COMMUNITY DEVELOPMENT

City of Lancaster
Initial Study

1.	**Project title and File Number:**	Site Plan Review No. 23-009 Tentative Tract Map No. 23-003 (84221) General Plan Amendment No. 23-001 Zone Change No. 23-001
2.	**Lead agency name and address:**	City of Lancaster Community Development Department Planning and Permitting Division 44933 Fern Avenue Lancaster, California 93534
3.	**Contact person and phone number:**	Jocelyn Swain, Senior Planner City of Lancaster Community Development Department (661) 723-6100
4.	**Location:**	±45 acres on the west side of Sierra Highway between Avenue H and Avenue H-8 (APNs:) (see Figure 1)
5.	**Applicant name and address:**	Maison's Sierra Phase 1, LP Kevin Harbinson 2007 Cedar Avenue Manhattan Beach, CA 90266
6.	**General Plan designation:**	Existing: Multi-Residential (MR1) and Open Space (O) Proposed: Multi-Residential (MR1)
7.	**Zoning:**	Existing: Moderate Density Residential (MDR) and Park (PK) Proposed: Moderate Density Residential (MDR)

8. Description of project:

The applicant (Maison's Sierra Phase I, LP) proposes to construct and operate a 2-phase, 100% affordable, private, gated housing development. All units within the development would be rental units. Phase I consists of a 196-unit development. Each lot within the project would contain a primary residence and an accessory dwelling unit with off street parking. Additionally, open space/recreational facilities including a pool would be provided throughout the community, an additional parking facility would be provided for the adjacent Mariposa Park, and a drainage basin would be provided at the northwest corner of the development. Access to the development would be from two driveways along Sierra Highway. Phase II would be developed after Phase I and includes up to 303 affordable units for seniors with similar amenities as Phase I.

As part of the proposed project, a tentative tract map, general plan amendment and zone change have also been requested. The tentative tract map would subdivide the subject property into the necessary number of lots to accommodate the units in Phase I and Phase II along with the open and common space lots. A total of 99 residential lots and 7 common spaces lots would be crated for Phase 1 and one large remainder lot would be created for Phase 2. The general plan designation and zoning on the subject property is currently a of residential and park zoning; the general plan amendment would change the designation across the entire site to MR1 (Multi-Residential 1) and the zoning to MDR (Moderate Density Residential).

9. Surrounding land uses and setting:

The project site is located on the west side of Sierra Highway between Avenue H and Avenue H-8 and is vacant. The property to the south is developed with Whit Carter Park with portions of the park area undeveloped for future amenities and/or drainage basin. The property to the west is developed with single family residences, Mariposa Park and Mariposa Elementary School. The property to the north is developed predominantly with single-family residences with a portion at the southwest corner of Avenue H and Sierra Highway vacant. Sierra Highway forms the immediate eastern boundary of the project site followed by a thin strip of vacant land beyond which is the Union Pacific Railroad line. Vacant land and various industrial uses exist east of the railroad line. North of Avenue H is the BYD bus manufacturing facility, City of Lancaster Maintenance Yard, and Catepillar equipment rental facility. At the southwest corner of Avenue and Sierra Highway is a city-maintained drainage basin. Further north, there are a scattering of other uses including solar facilities; however, most of the land is vacant. The general area south and west of the project site is fairly developed with a mix of residential, commercial, recreational, and school uses including the City's Downtown and the Lancaster Metrolink station on Sierra Highway just south of Avenue I. The general area to the east has more vacant property; it is predominantly developed with many of the same uses.

