funding to assist with hazard mitigation, as allowable by the Federal Disaster Mitigation Act of 2000 (DMA 2000) and California Government Code Sections 8685.9 and 65302.6; and
- **Consistency:** it complements the efforts undertaken by the Safety Element.

The LHMP complies with all requirements set forth under DMA 2000, received approval from the Federal Emergency Management Agency (FEMA) in 2018, and was adopted by the City in 2019. Sections of the Safety Element are supplemented by the LHMP, which is incorporated by reference, as allowed by California Government Code Section 65302(g).

Regulatory Environment

California Government Code 65302(g)(1):

California Government Code Section 65302(g)(1) establishes the legislative framework for California's Safety Elements. This framework consolidates the requirements from relevant federal and state agencies, ensuring that all jurisdictions are compliant with the numerous statutory mandates. These mandates include:

- Protecting against significant risks related to earthquakes, tsunamis, seiches, dam failure, landslides, subsidence, flooding, and fires as applicable.
- Including maps of known seismic and other geologic hazards.
- Addressing evacuation routes, military installations, peak-load water supply requirements, and minimum road widths and clearances around structures as related to fire and geologic hazards, where applicable.
- Identifying areas subject to flooding and wildfires.
- Avoiding locating critical facilities within areas of high risk.
- Assessing the community's vulnerability to climate change and including adaptation and resilience goals, policies, and implementation actions.

California Government Code Sections 8685.9 and 65302.6:

California Government Code Section 8685.9 (also known as Assembly Bill 2140 or AB 2140) limits California's share of disaster relief funds paid out to local governments to 75 percent of the funds not paid for by federal disaster relief efforts. However, if the jurisdiction has adopted a valid LHMP consistent with DMA 2000 and has incorporated the LHMP into the jurisdiction's General Plan, the State may cover more than 75 percent of the remaining disaster relief costs. All cities and counties in California must prepare a General Plan, including a Safety Element that addresses various hazard conditions and other public safety issues. The Safety Element may be a standalone chapter or incorporated into another section as the community wishes. California Government Code Section 65302.6 indicates that a community may adopt an LHMP into its Safety Element if the LHMP meets applicable State requirements. As the General Plan is an overarching long-term plan for community growth and development, incorporating the LHMP into it creates a stronger mechanism for implementing risk reduction strategies and hazard mitigation projects.

California Government Code 65302(g)(3) adopted through SB 1241 (2012):

California Government Code Section 65302(g)(3) requires the Safety Element to identify and update mapping, information, and goals and policies to address wildfire hazards. As part of this requirement, any jurisdiction that includes State Responsibility Areas or Very High Fire Hazard Severity Zones in the Local Responsibility Areas (LRA), as defined by the California Board of Forestry and Fire Protection (Board), is required to transmit the updated Element to the Board for review and approval. Very High Fire Hazard Severity Zones are not located within city limits; therefore, compliance with Section 65302(g)(3) is not required at this time.

California Government Code 65302(g)(4) adopted through SB 379 (2015):

California Government Code Section 65302(g)(4) requires the Safety Element to address potential impacts of climate change and develop potential strategies to adapt/mitigate these hazards. Analysis of these potential effects should rely on a jurisdiction's LHMP or data and analysis from the State of California's Cal-Adapt website. This Element relies on the City's adopted LHMP, and supplemental information from Cal Adapt to ensure compliance with this requirement.

California Government Code 65302(g)(5) adopted through S.B. 99 (2019):

California Government Code Section 65302(g)(5) requires the Safety Element to identify evacuation constraints associated with residential developments, specifically focused on areas served by a single roadway.

National Flood Insurance Program

The National Flood Insurance Program (NFIP) was created in 1968 to help communities adopt more effective floodplain management programs and regulations. FEMA is responsible for implementing the NFIP and approves the floodplain management plans for participating cities and counties. Lancaster participates in the NFIP and uses Chapter 17, Title 40, Section 190 of the Lancaster Municipal Code to administer flood management regulations.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code [PRC], Chapter 7.5, Section 2621-2699.6) was intended to reduce the risks associated with surface faults and requires that the designated State Geologist identify and map "Earthquake Fault Zones" around known active faults. Per PRC Section 2623(a), cities and counties shall require a geologic report defining and delineating any hazard of surface fault rupture before the approval of a project. If the jurisdiction finds no undue hazard of that kind exists, the geologic report on the hazard may be waived, with the

State Geologist's approval. For a list of project types, please refer to PRC Section 2621.6.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (California Public Resources Code, Chapter 7.8, Section 2690-2699.6) created a statewide seismic hazard mapping and technical advisory program in 1990 to help cities and counties more effectively address the effects of geologic and seismic hazards caused by earthquakes. Under PRC 2697, cities and counties shall require a geotechnical report defining and delineating any seismic hazard before approving a project located in a seismic hazard zone. If the jurisdiction finds that no undue hazard of this kind exists based on information resulting from studies conducted on sites near the project and of similar soil composition to the project site, the geotechnical report may be waived. After a report has been approved or a waiver granted, subsequent geotechnical reports shall not be required, provided that new geologic datum, or data, warranting further investigation is not recorded. Each jurisdiction shall submit one copy of each approved geotechnical report, including the mitigation measures to be taken, if any, to the State Geologist within 30 days of its approval of the report. For a list of project types, please refer to PRC Section 2693.

Cortese List

Government Code Section 65962.5 (typically referred to as the "Cortese List") identifies sites that require additional oversight during the local permitting process as well as compliance with the California Environmental Quality Act (CEQA). The list is generally a compilation of properties and businesses that generate, store, and/or have been impacted by the presence of hazardous materials/wastes. Many properties identified on this list may be undergoing corrective action, cleanup, or abandoned and in need of these activities. The City of Lancaster has a variety of sites identified on this list that range from permitted underground storage tanks, leaking underground storage tanks, sites meeting waste discharge requirements, and land disposal sites. No cleanup sites that meet state or federal thresholds are located within the City according to this list.

Potential Hazards/Trends

The City of Lancaster is situated in an area of Southern California that is vulnerable to seismic and geologic hazards, flooding, fires, climate adaptation, hazardous material releases, and noise.

Geology and Seismicity

Lancaster is located within the high desert area of Los Angeles County, which is prone to geologic and seismic hazards. Due to these conditions, precautions are established through this Safety Element to protect lives and property against seismic shaking, surface rupture, liquefaction, and landslide.

Seismic Shaking

Seismic shaking is the identifiable movement caused by the energy released during an earthquake. The energy that emanates through the ground from the epicenter (origin of the event at the Earth's surface) of an earthquake can travel hundreds of miles. Damage and destruction from seismic shaking affects buildings, infrastructure (roads, power lines, and pipelines), and bridges, leading to further safety concerns. Areas closest to an earthquake's epicenter are subject to the greatest shaking, which typically decreases as distance increases. The two faults with highest potential to cause significant shaking in and around Lancaster include the San Andreas Fault (approximately nine miles south of the city's center) and Garlock Fault (approximately 28 miles north/northwest of the city's center), both of which can generate earthquakes in excess of M7.0. According to the Third Uniform California Earthquake Rupture Forecast, the San Andreas Fault has a 17 percent probability of generating an earthquake greater than M6.7 in the next 30 years. During the same time period, the Garlock Fault

has a two percent probability of generating a similar quake.

Surface Rupture

The sudden movement and release of energy from an earthquake can cause the Earth to fracture and displace the land surrounding it, creating an earthquake fault. Some faults are deep beneath the surface, while others can be found at Earth's surface. Surface rupture is especially dangerous if structures were constructed on top of the fault or if city infrastructure crosses the fault, as they can be damaged and even destroyed (**Figure 4-1**). If a surface rupture occurs, the movement can burst natural gas and water pipelines, damage roads and bridges, rendering them useless after the event. Areas of known surface rupture hazard in California are identified in Alquist-Priolo Special Study Zones. **Figure 4-2** identifies active faults near the vicinity of Lancaster that could experience a rupture. The only fault meeting this criteria is the San Andreas Fault, which is located outside the city limits.

Liquefaction

Liquefaction occurs when intense vibrations from an earthquake cause soils that are saturated to lose stability and act as a liquid. This phenomenon poses a significant problem for structures in areas where liquefaction can occur, as the ground might give way under the weight of the structure and its foundation. The California Department of Conservation has identified potential liquefaction zones within the Lancaster area: along the length of Little Rock Wash, the area of Amargosa Creek extending from north of Quartz Hill to the northeast to the Los Angeles-Kern County line, and at Apollo Community Regional Park; there is also a small liquefaction zone near Avenue M and 40th St. West.

Landslide

A landslide is the movement of earth materials down slopes and areas of steep topography. Generally caused by earthquakes, landslides can occur when any sloped surface can no longer support the material contained within the slope or material sitting above the slope itself. The instability can simply be the sheer weight of the loose material, or it can be helped by other natural events like a heavy rainstorm. **Figure 4-3** identifies the areas of the city susceptible to deep-seated landslides. These areas are predominantly located in the southwest portion of the city.