Figure 1, Project Location Map

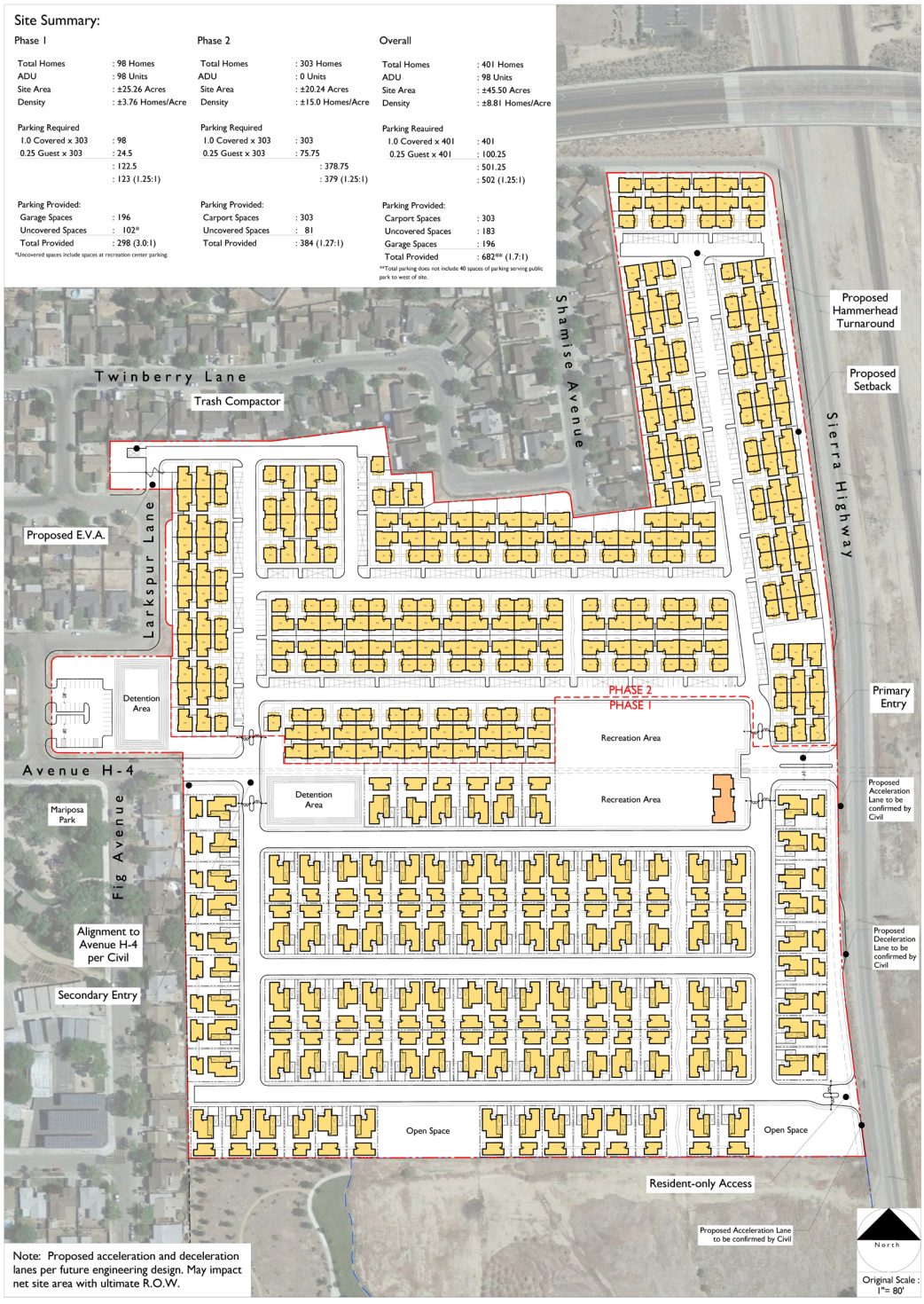

Figure 2, Conceptual Site Plan

Table 1
Zoning/Land Use Information

Direction	Zoning		Land Use
	City	County	
North	R-7,000	N/A	Vacant, single- family residences
East	HI	N/A	Sierra Highway, vacant land, railroad
South	PK	N/A	Whit Carter Park
West	R-7,000, S	N/A	Single-family residences, Mariposa Elementary School and Park
HI - Heavy Industrial; S - School			

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

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

- California Department of Fish and Wildlife (CDFW)
- Antelope Valley Air Quality Management District (AVAQMD)
- Los Angeles County Waterworks District #40
- Los Angeles County Sanitation District #14
- Los Angeles County Fire Department
- Southern California Edison

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

In accordance with Assembly Bill (AB) 52, consultation letters for the proposed project were sent to three individuals associated with three tribes which have requested to be included in the process. These letters were mailed via certified return receipt mail and included copies of the site plan and available cultural resources reports. Table 2 identifies the tribes, the person to whom the letter was directed, and the date the letter was received.

Table 2
Tribal Notification

Tribe	Person/Title	Date Received
Fernandeno Tataviam Band of Mission Indians	Sarah Brunzell, Manager	September 16, 2023
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas, Chairman	September 16, 2023
Yuhaaviatam of San Manuel Nation	Ryan Nordness, Cultural Resource Analyst	September 16, 2023

Responses were received from the Fernandeno Tataviam Band of Mission Indians (FTBMI) and the Yuhaaviatam of San Manuel Nation (YSMN). No specific tribal cultural resources have been identified. The YSMN has requested specific measures be included and these are identified in the cultural resources section. The AB 52 process with the FTBMI is ongoing. At the conclusion of the AB 52 process, all agreed upon measures will be included in the conditions of approval.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: On the basis of this initial evaluation:

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

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

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

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

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

Jocelyn Swain
Jocelyn Swain, Senior Planner

October 10, 2023
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Use. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages w3here the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluated each question; and

   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

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

a. The City of Lancaster General Plan identifies five scenic areas in the City and immediately surrounding area (LMEA Figure 12.0-1). Views of these scenic areas are not generally visible from the project site or the immediately surrounding roadways. However, views of the open desert and mountains surrounding the Antelope Valley are available from the project site and nearby roadways (Avenue H, Sierra Highway). The proposed project is a two-phased, 100% affordable residential development. Phase I consists of the development of 196 residential units (both primary residences and accessory dwelling units) while Phase II consists of up to 303 residential units for seniors. Both phases will include paseos, open space areas and recreational amenities including community buildings and pools. This development will look similar in appearance to the residential uses adjacent to the project site. With implementation of the proposed project, the available views would not change and would continue to be available from the surrounding roadways and project site. Therefore, no impacts would occur.

b. The project site is not located along any designated State Scenic Highways. There are no State designated scenic routes or highways within the City of Lancaster and Sierra Highway and Avenue H are also not considered locally scenic highways/roadways. The project site is currently vacant and does not contain any historic buildings or rock outcroppings. The project site does contain some trees including elm and cottonwood. These trees would be removed during

construction; however, they would be replaced with other trees associated with the proposed project. Since the project is not located along a scenic highway, no impacts would occur.

c. The proposed project is consist with the zoning code as it pertains to this use and zone (see Land and Planning Section) with the approval of the general plan amendment and zone change. The development of both phases of the proposed project would also be in conformance the City's Design Guidelines which were adopted on December 8, 2009 (updated on March 30, 2010). These guidelines provide the basis to achieve quality design for all development within the City. Additionally, the proposed project would also comply with the City's recently adopted Objective Design Standards. Therefore, impacts would be less than significant.

d. No lighting is generated currently on the project site. The ambient lighting in the vicinity of the project site is moderate to high due to street lights, vehicle headlights, residential/security lighting from the neighboring residential, schools, and parks, and nearby commercial/industrial uses. Light and glare would be generated from the proposed project in the form of additional street lighting, residential light and motor vehicles. All street lighting within the proposed development would be shielded and focused downward onto the project site. Additionally, the proposed development would not produce substantial amounts of glare as the development would be constructed primarily from non-reflective materials. Therefore, impacts would be less than significant.

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

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

The maps for each county are updated every two years. The Los Angeles County Farmland Map was last updated in 2018. Based on these maps, the project site is designated as Urban and Built-Up. Urban and Built-Up Land is defined as "Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes." As the project site is not designated as farmland of importance by the State nor is it currently utilized for agricultural purposes, no impact to agricultural resources would occur.

b. The project site is currently zoned a mix of Moderate Density Residential (MDR) and Park (PK) and the entire site would be rezoned to MDR. Neither the MDR or PK zones allow for agricultural uses. Additionally, the project site is located in the central portion of the City which is developed with a mix of residential, commercial, industrial, park, and school uses interspersed with vacant undeveloped land. The surrounding property is R-7,000 (single family residential, minimum lot size 7,000 square feet), MDR, PK and LI/HI (Light Industrial/Heavy Industrial) none of which allow for agricultural uses or are under agricultural production. Additionally, the project site and surrounding properties are not subject to a Williamson Act contract. Therefore, no impacts would occur.

c-d. According to the City of Lancaster's General Plan, there are no forests or timberlands located within the City of Lancaster. Therefore, the proposed project would not result in the rezoning of forest or timberland and would not cause the loss of forest land or the conversion of forest land to non-forest land. Therefore, no impacts would occur.

e. See responses to Items IIa-d.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

a. Development proposed under the City's General Plan would not create air emissions that exceed the Air Quality Management Plan (GPEIR pgs. 5.5-21 to 5.5-22). The proposed project involves a general plan amendment and zone change to change the portion of the site that is currently designated Park to MDR. This would allow for the development of residential uses on all portions of the project site. While this is a different use than originally contemplated under the current General Plan, the air emissions generated by the proposed project would be similar to those that would have occur had the site been developed with a park use (see Section III.b and Section XI). Therefore, the proposed project would not conflict with or obstruct implementation of the Air Quality Management Plan and no impacts would occur.

b. An air quality study was prepared for the proposed project by Rincon Consultants, Inc. and documented in a report entitled "Air Quality, TAC, and GHG Emissions Analysis for the Maison's Sierra Project, Lancaster, Los Angeles County, California" and dated August 23, 2023.

Construction and operational emissions for the entire proposed project were calculated using the California Emissions Estimator Model (CalEEMod). The proposed project would include all electric appliances and would not consume natural gas. Solar photovoltaic (PV) panels would be installed on the roofs of the residential units and the project would include the required electric vehicle (EV) charging stalls. Construction of the project would commence in March of 2024 and

would be completed in approximately 24 months. Construction staging and laydown areas would occur within the project site and the dirt would be balanced on site.

Table 3 provides the air districts air quality thresholds and Tables 4 and 5 provides the construction and operational emissions, respectively.

Table 3
AVAQMD Air Quality Thresholds

Criteria Pollutant	Daily Threshold (Pounds)	Annual Threshold (Tons)
Oxides of Nitrogen (NO_x)	137	25
Volatile Organic Compounds (VOC)	137	25
Oxides of Sulfur (SO_x)	137	25
Particulate Matter (PM_{10})	82	15
Particulate Matter ($PM_{2.5}$)	65	12
Carbon Monoxide (CO)	548	100
Greenhouse Gases (CO_2e)	548,000	100,000

Table 4
Maximum Construction Emissions (tons per year)

Pollutant	Estimated Emissions	Threshold (tpy)	Exceed?
ROG	2	25	No
NO_X	3	25	No
$PM_{2.5}$	<1	12	No
CO	4	100	No
SO_2	<1	25	No
PM_{10}	1	15	No

Table 5
Maximum Operational Emissions (tons per year)

Pollutant	Estimated Emissions	Threshold (tpy)	Exceed?
ROG	9	25	No
NO_X	3	25	No
$PM_{2.5}$	2	12	No
CO	30	100	No
SO_2	<1	25	No
PM_{10}	4	15	No

As shown in Table 4 and Table 5, the construction and operational emissions would be under the thresholds established by the Antelope Valley Air Quality Management District. As such, impacts would be less than significant.

c. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. The California Air Resources Board has identified the following groups of individuals as most the likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. Residences, schools, daycare centers, playgrounds, medical facilities, among others, are considered sensitive receptor land uses by the AVAMQD.

According to the AVAQMD CEQA and Federal Conformity Guidelines, the following types of projects with sensitive receptors within the specified distance are required to prepare a Health Risk Assessment:

- Any industrial projects within 1,000 feet of a sensitive receptor land use;
- Any distribution center (40 or more trucks per day) within 1,000 feet;
- A major transportation project (50,000 or more vehicles per day) within 1,000 feet;
- A dry cleaner using perchloroethylene within 500 feet; and
- A gasoline dispensing facility within 300 feet.

As the proposed project is not any of these types of projects, a health risk assessment is not required.