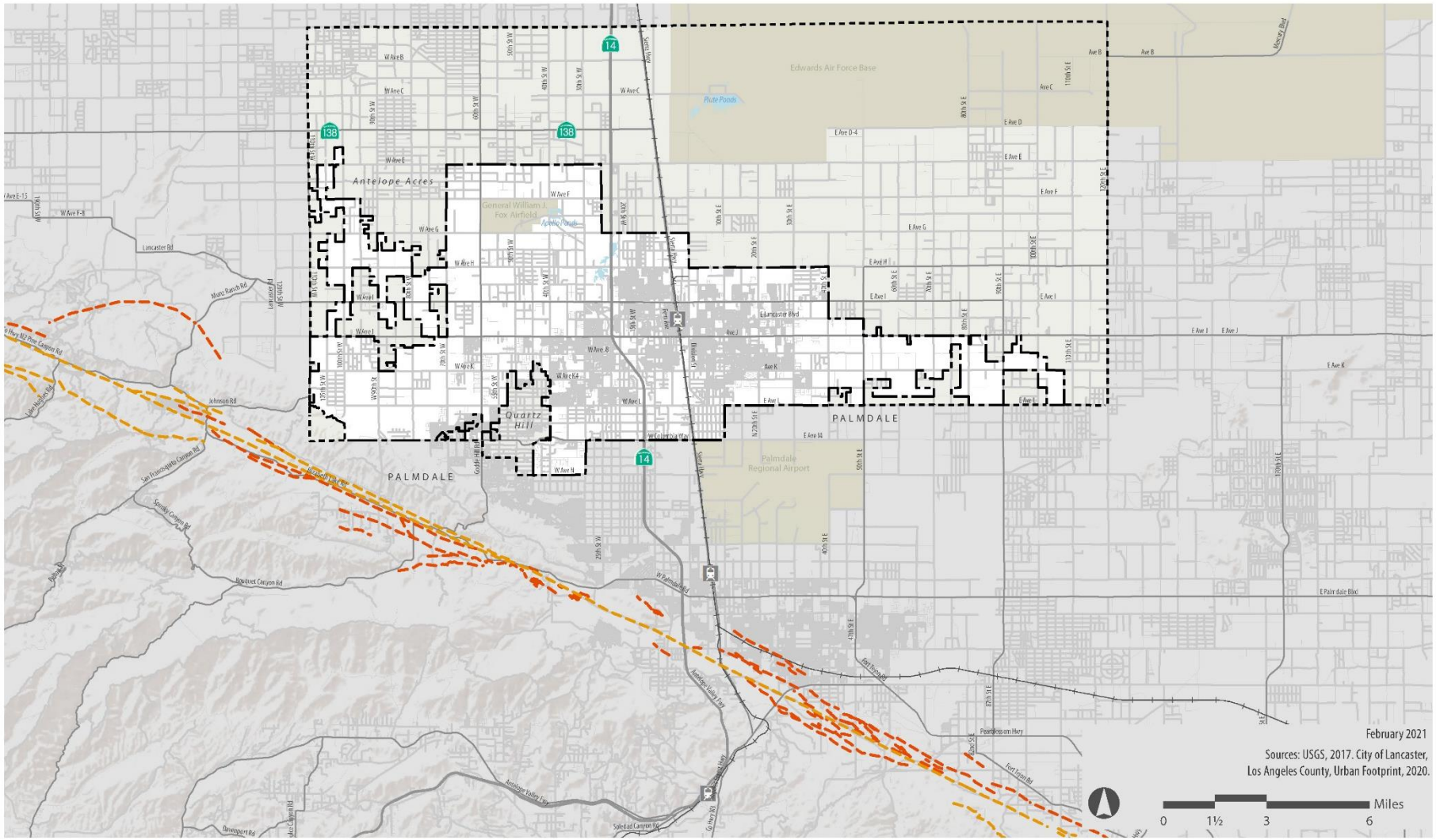
Figure 4-1: Damage to a road near Edwards Airforce Base after a seismic shaking event.

Photo Courtesy: USGS

The following issues of concern should be considered when addressing geologic and seismic hazards:

- The City of Lancaster is located within a seismically active area, near the San Andreas and Garlock faults.
- A major earthquake could result in multiple casualties, extensive property damage and loss, and further catastrophes.

Lancaster General Plan
Figure 4-2: Fault Lines



Linear Earthquake Faults (Age)

- Class B years
- Less than 1,600,000 years
- Less than 750,000 years
- Less than 130,000 years
- Less than 15,000 years
- Less than 150 years
- Unknown

Base Map Features

- City of Lancaster Boundary
- Sphere of Influence
- Railways and Metrolink Station
- Airports and Military Installations

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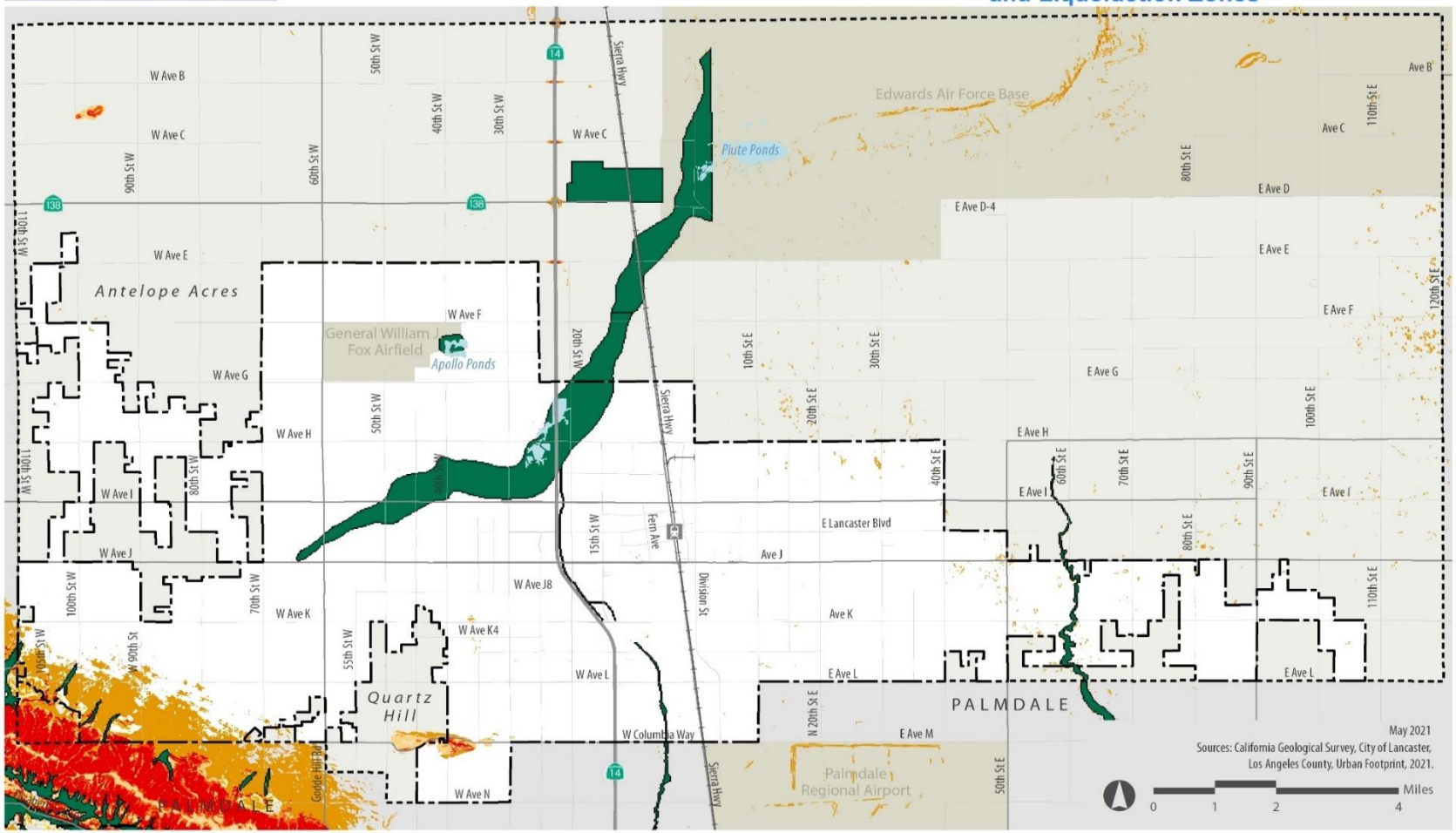
Figure 4-3: Deep-Seated Landslide Susceptibility and Liquefaction Zones



Landslide Susceptibility

- 0
- III
- V
- VI
- VII
- VIII
- IX
- X

Earthquake Liquefaction Zones

- Liquefaction Zones

Base Map Features

- City of Lancaster Boundary
- Sphere of Influence
- Railways and Metrolink Station
- Airports and Military Installations

- Emergency management and disaster preparedness for earthquakes must be prioritized, as supplies and aid from outside the city may take several days to arrive.
- Given its relatively flat topography, hillside management has not been an issue to date. If expansion into hillside areas occurs, the City should work to preserve and enhance the natural character of these areas while balancing development priorities.
- Other geologic and seismic concerns include ground settlement, landslides, and seiche (movement of water within an enclosed basin caused by an earthquake). In areas prone to these hazards, engineering analysis and studies are required to mitigate these hazards during the development process. Project proponents are required provide seiche studies for water storage facilities (tanks, reservoirs, basins).
- Liquefaction and landslide analyses are required for areas prone to these hazards based on the mapping prepared by the California Department of Conservation for the Antelope Valley in 2005.

Flooding

The potential damage from flooding within the city and the surrounding region can range from minor inconveniences (ponding at an intersection) to property damage and loss of life from inundation of structures. Low-lying areas adjacent to mountain ranges can become inundated during and immediately after periods of heavy rainfall (**Figure 4-4**).

Floods occur when there is too much water on the ground to be held within local water bodies (streams, lakes, retention/detention areas), causing water to accumulate in naturally dry areas. Floods are often caused by heavy rainfall (**Figure 4-5**), though they can also occur after a long period of moderate rainfall or if unusually warm weather causes mountain snow to melt faster than expected. California's worsening drought conditions, brought on by climate change, can compound the effects of flooding, as surfaces that would typically absorb water quickly dry out and become less permeable. Flooding is a danger to people, property, and structures alike.