Additionally, diesel particulate matter (DPM) exhaust emissions were identified in 1998 by the California Air Resources Board (CARB) as a toxic air contaminant. The CARB recommends that operational health risk assessments be conducted for developments resulting in sensitive receptors being placed within 500 feet of an existing high-volume roadway which is defined as 100,000 daily trips for urban roadways and 50,000 trips per day for rural roadways. Future roadway trips on Avenue H are estimated to be 16,000 trips per day and 18,000 trips per day for Sierra Highway. The future roadway volumes would be less than standards identified above and the new residences would have filtration systems in compliance with Title 24. Therefore, no impacts would occur.

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

Valley Fever is not contagious, and therefore, cannot be passed on from person to person. Most of those who are infected would recover without treatment within six months and would have a

life-long immunity to the fungal spores. In severe cases, especially in those patients with rapid and extensive primary illness, those who are at risk for dissemination of disease, and those who have disseminated disease, antifungal drug therapy is used.

Nearby sensitive receptors as well as workers at the project site could be exposed to Valley Fever from fugitive dust generated during construction. There is the potential that cocci spores would be stirred up during excavation, grading, and earth-moving activities, exposing construction workers and nearby sensitive receptors to these spores and thereby to the potential of contracting Valley Fever. However, implementation of Mitigation Measures 9 (see Geology and Soils) which requires the project operator to implement dust control measures in compliance with AVAQMD Rule 403, and implementation of Mitigation Measure 1, below, which would provide personal protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever, the risk of exposure to Valley Fever would be minimized to a less than significant level.

Mitigation Measures

1. Prior to ground disturbance activities, the project operator shall provide evidence to the Development Services Director that the project operator and/or construction manager has developed a "Valley Fever Training Handout", training, and schedule of sessions for education to be provided to all construction personnel. All evidence of the training session materials, handout(s) and schedule shall be submitted to the Development Services Director within 24 hours of the first training session. Multiple training sessions may be conducted if different work crews will come to the site for different stages of construction; however, all construction personnel shall be provided training prior to beginning work. The evidence submitted to the Development Services Director regarding the "Valley Fever Training Handout" and Session(s) shall include the following:

    - A sign-in sheet (to include the printed employee names, signature, and date) for all employees who attended the training session.
    - Distribution of a written flier or brochure that includes educational information regarding the health effects of exposure to criteria pollutant emissions and Valley Fever.
    - Training on methods that may help prevent Valley Fever infection.
    - A demonstration to employees on how to use personal protective equipment, such as respiratory equipment (masks), to reduce exposure to pollutants and facilitate recognition of symptoms and earlier treatment of Valley Fever. Where respirators are required, the equipment shall be readily available and shall be provided to employees for use during work. Proof that the demonstration is included in the training shall be submitted to the county. This proof can be via printed training materials/agenda, DVD, digital media files, or photographs.

    The project operator also shall consult with the Los Angeles County Public Health to develop a Valley Fever Dust Management Plan that addresses the potential presence of the Coccidioides spore and mitigates for the potential for Coccidioidomycosis (Valley Fever). Prior to issuance of permits, the project operator shall submit the Plan to the Los Angeles

County Public Health for review and comment. The Plan shall include a program to evaluate the potential for exposure to Valley Fever from construction activities and to identify appropriate safety procedures that shall be implemented, as needed, to minimize personnel and public exposure to potential Coccidioides spores. Measures in the Plan shall include the following:

- Provide HEP-filters for heavy equipment equipped with factory enclosed cabs capable of accepting the filters. Cause contractors utilizing applicable heavy equipment to furnish proof of worker training on proper use of applicable heavy equipment cabs, such as turning on air conditioning prior to using the equipment.
- Provide communication methods, such as two-way radios, for use in enclosed cabs.
- Require National Institute for Occupational Safety and Health (NIOSH)-approved half-face respirators equipped with minimum N-95 protection factor for use during worker collocation with surface disturbance activities, as required per the hazard assessment process.
- Cause employees to be medically evaluated, fit-tested, and properly trained on the use of the respirators, and implement a full respiratory protection program in accordance with the applicable Cal/OSHA Respiratory Protection Standard (8 CCR 5144).
- Provide separate, clean eating areas with hand-washing facilities.
- Install equipment inspection stations at each construction equipment access/egress point. Examine construction vehicles and equipment for excess soil material and clean, as necessary, before equipment is moved off-site.
- Train workers to recognize the symptoms of Valley Fever, and to promptly report suspected symptoms of work-related Valley Fever to a supervisor.
- Work with a medical professional to develop a protocol to medically evaluate employees who develop symptoms of Valley Fever.
- Work with a medical professional, in consultation with the Los Angeles County Public Health, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site, and include the following information on Valley Fever: what are the potential sources/ causes, what are the common symptoms, what are the options or remedies available should someone be experiencing these symptoms, and where testing for exposure is available. Prior to construction permit issuance, this handout shall have been created by the project operator and reviewed by the project operator and reviewed by the Development Services Director. No less than 30 days prior to any work commencing, this handout shall be mailed to all existing residences within a specified radius of the project boundaries as determined by the Development Services Director. The radius shall not exceed three miles and is dependent upon the location of the project site.
- When possible, position workers upwind or crosswind when digging a trench or performing other soil-disturbing tasks.
- Prohibit smoking at the worksite outside of designated smoking areas; designated .3

- smoking areas will be equipped with handwashing facilities.
- Post warnings on-site and consider limiting access to visitors, especially those without adequate training and respiratory protection.
- Audit and enforce compliance with relevant Cal OSHA health and safety standards on the job site.

d. Construction of the proposed project is not anticipated to produce significant objectionable odors. Construction equipment may generate some odors, but these odors would be similar to those produced by vehicles traveling on Sierra Highway, Avenue H, and Avenue I. Most objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. These types of uses are not part of the proposed project. Odors may also be generated by typical residential activities (e.g., cooking, etc.). However, these odors are considered to be normal odors associated with residential development and would be less than significant. There, impacts associated with odors would be less than significant.

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

a. A biological resources assessment of the project site was conducted by Mark Hagan and documented in a report entitled "2023 Biological Resources Assessment of 55 Acre Parcel, Lancaster, California" and dated May 1, 2023. This report included the project site and approximately 10 vacant acres that are part of Whit Carter Park.

A survey of the project site was conducted on April 27, 28, and 29, 2023 by walking a total of 45 pedestrian transects. These transects were walked in both east/west and north/south directions.

The north-south transects ranged between 290 and 1,750 feet in length while the east-west transects ranged in length from 195 to 1,290 feet depending upon the portion of the site being surveyed. The project site is characteristic of a heavily disturbed lot with a few patches of four-wing saltbush and rabbit brush. Some willows and cottonwood trees were observed during the survey. A total of 52 plant species and 29 wildlife species were observed on site and listed in Tables 6 and 7, respectively.

Table 6
Observed Plant Species

Cottonwood tree (*Populus fremontii*)	American Elm (*Ulmus americana*)	Salt cedar (*Tamarix ramosissima*)
Locust (*Robinia* sp.)	Willow (*Salix* sp.)	Shadscale (*Atriplex confertifolia*)
Rabbit brush (*Chrysothamnus nauseosis*)	Four-wing saltbush (*Atriplex canescens*)	Common tarweed (*Hemizonia pungens*)
Arrow scale (*Atriplex phyllostegia*)	Desert straw (*Stephanomeria pauciflora*)	Spreading alkaliweed (*Cressa truxillensis*)
Fremont pincushion (*Chaenactis fremontii*)	Cheeseweed (small mallow) (*Malva parviflora*)	Desert dandelion (*Malacothrix glabrata*)
Comet blazing star (*Mentzelia albicaulis*)	Snakeshead (*Malacothrix coulteri*)	Woody bottlewasher (*Camissonia boothii*)
Silver puff (*Uropappus lindleyi*)	Tidy tips (*Layia platyglossa*)	Gilia (*Gilia minutiflora*)
Comb-bur (*Pectocarya recurvata*)	Fiddleneck (*Amsinckia tessellate*)	Small flowered forget-me-not (*Cryptantha* sp)
Goldfields (*Lasthenia californica*)	Black-eyed susan (*Rudbeckia hirta*)	Common tarweed (*Hemizonia pungens*)
Russian knapweed (*Rhaponticum repens*)	Pineapple weed (*Matricaria discoidea*)	Tansy mustard (*Sisymbrium altisissiimum*)
Hairy podded pepperweed (*Lepidium lasiocarpum lasiocarpum*)	Perennial pepperweed (*Lepidium latifolium*)	Heart podded whitetop (*Lepidium draba*)
Cattail (*Typha* sp)	Juncus (*Juncus* sp)	Russian thistle (*Salsola iberica)*
Bermuda grass (*Cynodon dactylon*)	Squirrel tail grass (*Hordeum jubatum*)	Five-hook bassia (*Bassia hyssopifolia*)
Saltgrass (*Distichlis spicata*)	Parry saltbush (*Atriplex parri*)	Schismus (*Schismus* sp)
Red stemmed filaree (*Erodium cicutarium*)	Foxtail barley (*Hordeum leporinum*)	Annual burweed (*Franseria acanthicarpa*)
Red brome (*Bromus rubens*)	Cheatgrass (*Bromus tectorum*)	Ripgut grass (*Bromus diandrus*)
Clover (Family: Fabaceae)	Bunch grass, ornamental (Family: Poaceae)	Tree, ornamental

Table 7
Observed Animal Species

Rodents (Order: Rodentia)	Kangaroo rat (*Dipodomys* sp.)	Domestic dog (*Canis familiaris*)
California ground squirrel (*Citellus beecheyi*)	Desert cottontail (*Sylvilagus aububoni*)	Pocket gopher (*Thomomys bottae*)
Domestic cat (*Felis catus*)	Common raven (*Corvus corax*)	Rock dove (*Columba livia*)
Mourning dove (*Zenaida macroura*)	Ash-throated flycatcher (*Myiarchus cinerascens*)	House finch (*Carpodacus mexicanus*)
Northern mockingbird (*mimus polyglottos*)	European starling (*Sturnus vulgaris*)	House sparrow (*Passer domesticus*)
Say's phoebe (*Sayornis saya*)	Side botched lizard (*Uta stansburiana*)	Dragonfly (Order: Odonata)
Painted lady butterfly (*Vanessa cardui*)	Butterfly (white) (Order: Lepidoptera)	Butterfly (blue/orange) (Order: Lepidoptera)
Stone fly (Order: Diptera)	House fly (Order: Diptera)	Spider (Order: Araneida)
Bee, large, black (Order: Hymenoptera)	European honey bees (Order: Hymenoptera)	Darkling beetle (*Coelocnemis californicus*)
Grasshopper (Order: Orthoptera)	Harvester ants	

No special status plant species were observed on the project site including Joshua trees, alkali mariposa lilies, Rosamond eriastrum, Lancaster milk-vetch, or Barstow woolly sunflower. Additionally, no suitable habitat for these species exists on the project site. Therefore, no impacts to special status plant species would occur.