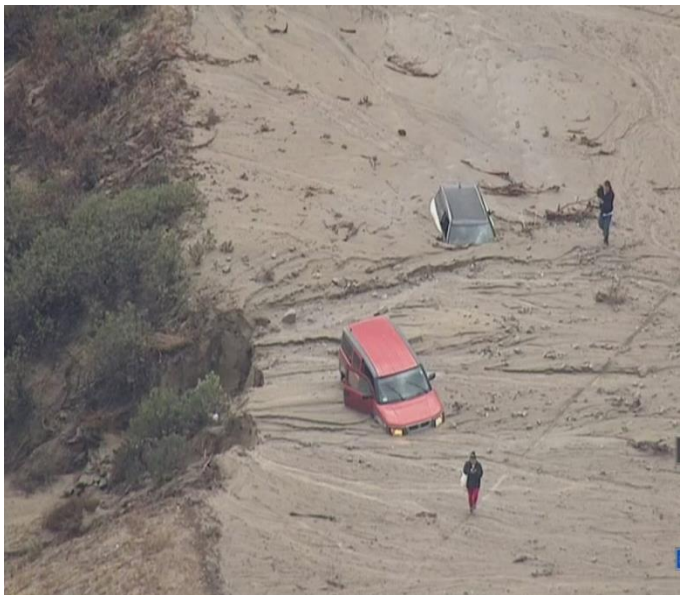


Figure 4-4: Cars trapped in a mudslide after a major flood in north Los Angeles County.

Photo Courtesy: ABC 7 Eyewitness News

Figure 4-5: Westbound on Avenue J in Lancaster during a major storm event causing major flooding, and mud flows, October 2015. Photo Courtesy

The following issues of concern should be considered when addressing flood hazards:

- The city is subject to periodic flooding due to a combination of flat topography, the presence of nearby mountains, and the surrounding washes (natural flood channels). **Figure 4-6** identifies Flood Risk Areas within the City.
- An increase in impervious surfaces resulting from development could increase potential runoff and local flooding conditions.
- The flood control system must be balanced for both debris capture in upstream basins, groundwater recharge, and adequate sediment transport into the dry lake beds within Edwards Airforce Base to refresh them as viable landing areas.
- To reflect continued stormwater management infrastructure improvements occurring within the city and updates to Flood Insurance Rate Maps (FIRM), there must be continued coordination with FEMA.

Noise

Noise has been an accepted part of modern life and the urbanization process. However, noise has been increasing social attention and concern due to its effect on human health and welfare. Noise analysis is now considered an integral part of the planning process designed to protect the quality of life of area residents. Within the Lancaster and the surrounding areas, major noise sources include air installations (Edwards Air Force Base (AFB), Air Force Plant 42, Palmdale Regional Airport, and Fox Field); roadways (automobiles and trucks along city streets and State highways); Union Pacific Railroad; and industrial and construction activities. A major focus of this section of the Safety Element is to define ”quiet" and set standards that will ensure an appropriately quiet environment for the Lancaster various land uses proposed within the General Plan study area, recognizing the varying noise-sensitivity of these uses.

The following issues of concern should be considered when addressing noise:

- Three airport installations are present within and adjacent to the General Plan study area. These installations—Edwards Airforce Base, Air Force Plant 42 (Palmdale Regional Airport), and Fox Field—are significant noise generators within the study area.
- In 2002, the Department of the Air Force updated the Air Installation Compatibility Use Zone Study (AICUZ) for Air Force Plant 42. The updated study indicates that there are currently no urban residential land use designations located within the 65-CNEL noise contour.
- General Plan Amendments and Rezoning actions have preserved lands under the overflight area of Plant 42 and Edwards AFB to establish compatible uses not readily susceptible to noise impacts.
- Automobile and truck traffic along area roadways and highways is a significant source of noise within Lancaster. Numerous residential areas are affected by roadway noise. Increased traffic on the State Route 14 increases noise levels adjacent to the freeway.
- Automobile and truck traffic along area roadways and highways is a significant source of noise within Lancaster. Numerous residential areas are affected by roadway noise. Increased traffic on the State Route 14 increases noise levels adjacent to the freeway.
- Roadway noise impacts on residential neighborhoods have generally been mitigated by constructing walls and landscaping along the arterial road system.
- Significant noise is created along the Union Pacific rail line. However, since the rail line passes through predominantly industrial and commercial areas, noise-sensitive land uses are generally not impacted.
- Industrial and construction activities also create noise impacts within the community, although they are primarily intermittent sources.

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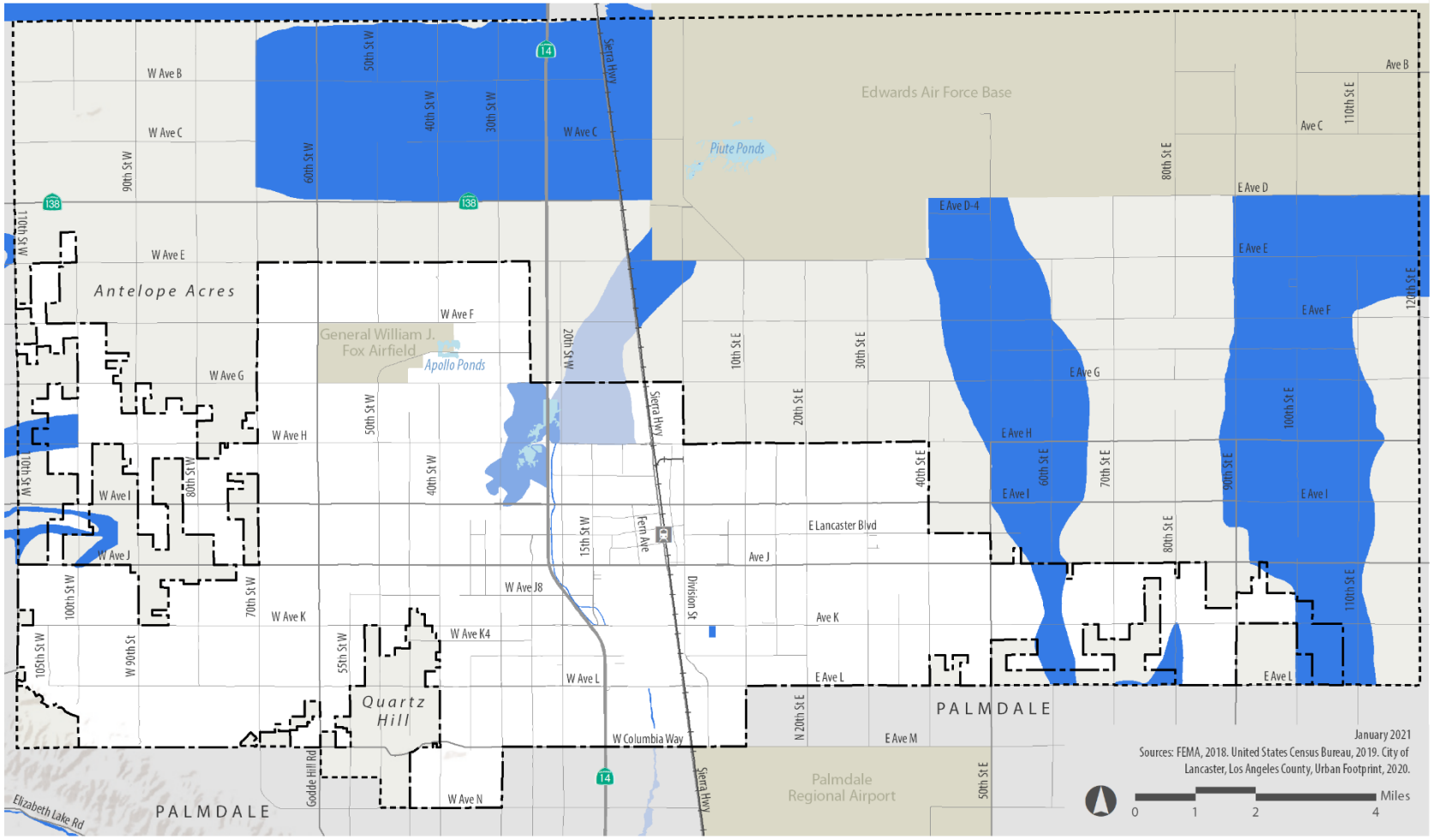
Figure 4-6: Flood Risk Areas



Flood Risk Areas

- 1% Annual Chance (100-year flood)
- 1% Annual Chance Of Shallow Flooding
- River Or Stream Flood Hazard Areas

Base Map Features

- City of Lancaster Boundary
- Sphere of Influence
- Railways and Metrolink Station
- Airports and Military Installations

Air Installation and Land Use Compatibility

The General Plan study area is affected by three air installations. These are U.S. Air Force Plant 42 (Palmdale Regional Airport), General William J. Fox Airfield (Fox Field), and Edwards Air Force Base (**Figure 4-7**). Accident potential and aircraft noise are significant considerations in the planning process for lands surrounding these facilities.

The primary purpose of this section is to ensure the safety of Lancaster residents and workers and those persons using area airport facilities. The City of Lancaster's intent is that the Air Installation Land Use Compatibility policies contained herein fulfill State requirements to prepare airport land use plans.

The following issues of concern should be considered when addressing Air Installation and Land Use Compatibility.

- There are three Federal Aviation Administration (FAA) recognized air facilities located within, or adjacent to, the study area: Edwards Air Force Base Fox Field, and Air Force Plant 42 (Palmdale Regional Airport). An expansion of Palmdale Regional Airport onto land east of Plant 42 is also possible in the long-term future.
- People living or working near airports are exposed to various levels of accident potential and increased noise levels that affect their quality of life.
- In 2013, the Los Angeles County Airport Land Use Commission adopted the Fox Field Land Use Compatibility Plan update. This plan sets land use compatibility standards in the vicinity of the airport.
- Various Federal and State laws and guidelines outline the manner in which land uses should be allocated within various safety and noise zones surrounding airport facilities.
- General Plan and Zoning amendments completed by the city in the early 1990s effectively preclude further urban density residential development within the overflight areas, as noted in the 2002 AICUZ Study.
- The expansion of both new development and the aircraft facilities will require land use compatibility to ensure a high quality of life in the area.