No special status animal species were observed on the project site. No desert tortoise, burrowing owls, or desert kit foxes or their sign were observed on the project site. No Mohave ground squirrels were detected visually or audibly during the field survey and no silvery legless lizards were observed and suitable habitat for these species does not exist on site. No nesting birds were observed on the project site and Swainson's hawk was not observed in the study area. Additionally, no Swainson's hawk have been sighted within 5 miles of the study area within the past five years.

While no sensitive species were observed on the project site, it is possible that burrowing owls could move into the site project site prior to the start of construction due to the presence of ground squirrel burrows. Additionally, the trees on the project site provide suitable nesting habitat for a variety of bird species. In order to ensure that any potential impacts remain less than significant with respect to burrowing owls and nesting birds, mitigation measures have been identified below. With implementation of the identified mitigation measures impacts would be less than significant.

Mitigation Measures

2. A nesting bird survey shall be conducted by a qualified biologist within 14 days prior to the start of construction/ground disturbing activities. If active bird nests are identified during the survey, the applicant shall contact the California Department of Fish and Wildlife to

determine the appropriate mitigation/management requirements. Impacts to nesting birds will be avoided by delay of work or establishing a buffer of 500 feet around active raptor nests and 50 feet around other migratory bird species nests. A qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the "no-disturbance" buffer disturbs the birds and if the buffer shall be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the "no-disturbance" buffer may occur following an additional survey by the qualified biologist to search for any new bird nests in the restricted area.

3. A pre-construction burrowing owl clearance survey shall be conducted no more than 30 days prior to any vegetation removal or ground disturbing activities to avoid impacts to burrowing owls and/or occupied burrows. The pre-construction clearance survey shall be conducted by a qualified biologist and in accordance with the methods outlined in the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012). Documentation of surveys and findings shall be submitted to the City of Lancaster for review and file. If no burrowing owls or occupied burrows are detected, project activities may begin, and no additional avoidance and minimize measures shall be required.

   If an occupied burrow is found outside, but within 500 feet, of the development footprint, the qualified biologist shall establish a "no-disturbance" buffer around the burrow location(s). The size of the "no-disturbance" buffer shall be determined in consultation with CDFW and be based on the species status (i.e., breeding, non-breeding) and proposed level of disturbance. If an occupied burrow is found within the development footprint and cannot be avoided, a burrowing owl exclusion and mitigation plan shall be prepared and submitted to CDFW for approval prior to initiating project activities.

b. An area is a wetland if, under normal circumstances, the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and the area's vegetation is dominated by hydrophytes or the area lacks vegetation. All artificial wetlands that are less than an acre in size and subject to operations and maintenance are not considered Waters of the State. Being characterized as a wetland does not necessarily mean the wetland is jurisdictional. Waters of the State means any surface water or groundwater, including saline waters, within the boundaries of the state as defined by the Porter-Cologne Act.

   During the field survey, basins, a constructed channel, depressions, and artificial wetlands were observed. Water was only observed within the artificial wetlands. These artificial wetlands were less than one acre and therefore are not considered regulated wetlands or waters of the state. The basins on the site do not receive water from naturally occurring sources; however, are designed as development runoff control structures. The shallow swales and small depressions on the site are connected to the Whit Carter park development. None of these features are considered jurisdictional and no permits or mitigation would be required.

c. There are no State or federally protected wetlands on the project site as defined by Section 404 of the Clean Water Act. Therefore, no impacts would occur.

d. Wildlife corridors and linkages are key features for wildlife movement between habitat patches. Wildlife corridors are generally defined as those areas that provide opportunities for individuals or local populations to conduct seasonal migrations, permanent dispersals, or daily commutes, while linkages generally refer to broader areas that provide movement opportunities for multiple keystone/focal species or allow for propagation of ecological processes, often between areas of conserved land.

The project site is either surrounded by existing development or major roadways. While there are some vacant land within the general vicinity, the project site is not connected to or provide connections to large areas of undeveloped property. Therefore, no impacts would occur.

e. The proposed project would not conflict with any local policies or ordinances, such as a tree preservation policy, protecting biological resources. The proposed project would be subject to the requirements of Ordinance No. 848, Biological Impact Fee, which requires the payment of $770/acre to help offset the cumulative loss of biological resources in the Antelope Valley as a result of development This fee is required of all project occurring on previously undeveloped land regardless of the biological resources present and is utilized to enhance biological resources through education programs and the acquisition of property for conservation. Therefore, no impacts would occur.

f. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans which are applicable to the project site. The West Mojave Coordinated Habitat Conservation Plan only applies to federal land, specifically land owned by the Bureau of Land Management. In conjunction with the Coordinated Management Plan, a Habitat Conservation Plan (HCP) was proposed which would have applied to all private properties within the Plan Area. However, this HCP was never approved by the California Department of Fish and Wildlife nor was it adopted by the local agencies (cities and counties) within the Plan Area. As such, there is no HCP that is applicable to the project site and no impact would occur.

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

a-c. Two cultural resources reports were prepared for the subject property by BFSA Environmental Services. The first report was entitled "A Section 106 (NHPA) Historical Resources Study for the Maison's Sierra Phase I Project, City of Lancaster, California" and dated May 2, 2023. This report only covers the 25-acres associated with Phase I of the proposed development. A second study was prepared entitled "A Section 106 (NHPA) Historical Resources Study for Maison's Sierra Project, City of Lancaster, California, Tract No. 27009" and dated September 14, 2023.