Figure 4-7: An F-16 Fighting Falcon from the 416th Flight Test Squadron performs a flyby of the air control tower at Edwards Air Force Base. Photo Courtesy of Ethan Wagner, Air Force.

Hazardous Materials

Natural hazards are not the only threat to a community's safety. Human-caused hazards like hazardous materials releases can also pose significant risks. Hazardous materials are often identified as being toxic, flammable, explosive, corrosive, infectious, radioactive, or any combination of these characteristics. Hazardous wastes are identified as a separate category from hazardous materials as they no longer serve a meaningful use.

Hazardous materials are widespread today in industrial, business, agricultural, and residential settings. Regulations controlling the creation, transport, use, storage, and disposal of hazardous materials must be enforced to provide the greatest possible protection to the public from accidental incidents of exposure or releases resulting from improper handling. Regulating these materials occurs at the federal, state, and county levels; however, the City does have some control over the locations where these materials are used, stored, and/or disposed (**Figure 4-8**).

The following issues of concern should be considered when addressing Hazardous Materials:

- Regulation of hazardous materials is a shared responsibility between federal, state, county, and local authorities.
- Hazardous materials are routinely transported through the city along the Union Pacific Railroad right-of-way and State Route 14 and Highway 138.
- The growth of the city has also increased the storage and use of hazardous materials. National, state, and local regulations are in place to reduce exposure to hazardous materials, but careful planning by the City should continue to minimize impacts.
- Compliance with California Department of Public Health and County of Los Angeles hazardous waste management requirements through Ordinance No. 560 should continue to regulate siting and approval of hazardous waste facilities.
- No hazardous waste landfills are located in the city, however illegal dumping of hazardous wastes continues to be a concern for the region.

Figure 4-8: Hazardous chemical left at waste facility in Lancaster, destroyed by Edward AFB Explosive Ordinance Disposal Airmen.

Photo Courtesy of: Edwards Airforce Base

Crime Prevention and Protection Services

The city's projected population growth will require a significant expansion of crime prevention and protection services and facilities. The City currently contracts with the Los Angeles County Sheriff's Department for police services and continues to invest resources toward crime prevention and community safety.

Since 2004, the City has focused on enhancing Crime Prevention and Protection Services by adding:

- the Lancaster Community Appreciation Program (LAN-CAP) to address crime in rental housing properties,
- additional deputies to support Target Oriented Policing (TOP),
- Community Service Officers (CSOs), and
- a Crime Prevention Officer to work with the residents and business owners to enhance Neighborhood Watch and Business Watch programs.

The following issues of concern should be considered when addressing Crime Prevention and Protection Services:

- Promote continued cooperation between the City and the Los Angeles County Sheriff's Department to ensure planned growth considers protective service needs.
- Include of Crime Prevention Through Environmental Design (CPTED) principles in the approval process for residential, commercial, and industrial developments to promote safer communities.
- Work with all City Departments to address code enforcement issues, educate the public on nuisance problems, and use administrative and/or criminal remedies when education is not effective.

- Coordinate with the Public Safety Officer, who works in conjunction with the Los Angeles County Sheriff's station and the City's Public Safety Department.

Engage residents and businesses through the Neighborhood/Business watch programs to support community awareness, crime prevention, and public safety.

Fire Prevention and Suppression Services

The Los Angeles County Fire Department provides Fire Prevention and Suppression Services in the City of Lancaster. Much of the undeveloped area is comprised of dry desert vegetation that is prone to periodic burning, to a lesser degree than the heavily brushed areas of Southern California mountains (**Figure 4-9**). Regulation of development within areas prone to fire and ensuring adequate infrastructure and fire facilities are available is an important issue for the City.

Figure 4-9: Brush fire near Lancaster

Photo Courtesy of: L.A. County Fire Department

Urban Fires

The possibility of an urban fire exists in every city. Many urban fires begin as isolated accidents or incidents, potentially caused by a faulty electrical appliance, absentminded cooking mishap, or industrial malfunction. Once a fire starts, it can quickly spread to other buildings if conditions permit (**Figure 4-10**). Despite the use of fire codes and mitigation strategies, it is important to acknowledge the risks associated with fires in urban areas. No matter its size, any fire has the potential to cause severe harm to people and can damage buildings and other structures.

Figure 4-10: L.A. County Firefighters battle an urban fire in a Lancaster neighborhood attempting to contain the blaze before it spreads to other homes Photo Courtesy of Photos Copyright Jeff Zimmerman, Zimmerman Media LLC

Wildfire

The most common type of natural hazards in California are wildfires, which can burn large areas of undeveloped or natural land in a short amount of time. They often begin as smaller fires caused by lightning strikes, downed power lines, or unattended campfires but may rapidly expand in size if conditions are dry and/or windy. Recent climatic projections suggest increased temperatures and prolonged periods of drought, which will increase the likelihood of wildfire occurrence. Typically, wildfires pose minimal threat to human life and structures in urban areas; however, the growing human infringement into natural areas increases the likelihood of property damage and loss of life. This encroachment occurs in areas called the wildland-urban interface (WUI), which is considered an area within the high and very high fire hazard severity zone, as defined by Cal FIRE. Based on current mapping provided by Cal Fire, areas within the city are mapped within Moderate Fire Hazard Severity Zones (**Figure 4-11**). A very small portion of the community on the southwestern corner is identified within a very high fire hazard severity zones, largely within the Sphere of Influence.

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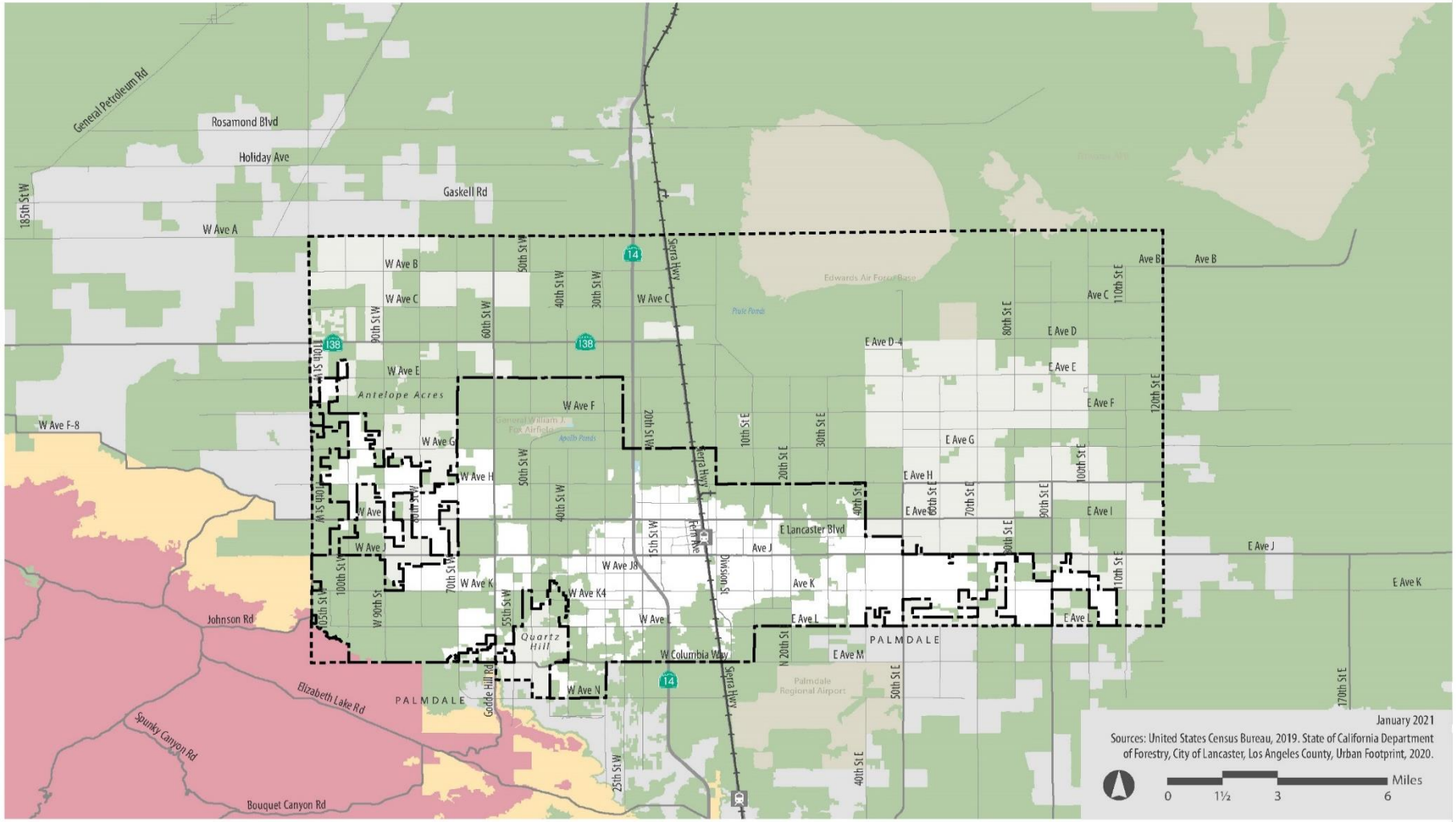
Figure 4-11: Wildfire Hazards



Fire Hazard Severity Zones

- Moderate
- High
- Very High

Base Map Features

- City of Lancaster Boundary
- Sphere of Influence
- Railways and Metrolink Station
- Airports and Military Installations

The following issues of concern should be considered when addressing Fire Prevention and Suppression Services:

- Six fire stations adequately serve the city, as well as one station in the unincorporated community of Antelope Acres. However, additional fire stations will be needed to meet the community's changing needs and anticipated population growth.
- Current fire hazard mapping identifies areas of moderate vulnerability, which could change to high and very high vulnerability based on updated modeling and mapping currently being prepared by Cal Fire.

Disaster Preparedness and Evacuation

The ability to anticipate, assess, and mitigate possible risks posed by natural and human-caused hazards is vital to a city's resilience and longevity. Although this Element specifically addresses natural and human-caused hazards, disaster and emergency preparedness involves considerations beyond identifying the hazards themselves. The maintenance of a comprehensive disaster preparedness plan and the ability to implement that plan is critical to residents' and businesses' safety during an emergency. The Disaster Preparedness and Evacuation section consolidates and briefly describes the City of Lancaster's hazard prevention and response strategies. The plan defines areas of responsibility, basic policies, and objectives for disaster and emergency preparedness planning and operations under emergency conditions.

Emergency Operations Plan

The Emergency Operations Plan (EOP) is primarily responsible for informing the City of Lancaster's emergency management strategies. These strategies are typically organized under four categories: mitigation, preparedness, response, and recovery.

Mitigation

The EOP, in conjunction with the LHMP, identifies and assesses the natural and human-caused hazards that threaten the city and recommends proactive policy and procedural actions that reduce the risks associated with these hazards. This preemptive planning is intended to decrease the probability of emergency situations and minimize the effects should one occur. Examples of hazard mitigation and prevention can be found in many city policies, but they are most prominently displayed in the numerous codes regulating construction and development.

Preparedness

Emergency preparedness focuses on activities that prepare a community for a disaster. These activities typically involve preparation of plans addressing life safety, emergency response, and evacuation; purchase and storage of emergency supplies; and training and exercises to practice response activities.

Response

Emergency response activities typically focus on actions necessary to save lives and prevent further property damage during an emergency/disaster. Many of these activities are conducted in tandem with the Los Angeles County Sheriffs Department and Los Angeles County Fire Department standard emergency response procedures. To guide response activities, the City will rely on implementing the Emergency Operations Plan and work closely with volunteer organizations, such as the Antelope Valley Community Emergency Response Team (CERT), which helps orchestrate internal and external communications, logistics, and assistance during large-scale emergencies.

Recovery

Recovery activities typically occur after an emergency/disaster event. These activities focus on re-establishing services to impacted areas, repair and/or reconstruct damaged buildings and infrastructure, and assisting residents and businesses with permitting and approvals of building plans. Depending on the scale and type of incident, recovery could occur in specific community locations and/or require specialized expertise to address the issues created.

Evacuation

The focus on activities that prepare a community for disaster also highlights evacuation and the appropriate routes needed to move community members to safe locations. **Figure 4-12** and **Table 4-1** identify the major roadways within the city designated for use as an evacuation route. Of these roadways, State Route 14 runs north/south, bisecting the city's eastern and western portions. State Route 14 includes several overpasses considered critical to evacuation. A major concern for these overpasses is potential damage that could be sustained from a large seismic event, which could impact movement from east to west throughout the city.

Table 4-1 Evacuation Routes

North/South	East/West
State Route (S.R.) 14	W Avenue D/SR 138 (Connects to S.R. 14/90th St. W)
Sierra Highway	
90th St. W	
20th St. W	Avenue J
10th St W	Avenue H
Division St.	Avenue I
Challenger Way	Avenue K
50th St. E	W Avenue L (Connects to both 90th St. W and S.R. 14)
90th St. E	

Future growth and development should ensure the transportation network throughout the city can adequately meet daily travel demands and emergency response and evacuation needs.

The following issues of concern should be considered when addressing Disaster Preparedness and Evacuation:

- New developments will be required to have adequate circulation networks and meet local and State requirements for ingress/egress and evacuation needs.
- The City's EOP shall meet Standardized Emergency Management System (SEMS) and National Incident Management System (NIMS) requirements and coordinate with neighboring jurisdictions and the Operational Area to prepare, respond, and recover from emergency situations.
- Roadway capacity improvements will prioritize routes identified for evacuation and emergency response.
- The continued importance of training and exercises coupled with incorporating best practices and new technologies will better prepare the City to respond to emergency situations.
- The importance of continuing to provide educational programs and information to the public regarding emergency preparedness helps keep these important issues top-of-mind.
- Addressing challenges and constraints within County Islands regarding differences in jurisdictional requirements, lane reductions, different roadway standards, road maintenance responsibilities, and coordination of activities can create challenges for evacuation.

Emergency Medical Facilities

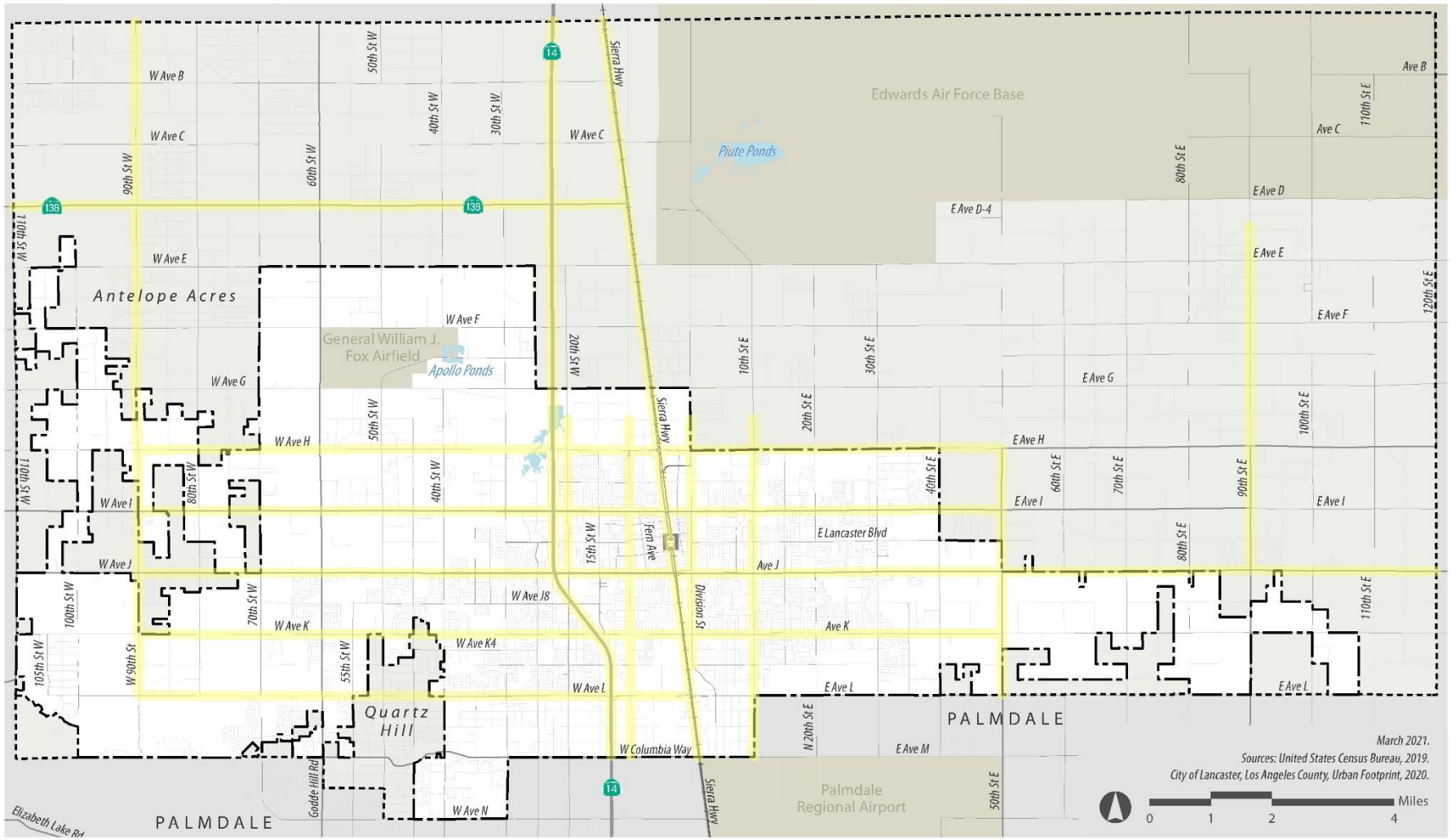
The existence of quality medical facilities is necessary to ensure the health and safety of residents and important quality of life issues. The continued growth of Lancaster and the Antelope Valley necessitates a diversity of new facilities to ensure that local emergency services are available to all residents (**Figure 4-13**).

Figure 4-13: Antelope Valley Hospital

Photo Courtesy of: Antelope Valley Hospital Facebook

Lancaster General Plan

Figure 4-12: Evacuation Routes



Legend

- Evacuation Routes
- City of Lancaster Boundary
- Sphere of Influence
- Railways and Metrolink Station
- Airports and Military Installations

The following issues of concern should be considered when addressing Emergency Medical Facilities:

- Two hospitals and various other medical facilities currently serve city residents.
- New and expanded facilities will be needed to serve the projected 2030 population and beyond.
- Services for supporting maternity, infant health, and elderly health will continue to increase.
- Paramedic and ambulance services will need to be increased to meet future population demands.

Climate Adaptation

Although climate change is not a hazard, variations in environmental conditions can impact some of the natural hazards affecting Lancaster. Projections of future conditions include increased temperatures, increased extreme heat days, changes in precipitation, prolonged droughts, intensified flooding, and changes in the size and frequency of wildfire incidents.