A records search was conducted for the project site and a one mile radius at the South Central Coastal Information Center. A total of 55 cultural resource surveys have been conducted within one mile of the project site including five which covered the project site. One of the studies, the historic building survey conducted for the Northeast Gateway Corridors Plan in 2004, identified one cultural resource. This was a single-story industrial building which was demolished in 2011. As a result of the 55 cultural resource surveys conducted, a total of 142 archaeological sites were identified including one prehistoric (lithic scatter) and 141 historic including the one described above. No other resources were previously identified on the project site. Additionally, a Sacred Lands File Search was requested from the Native American Heritage Commission and was completed with negative results.

On April 20, 2023, a survey of the project site was conducted by walking parallel pedestrian transects spaced approximately 5 meters apart. No cultural resources were identified on the project site. No human remains, including those interred outside of formal cemeteries, were identified on the project site. Therefore, no impacts would occur.

While no specific tribal or cultural resources were identified on the project site during the AB 52, the Fernandeno Tataviam Band of Mission Indians and the Yuhaaviatam of San Manuel Nation (YSMN) both responded to the offer for consultation. The YSMN requested specific measures be included to ensure the appropriate treatment of any previously unknown cultural resources. These measures have been identified below. The AB 52 process with the FTBMI is ongoing and any

agreed upon measures will be included in the conditions of approval. With incorporation of these measures, impacts would be less than significant.

Mitigation Measures

4. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and an archaeologist meeting the Secretary of Interior's professional qualification standards in archaeology shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

5. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

6. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

7. The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

8. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

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

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

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

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

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

The project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards, as well as the project's design features and as such the project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Therefore, no impacts would occur.

b. In 1978, the California Energy Commission (CEC) established Title 24, California's energy efficiency standards for residential and non-residential buildings, in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. The previous standards went into effect on January 1, 2017 and January 1, 2020 and substantially reduced electricity and natural gas consumption. Additional savings result from the application of the standards on building alterations such as cool roofs, lighting, and air distribution ducts.

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. An updated version of both the California Building Code and the CALGreen Code went into effect on January 1, 2023.

The City of Lancaster adopted the Zero Net Energy (ZNE) Home Ordinance in February 2017. The ZNE Ordinance mandates all builders to install a solar system equal to two watts per square foot for each home built. Developers have three options available to comply with the City's ZNE requirement: a solar component, mitigation fees in lieu of a solar component, or a combination of both. The houses constructed as a result of the proposed project would comply with all of these regulations and would not conflict or obstruct a state or local plan for renewable energy or energy efficiency. This ordinance was made obsolete when the CalGreen Code went into effect on January 1, 2020. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

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

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

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other events. This phenomenon occurs in saturated soils that undergo intense seismic shaking typically associated with an earthquake. There are three specific conditions that need to be in place for liquefaction to occur: loose granular soils, shallow groundwater (usually less than 50 feet below ground surface) and intense seismic shaking. In April 2019, the California Geologic Survey updated the Seismic Hazard Zones Map for Lancaster (SSHZ) (https://maps.conservation.ca.gov/cgs/EQZApp/app/). Based on these maps, the project site is not located in an area at risk for liquefaction. No impacts would occur.

b. The project site is rated as having a low risk for soil erosion (USDA SCS Maps) when cultivated or cleared of vegetation. However, there remains a potential for water and wind erosion during construction. The proposed project would be required, under the provisions of the Lancaster Municipal Code (LMC) Chapter 8.16, to adequately wet or seal the soils to prevent wind erosion. Additionally, the mitigation measure listed below shall be required to control dust/wind erosion.

Water erosion controls must be provided as part of the proposed project's grading plans to be reviewed and approved by the City's Engineering Division. These provisions, which are part of the proposed project, would reduce any impacts to less than significant levels.

Mitigation Measures

9. The applicant shall submit the required Construction Excavation Fee to the Antelope Valley Air Quality Management District (AVAQMD) prior to the issuance of any grading and/or construction permits. This includes compliance with all prerequisites outlined in District Rule 403, Fugitive Dust, including submission and approval of a Dust Control Plan, installation of signage and the completion of a successful onsite compliance inspection by an AVAQMD field inspector. Proof of compliance shall be submitted to the City.

c. Subsidence is the sinking of the soil caused by the extraction of water, petroleum, etc. Subsidence can result in geologic hazards known as fissures. Fissures are typically associated with faults or groundwater withdrawal, which results in the cracking of the ground surface. According to Figure 2-3 of the City of Lancaster's Master Environmental Assessment, the project site is not known to be within an area subject to fissuring, sinkholes, or subsidence or any other form of geologic unit or soil instability. The closest sinkholes and fissures are located along 20th Street West between Avenue G and Avenue H, approximately 1 mile west of the project site. For a discussion of potential impacts regarding liquefaction, please refer to Section VII.a. Therefore, no impacts would occur.

d. The soil on the project site is characterized by a low shrink/swell potential and areas with no data (LMEA Figure 2-3). A soils report for the proposed project shall be submitted to the City by the project developer prior to grading and the recommendations of the report shall be incorporated into the development of the proposed project. Therefore, impacts would be less than significant.

e. The proposed project would be tied into the sanitary sewer system. No septic or alternative means of wastewater disposal are part of the proposed project. Therefore, no impacts would occur.

f. The proposed project would not directly or indirectly destroy a unique paleontological resource, site, or geologic feature. Therefore, no impacts would occur.