Increasing temperatures associated with climate change can act as a hazard multiplier. By the end of the century, annual mean temperatures are projected to increase between four and seven degrees, impacting residents and businesses (**Figure 4-14**). These increases are also anticipated to increase the number of extreme heat days in Lancaster. Historically, the city experiences five extreme heat days per year.

According to Cal-Adapt, the number of extreme heat days is projected to increase to between 29 and 37 days by 2064 and up to 58 days by the end of the century (**Table 4-2**). These potential temperature increases may impact residents living in poorly insulated structures or structures that do not meet current code requirements. This, coupled with increases electrical demand, especially in the high desert where Lancaster is located, could lead to potential energy shortages and citywide power outages.

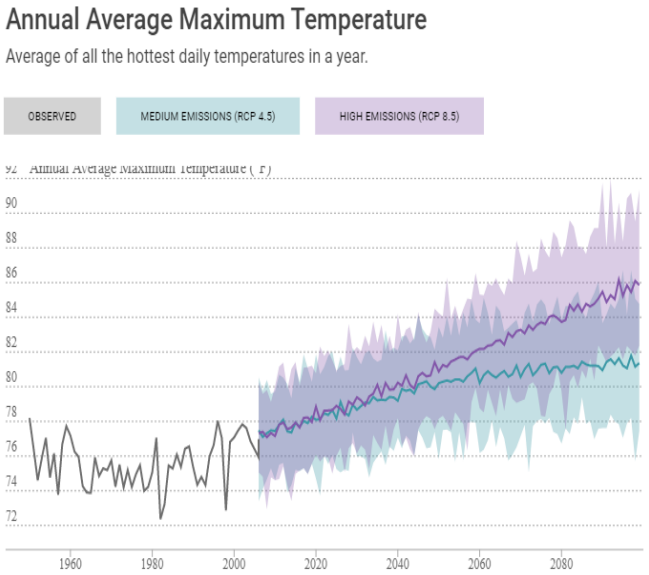


Figure 4-14: Annual Average Maximum Temperature Projections (Average of all the hottest daily temperatures in a year)
Source: Cal-Adapt, 2021

Table 4-2: Extreme Heat Days in Lancaster

Lancaster Average Annual Extreme Heat Days: Temperature Threshold 103.3°F		
Year	**RCP 4.5**	**RCP 8.5**
1961 – 1990 (Observed Historical)	4 Days	4 Days
2035 - 2064	29 Days	37 Days
2070 - 2099	39 Days	58 Days

Source: Cal-Adapt, 2020
RCP 4.5: medium emissions scenario
RCP 8.5: high emissions scenario

GOALS AND POLICIES

The City of Lancaster is situated in an area of Southern California that is vulnerable to geologic and seismic hazards, flooding, noise, hazardous material releases, fires, and climate adaption.

Geology and Seismicity

Goal 4.1	A community that is prepared and ready to respond to seismic and geologic hazard events.
Policy 4.1.1	Facilitate rapid physical and economic recovery following an earthquake by identifying and recognizing potentially hazardous conditions and implementing effective standards for seismic design of structures.
Policy 4.1.2	Require development in areas with potential slope stability or soil constraints that may impact construction to conduct engineering studies to determine appropriate structural design criteria and effective construction standards to mitigate these conditions.

Action 4.1.1(a) Prioritize upgrading seismically hazardous (unreinforced masonry) buildings within the City of Lancaster in compliance with the provisions of SB-547.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budget

Action 4.1.1(b) Require all new developments, redevelopments, and major remodels to comply with the most recent California Building Code seismic design standards and such other supplemental design criteria.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budget

Action 4.1.1(c) Undertake, as necessary, a review of existing Critical and Essential structures for any significant siting, design, or construction issues that increase their vulnerability to an earthquake.
Time Frame: Ongoing

Responsibility: Development Services Department
Funding Source: Department and Agency Budgets

Action 4.1.1(d) Provide an expedited review of any State seismic-related revisions to the California Building Code for adoption and implementation.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budget

Action 4.1.1(e) Coordinate with the State and local entities operating and maintaining the California Aqueduct and the Little Rock Dam to reduce the risk of seismic failure and reduce the risk of overtopping by ensuring water levels are kept at or below the designed safe water levels.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budget

Action 4.1.2(a) Require specialized soil reports in areas suspected of having problems with bearing strength, expansive soils, soil settlement, and subsidence.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets, Development Review Fees

Action 4.1.2(b) Through the Development Review Process, ensure that any new development proposal located within an area determined by the State of California to be a seismic hazard zone is conditioned for appropriate mitigation.

Time Frame: Ongoing
Responsibility: Development Services Department and Community Development Division
Funding Source: Department Budgets, Development Review Fees

Flooding

Goal 4.2	A community that reduces flood impacts while increasing the benefits of effective stormwater management.
Policy 4.2.1	Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from a FEMA 100-year flood.
Policy 4.2.2	Require structures designed for human occupancy within the 100-year floodplain to comply with the City's floodplain ordinance.
Policy 4.2.3	Retain undeveloped or vacant land within the 100-year floodplain as very low-density rural uses or open space uses where plans for the construction of flood control facilities are absent.
Policy 4.2.4	Require new development, redevelopment, or major remodels to reduce on-site drainage flows below existing levels and increase groundwater recharge where appropriate.
Policy 4.2.5	Design storm drainage infrastructure to accommodate existing and anticipated storm flows associated with changing climatic conditions.

Action 4.2.1(a) Facilitate the rapid physical and economic recovery following a flood by identifying and recognizing potentially hazardous conditions and implementing effective standards for location and construction of development.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets, Development Review Fees

Action 4.2.3(a) Require development within the 100-year floodplain to submit a 100-year base flood elevation certification by a qualified civil or hydrological engineer.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets, Development Review Fees

Action 4.2.3(b) Require drainage studies that identify the necessary facilities to ensure proposed development is adequately protected from flooding and will not create or increase downstream or upstream flood hazards.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets, Development Review Fees

Action 4.2.4(a) Encourage the use of permeable paving materials in hardscape areas; swale designs in landscape or grassy areas; and the discharge of roof drainage into pervious, greenbelt, and seepage pit areas to slow runoff, maximize infiltration, and reduce downstream impacts from development.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets, Development Review Fees

Action 4.2.5(a) Require that street and storm drain flood control systems be designed to accommodate 10 percent above identified storm flows.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets, Development Review Fees

Action 4.2.5(b) Ensure that major creeks, channels, and basins are kept clear of obstruction, and are regularly maintained.

Time Frame: Ongoing
Responsibility: Development Services Department and County Flood Control District
Funding Source: Department Budgets, Drainage Benefit Assessment District

Action 4.2.5(c) Coordinate with the Environmental Protection Agency (EPA) to develop an urban storm water management ordinance.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budget

Noise

Goal 4.3	**Promote noise-compatible land use relationships by implementing the noise standards identified in Table 4-3 to be utilized for design purposes in new development and establishing a program to attenuate the existing noise problem.**
Policy 4.3.1	Ensure that noise-sensitive land uses and noise generators are located and designed so that city noise objectives will be achieved.
Policy 4.3.2	Wherever feasible, manage the generation of single event noise levels (SENL) from motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities such that SENL levels are no greater than 15 dBA above the noise objectives included in the Plan for Public Health and Safety.
Policy 4.3.3	Ensure that the provision of noise attenuation does not create significant negative visual impacts.
For related policies and specific actions, refer to the Community Design section of the Plan for Physical Development.	

Table 4-3: Noise Compatible Land Use Objectives

Land Use	Maximum Exterior CNEL	Maximum Interior CNEL
Rural, Single-Family, Multi-Family Residential	65 dBA	45 dBA
Schools: Classrooms Playgrounds	65 dBA 70 dBA	45 dBA --
Libraries	--	50 dBA
Hospitals/Convalescent Facilities: Living Areas Sleeping Areas	-- --	50 dBA 40 dBA
Commercial and Industrial Office Areas	70 dBA --	-- 50 dBA

Action 4.3.1(a) Require a detailed noise attenuation study to be prepared by a qualified acoustical engineer to determine appropriate mitigation and ways to incorporate such mitigation into project design for the following:

- Where new development is proposed for areas within which the exterior or interior noise levels outlined in Table 4-3 of Goal 4.3 are likely to be exceeded by existing or planned land uses; and
- When proposed projects include uses that could be potentially significant noise generators.

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Project Applicant Fees

Action 4.3.1(b) Minimize motor vehicle noise impacts from streets and highways through proper route location and sensitive roadway design.

- Consideration shall be given to the location of truck routes, effects of truck mix, and future motor vehicle volumes on noise levels adjacent to master-planned roadways when improvements to the circulation system are planned.
- Traffic volumes and speed through residential neighborhoods shall be minimized.
- Street or street improvements that exceed the ultimate right-of-way width specified in the City of Lancaster Transportation Master Plan shall be required to evaluate potential noise impacts on existing and future land uses in the area.
- The City will work closely with Caltrans in the early stages of freeway improvements and design modifications to ensure that proper consideration is given to potential noise impacts on the city.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets

Action 4.3.1(c) Ensure that new commercial and industrial activities (including the placement of mechanical equipment) are designed so that activities comply with the maximum noise level standards at the property line of adjacent uses, thereby minimizing impacts on adjacent uses (see Table 4-3).

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budgets, Development Review Fees

Action 4.3.1(d) Ensure that the design and placement of air conditioning units and pool equipment within residential areas is accomplished in a manner that does not intrude upon the peace and quiet of adjacent noise-sensitive areas.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets, Development Review Fees

Action 4.3.2(a) Review and respond to any proposals from military or civilian air installations involving new flight patterns, more intense operations over the city, or relocation or extension of runways which would create the potential for noise impacts on sensitive land uses within the city in a manner consistent with other noise policies contained herein.

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budget

Action 4.3.2(b) Work with the Air Force, Los Angeles World Airports, and other appropriate agencies to maintain noise-reducing flight procedures for airplanes and helicopters, such as maintaining predetermined flight altitudes, using less noise-sensitive flight paths, or flying during less sensitive hours.

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budget

Action 4.3.2(c) Participate in the planning activities of SCAG and the Los Angeles World Airports relative to the expansion of activities (and the assessment of their impacts) at Palmdale Regional Airport and the potential development of lands owned by the Los Angeles World Airports east of Plant 42.

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budget

Action 4.3.2(d) As a condition of approval, limit nonemergency construction activities to daylight hours between sunrise and 8:00 pm.

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budgets, Development Review Fees

Action 4.3.3(a) In reviewing noise impacts, utilize site and architectural design features to mitigate impacts on sensitive land uses in conjunction with the provision of noise barriers. Design techniques to be considered in mitigating potential noise impacts include:

Site Design

- The use of building setbacks, landscaping and walls and dedication of noise easements to increase the distance between the noise source and receiver.
- The location of uses and orientation of buildings which are compatible with higher noise levels adjacent to noise generators or in clusters to shield more noise-sensitive areas and uses.
- The placement of noise-tolerant land uses, such as parking areas, between the noise source and receiver.
- The placement of noise-tolerant structures such as garages or carports to shield noise-sensitive areas.
- Clustering of office, commercial, or multi-family residential structures to reduce interior open space noise levels.

Architectural Design

- The use of dense building materials, tight fitting doors, ceilings, and floors.
- The use of noise reducing windows and the placement of entry doors on the side of the building facing away from the major roadway.
- Avoid balconies and patio areas facing major transportation routes.

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budgets, Development Review Fees

Action 4.3.3(b) Whenever feasible, require the use of noise barriers (walls, berms, or a combination thereof) to reduce significant noise impacts.

- Noise barriers must be massive enough to prevent significant noise transmission and high enough to shield the receiver from the noise source.
- The barrier must be carefully constructed so that there are no cracks or openings.
- Require landscaping treatment to be provided in conjunction with noise barriers to provide visual relief and to reduce aesthetic impacts.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets, Development Review Fees

Air Installation and Land Use Compatibility

Goal 4.4	Establish procedures for compatibility between land uses in the City of Lancaster and air operations from U.S. Air Force Plant 42 (Palmdale Regional Airport), Fox Field, and Edwards Air Force Base.
Policy 4.4.1	Limit the type and intensity of development surrounding Air Force Plant 42, consistent with the recommendations of the Joint Land Use Committee's study and the AICUZ Report for Plant 42.
Policy 4.4.2	Limit the uses surrounding airport facilities at Fox Field and Plant 42 to ensure their continued safe operation.
Policy 4.4.3	Ensure that adequate public notification regarding aircraft activities is provided to new residents in areas subject to aircraft overflights around Plant 42 and Fox Field.
Policy 4.4.4	Support and implement the adopted R-2508 Joint Land Use Study (JLUS) for Edwards Air Force Base as it applies to the City of Lancaster and its sphere of influence.
Policy 4.4.5	Implement the provisions of State regulations addressing airport land use issues.

Action 4.4.1(a) 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.

- Residential Uses: not to exceed one dwelling unit per two and one-half acres (0.4 du/ac).
- Non-Residential Uses: no more than an average of 25 persons per acre per hour during a 24-hour period. No more than 50 persons per acre at any one time. Lot coverage by buildings shall not exceed 40 percent of the site.

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budget

Action 4.4.1(b) To protect residents from aircraft-generated noises, prohibit the redesignation of land within the 65-CNEL contour and the Overflight Area currently designated industrial or commercial on the General Plan map to residential or other incompatible land uses.

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budget

Action 4.4.1(c) Discourage the development of noise-sensitive receptors, such as hospitals and schools, within the 65-CNEL contour and the Overflight Area.

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budget

Action 4.4.1(d) Discourage higher density residential uses and encourage, in order of priority, industrial, commercial, and low-density residential land use designations within the 65-CNEL contour and the Overflight Area.

Time Frame: Ongoing

Responsibility: Community Development Division
Funding Source: Department Budget

Action 4.4.1(e) The State Airport Land Use Planning Handbook indicates that standard APZs should be used as safety zones for military airports. Within such safety zones of U.S. Air Force Plant 42, where the zones fall within the City of Lancaster, prohibit the following uses in the APZ:

- "Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at U.S. Air Force Plant 42 other than an FAA-approved navigational signal light or visual approach slope indicator."
- "Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at U.S. Air Force Plant 42."
- "Any use which would generate smoke or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the Accident Potential Zone."
- "Any use which would generate electrical or other interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. "

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budget

Action 4.4.2(a) Review and route through appropriate agencies individual development proposals in the vicinity of Fox Field and Air Force Plant 42 for compliance with Federal Aviation Regulations (FAR) Part 77 height limitations; ensure that new development complies with FAR Part 77.

Time Frame: Ongoing
Responsibility: Development Services Departement
Funding Source: Department Budgets, Development Review Fees

Action 4.4.2(b) Coordinate with the Los Angeles County Airport Land Use Commission regarding land use compatibility standards of the 2004 General William J. Fox Airfield Land Use Compatibility Plan for land use proposals within the vicinity of the airport.

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budget

Action 4.4.3(a) For new residential development require that avigation easements be granted to the following entities in the specific situations specified below:

- To Air Force Plant 42 and the Los Angeles Department of Airports: Lands within the projected 65 CNEL, the accident potential zone (APZ- II), and the designated Overflight Area.
- To Los Angeles County or any successor in interest therein: Lands within the projected 65-CNEL noise contour of Fox Field.

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budget, Development Review Fees

Action 4.4.4(a) Participate in the preparation, update, and implementation of the JLUS for Edwards Air Force Base.

Time Frame: Ongoing
Responsibility: Community Development Division
Funding Source: Department Budget

Action 4.4.5(a) Review new and/or proposed legislation on airport land use issues to determine the applicability to the City of Lancaster and to implement and provide comment on the legislation as required.

Time Frame: Ongoing
Responsibility: *Community Development Division*
Funding Source: Department Budget

Hazardous Material

Goal 4.5	A community with minimal risk of exposure and impacts from hazardous materials and wastes.
Policy 4.5.1	Ensure that the transport, use, storage, and disposal of hazardous materials occurs in a responsible manner that protects residents' and businesses' public health and safety.

Action 4.5.1(a) Implement the goals and policies of the Los Angeles County Certified Unified Program Agency, Health Hazardous Materials Division by:

- Ensuring the availability of safe and legal options for the management of hazardous waste generated within the city.
- Reviewing all proposals for hazardous waste facility projects within the city for consistency with the adopted Los Angeles County Hazardous Waste Management Plan.
- Ensuring that the California Environmental Quality Act requirements, as amended, are enforced for siting, operating, and closing a hazardous waste facility, as set forth in State law.
- Ensuring that sites for specified hazardous waste facilities are located as close to the areas of generation as possible and that residual repository facilities are located in more distant areas as far as possible from urbanized, populated, and congested areas.
- Reviewing annually and updating the City of Lancaster Hazardous Waste Facilities regulations for compliance with county and State requirements accordingly.
- Reviewing legislation as approved by the legislature for its application to the city and implementing it as required by law.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets

Action 4.5.1(b) Coordinate with Los Angeles County to ensure that commercial and industrial activities comply with all federal, state, county, and local laws regulating hazardous materials and wastes.

Time Frame: Ongoing
Responsibility: Development Services Department, LA County Fire Department
Funding Source: Department Budgets

Action 4.5.1(c) Require that any business that uses, generates, processes, stores, treats, emits, or discharges a hazardous material shall submit a Hazardous Materials Business Plan, including a Hazardous Waste Contingency Plan, to Los Angeles County as required by law.

Time Frame: Ongoing
Responsibility: Development Services Department, LA County Fire Department
Funding Source: Department Budgets

Action 4.5.1(d) Review the City's Hazardous Waste Management Ordinance to ensure that uses that treat hazardous wastes generated off-site and on-site, as well as uses that may pose a significant risk to public health, safety, and welfare by receiving, utilizing, storing, transporting, or disposing of hazardous waste and materials, are being located in areas that are planned and zoned for industrial use, accessible to the Antelope Valley Freeway without the need to travel through residential areas, and are located at least 2,000 feet from the nearest area planned for residential use.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets

Action 4.5.1(e) Conduct periodic household hazardous waste collection events.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Tipping Fees

Crime Prevention and Protection Services

Goal 4.6	Residents and businesses that feel safe and secure throughout the community.
Policy 4.6.1	Ensure that adequate law enforcement is provided to the residents and businesses of the City of Lancaster.
Policy 4.6.2	Promote public safety through the incorporation of Crime Prevention Through Environmental Design (CPTED) concepts and other methods to design and implement new developments.
Policy 4.6.3	Promote programs and partnerships that encourage residents to take a proactive role in community safety and the welfare of their neighborhoods.

Action 4.6.1(a) As part of the preparation of the annual budget and development of the multiyear capital improvement program, the City Manager with the Public Safety Department will work with the Sheriff's Lancaster Station to conduct an annual assessment of crime prevention law enforcement services.

Time Frame: Ongoing
Responsibility: City Manager's Office, Public Safety Department, LA County Sheriff
Funding Source: Department Budgets

Action 4.6.1(b) In cooperation with the Sheriff's Department, establish methodologies to monitor public safety programs' effectiveness.

Time Frame: Ongoing
Responsibility: City Manager's Office, Public Safety Department, LA County Sheriff
Funding Source: Department Budgets

Action 4.6.2(a) Involve the Public Safety Department in the development review process for all new development proposals through participation in the Development Review Committee for review and comment.

Time Frame: Ongoing
Responsibility: Community Development Division, Public Safety Department, LA County Sheriff
Funding Source: Department Budgets, Development Review Fees

Action 4.6.3(a) Through the guidance of the Safer and Stronger Neighborhoods Steering Committee, establish community dialogue and strategic partnerships that will serve to stimulate involvement by residents in community safety and neighborhood welfare.

Time Frame: Ongoing
Responsibility: Public Safety Department
Funding Source: General Fund

Action 4.6.3(b) Promote the establishment of Neighborhood Watch and Business Watch programs to engage community participation in public safety awareness.

Time Frame: Ongoing
Responsibility: Public Safety Department
Funding Source: Department Budget

Action 4.6.3(c) Work with the Lancaster Sheriff's Station, local schools, and community-based organizations to implement educational programs aimed at intervention and prevention programs for youth.

Time Frame: Ongoing
Responsibility: City Manager's Office, Public Safety Department, LA County Sheriff, Area School Districts
Funding Source: Agency Budgets

Action 4.6.3(d) Continue to develop and carry out innovative Crime Prevention programs like the Lancaster Community Appreciation Program (LAN- CAP) and the Target Oriented Policing (TOP) program.

Time Frame: Ongoing
Responsibility: Public Safety Department, LA County Sheriff
Funding Source: Agency Budgets

Fire Prevention and Suppression Services

Goal 4.7	A resilient community where structural and wildland fire hazards are effectively managed and mitigated.
Policy 4.7.1	Reduce and minimize the risk of structural and wildland fires within existing and future development areas.
Policy 4.7.2	Ensure adequate fire prevention and suppression infrastructure (fire stations, firefighting equipment) and personnel are available to protect the citizens and businesses of the City of Lancaster.
Policy 4.7.3	Ensure that new development incorporates the recommended design strategies to minimize the potential for fire.
Policy 4.7.4	Promote community involvement in fire prevention activities.
Policy 4.7.5	Promote fuel modification and brush clearance activities throughout the city to reduce fire potential.

Action 4.7.1(a) Update and expand Fire Code requirements to areas of moderate wildfire risk in the City and locations with a high degree of fire vulnerability based on outdated construction methods and design standards.

Time Frame: Ongoing
Responsibility: City Manager's Office, LA County Fire Department, Development Services Department
Funding Source: Department Budgets, Project Applicant Fees

Action 4.7.2(a) In cooperation with the Los Angeles County Fire Department, conduct an annual assessment of fire prevention and suppression services, evaluating the adequacy of facilities and equipment serving the city; the status and adequacy of mutual aid agreements; personnel staffing and program needs; training requirements; and equipment, facility, and staffing needs based on anticipated growth, level of service, and incident rates.

Time Frame: Ongoing
Responsibility: City Manager's Office, LA County Fire Department
Funding Source: Department Budgets

Action 4.7.2(b) In cooperation with the Los Angeles County Fire Department, establish a program to monitor the effectiveness of fire prevention and education programs.

Time Frame: Ongoing
Responsibility: City Manager's Office, LA County Fire Department
Funding Source: Department Budgets

Action 4.7.2(c) Involve Fire Department personnel in the development review process for all new developments, redevelopments, and major remodels through participation in the Development Review Committee and by referring development requests to the Los Angeles County Fire Department for review and comment.

Time Frame: Ongoing
Responsibility: Community Development Division, LA County Fire Department
Funding Source: Department Budgets, Development Review Fees

Action 4.7.2(d) Adopt State Fire Safe Regulations as necessary for new development and require verification of adequate water supply, adequate ingress/egress for evacuation purposes, proper use of building design and materials, and proper treatment of fuels to reduce fire vulnerability.

Time Frame: Ongoing
Responsibility: Community Development Division, LA County Fire Department
Funding Source: Department Budgets, Development Review Fees

Action 4.7.3(a) Require the use of fire-resistant roofs in residential developments.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budget

Action 4.7.3(b) In conjunction with the Los Angeles County Fire Department, review the adequacy of ordinances requiring fire sprinklers and continue with the practice of requiring fire sprinklers in residential structures as required by the Los Angeles County Fire Code.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budget

Action 4.7.4(a) Publish articles on fire prevention. Utilize the various media resources.

Time Frame: Ongoing
Responsibility: LA County Fire Department, Communication Division
Funding Source: Department Budgets

Action 4.7.4(b) Work with the Los Angeles County Fire Department and local school districts to maintain educational programs aimed at preventing fires.

Time Frame: Ongoing
Responsibility: City Manager's Office, LA County Fire Department, Area School Districts
Funding Source: Agency Budgets

Action 4.7.5(a) Conduct brush clearance and vegetation management activities along public roadways, prioritizing key evacuation routes and critical ingress/egress routes.

Time Frame: Ongoing
Responsibility: LA County Fire Department, Development Services Department
Funding Source: Department Budgets

Disaster Preparedness and Evacuations

Goal 4.8	**A community with a strong sense of readiness to address emergency situations and activities.**
Policy 4.8.1	Maintain a level of preparedness to respond to emergency situations that will save lives, protect property, and facilitate recovery with minimal disruption.
Policy 4.8.2	Effectively coordinate with neighboring jurisdictions and the Operational Area on planning, training, and exercises to effectively respond to major emergency incidents.
Goal 4.9	**An evacuation network that meets current needs and accommodates future growth.**
Policy 4.9.1	Ensure city residents and businesses can effectively evacuate during or after an emergency/hazard event, if necessary.

Action 4.8.1(a) Conduct an annual assessment of the Emergency Operations Plan and prepare necessary revisions to maintain relevancy.

Time Frame: Ongoing
Responsibility: Public Safety Department
Funding Source: Department Budget

Action 4.8.1(b) Maintain an effective and properly staffed, trained, and equipped emergency operations center (EOC) for receiving emergency calls, providing initial response, providing for key support to major incidents, meeting the demands of automatic and mutual aid programs as well as major incident and disaster operations, and maintaining emergency incident statistical data.

Time Frame: Ongoing
Responsibility: Public Safety Department
Funding Source: Department Budget

Action 4.8.1(c) Periodically update the City's Local Hazard Mitigation Plan and integrate the findings and mitigation actions/ strategies into other City documents like the Capital Improvements Program, Infrastructure Master Plans, and other planning documents.

Time Frame: Ongoing
Responsibility: Public Safety Department
Funding Source: Department Budget

Action 4.8.2(a) Maintain ongoing coordination and cooperation with participating jurisdictions and work closely with emergency responders, community partners, and residents to engage in comprehensive disaster planning to improve regional capabilities to respond to disaster situations.

Time Frame: Ongoing
Responsibility: Public Safety Department
Funding Source: Department Budget

Action 4.9.1(a) Coordinate with Caltrans and the County of Los Angeles regarding transportation network constraints (e.g., County Island roadways and overpasses along S.R. 14).

Time Frame: Ongoing
Responsibility: Public Safety Department, Development Services Department
Funding Source: Department Budgets

Action 4.9.1 (b) Prioritize roadway and storm drain infrastructure retrofitting and enhancement projects along primary evacuation routes.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budget

Action 4.9.1(c) Ensure all new development and redevelopment provides adequate ingress/egress for emergency access and evacuation.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets

Action 4.9.1(d) Develop an implementation program that identifies areas of the city with limited ingress/egress, limited circulation capacity, and/or critical infrastructure that could impact evacuation efforts.

Time Frame: Ongoing
Responsibility: Public Safety Department, Development Services Department
Funding Source: Department Budgets

Action 4.9.1(e) Identify and construct additional local evacuation routes in areas of high hazard concern or limited mobility.

Time Frame: Ongoing
Responsibility: Public Works and Development Services Department
Funding Source: Department Budgets

Action 4.9.1(f) Monitor changes to hazard conditions and vulnerabilities to ensure the accessibility or viability of evacuation routes in the future.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budgets

Emergency Medical Facilities

Goal 4.10	Medical services and facilities that meet community needs and desires.
Policy 4.10.1	Promote the provision of quality medical facilities and services to meet the needs of area residents and facilitate the expansion and extension of quality medical and emergency medical facilities to meet the needs of Lancaster residents and businesses.

Action 4.10.1(a) Work with health care planning agencies to re-establish a trauma center within the City of Lancaster.

Time Frame: Ongoing
Responsibility: Administrative Services Department
Funding Source: Health Care Providers

Action 4.10.1(b) Work with area medical providers to develop solutions for overcrowding of emergency medical facilities.

Time Frame: Ongoing
Responsibility: Administrative Services Department
Funding Source: Department Budget and Health Care Providers

Climate Adaptation

Goal 4.11	A built environment that incorporates new data and understanding about changing hazard conditions and climate stressors.
Policy 4.11.1	Reduce and minimize the risk of future hazards associated with changing climatic conditions.

Action 4.11.1(a) Plan and design new communities and retrofit existing communities to accommodate increases in extreme heat, extreme precipitation, and severe wind events.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budget, Grant Funding Opportunities, Project Applicant Fees

Action 4.11.1(b) Identify and monitor areas of vulnerable populations that could be impacted by reduced air quality, increased extreme heat events, power shortages, exposure to floods, drought effects, and intensification of the urban heat island effect.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budget

Action 4.11.1(c) Design and construct transportation infrastructure (road networks and rail lines) to anticipated increases in extreme heat events and severe precipitation that can cause flooding and mudslides.

Time Frame: Ongoing

Responsibility: Development Services Department
Funding Source: Department Budget, Grant Funding Opportunities, Project Applicant Fees

Action 4.11.1(d) Design future utility improvements in the city to anticipate increased demands resulting from changing climatic conditions.

Time Frame: Ongoing
Responsibility: Development Services Department
Funding Source: Department Budget, Grant Funding Opportunities, Project Applicant Fees