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

a. A discussed in the air quality report prepared for the project and discussed under Item III, the proposed project would generate operational greenhouse gas emissions. These greenhouse gas emissions would be generated by area sources, energy and water usage, vehicle trips, wastewater and solid waste generation, and refrigerants. The emissions were calculated using CalEEMod and were total approximately 6,548 metric tons of CO_2e per year. The emissions are depicted in Table 8.

Table 8
Annual Operational Greenhouse Gas Emissions

Emission Source	Annual Emissions (MT CO_2e)
Mobile	3,880
Area	119
Energy	2,228
Water	177
Solid Waste	142
Refrigerants	1
Total	**6,548**
MT CO_2e – metric tons of carbon dioxide	

As shown in Table 8, GHG emissions would be less than the thresholds established by the air district. Therefore, impacts would be less than significant.

b. The 2022 Scoping Plan Update identifies strategies that are to be implemented at the State and project level that will reduce GHG emissions consistent with State policies with a target of 85 percent below 1990 levels by 2045. This is the equivalent of carbon neutrality by 2045. The air quality report discusses the project's consistency with this plan and determined that the project

would not conflict with the outlined strategies and actions. Additionally, the City of Lancaster's Climate Action Plan was adopted in March 2017. Additionally, the City of Lancaster's Climate Action Plan was adopted in March 2017. This plan identifies projects that would enhance the City's ability to further reduce GHG emissions. A total of 61 projects across eight sectors were identified which include 1) traffic; 2) energy; 3) municipal operations; 4) water; 5) waste; 6) built environment; 7) community; and 8) land use. Forecasts for both community and government operations were prepared for 2020, 2030, 2040, and 2050. Under all scenarios assessed, the City meets the 2020 target and makes substantial progress towards achieving post-2020 reductions.

The proposed project would also be in compliance with the greenhouse emission goals and policies identified in the City of Lancaster's General Plan (pgs. 2-19 to 2-24) and with the City's Climate Action Plan. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

a-b. The proposed project consists of the development of a two-phased, 100% affordable housing project on approximately 45 acres. Phase I would consist of the development of 196 units with both primary residences and accessory dwelling units. Phase II would consist of up to 303 units for seniors. Both phases would include community buildings, recreational areas including pools, open spaces areas and paseos. Typical construction materials would be utilized during development of the subdivision. Occupants of the subdivision would typically utilize household

cleaners (e.g., cleaner, bleach, etc.), while the owner of the development would utilize fertilizer, common pesticides, pool maintenance chemicals, etc., These uses would be similar to other residential developments in the area. Sierra Highway, the 14 Freeway, and Avenue D are all designated for the transport of hazardous materials. However, transport of hazardous materials are highly regulated and as such, it is not likely to impact the proposed development. As such, impacts would be less than significant.

c. The project site is located within a quarter mile of an existing proposed. Mariposa Elementary School is located immediately west of the project site. However, the proposed project would not generate hazardous emissions or handle hazardous/acutely hazardous materials. Therefore, no impacts would occur.

d. A Phase I Environmental Site Assessment was prepared for the project site by Partner Engineering and Science, Inc. The results of the study were documented in a report entitled "Phase I Environmental Site Assessment Report, Maison's at Sierra, Vacant Land Generally along the West Side of Sierra Highway, between Avenue H and Avenue H-13, Lancaster, California 93534" and dated March 15, 2023.

A survey of the project site was conducted on March 13, 2023. No potential environmental concerns were observed during the onsite survey. Abandoned used tires, windblown trash, abandoned residential junk and raw asphalt were observed. No wastewater treatment facilities, wells or cisterns, septic systems, hazardous materials/waste, above or underground storage tanks, stains or stressed vegetation were observed during the survey.

Additionally, a regulatory database search of applicable databases within certain distances was conducted by ERIS. The subject property, adjoining properties, and the properties within specified search distances did not appear on any regulatory databases. Some of the properties are listed on the Haznet list indicating that hazardous materials are utilized. These listings do not pose an environmental concern to the project site. Therefore, no impacts would occur.

e. The proposed project is not located within an airport land use plan. The nearest airfields, are the US Air Force Plant 42, located approximately 4.5 miles southeast and General William J Fox Airfield located approximately 4.5 miles northwest of the project site. There are no circumstances related to this proximity that could be expected to result in a safety hazard for the people residing in the project site. Therefore, no impacts would occur.

f. The traffic generated by the proposed project is not expected to block the roadways in the vicinity of the project. Improvements have been conditioned as part of the project that would ensure that traffic operates smoothly. Therefore, the proposed project would not impact or physically block any identified evacuation routes and would not interfere with any adopted emergency response plan. Impacts would not occur.

g. The subject property is vacant along with some of the properties to the south and north. The project site is located within the service area of Fire Station No. 33, located at 44947 Date Avenue, which would serve the site in the event of a fire. Therefore, potential impacts from wildland fires would be less than significant.

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

a. The project site is not located in an area with an open body of water or in an aquifer recharge area. The proposed project would be required to comply with all applicable provisions of the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program establishes a comprehensive storm water quality program to manage urban storm water and

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

The proposed project consists of the construction and occupancy of a maximum of 499 affordable housing units over two phases. In addition to the residences, the proposed project includes the construction and operation of the community building, recreational facilities, pool, and open space areas. These uses, including single family and multi-family residential uses, are not uses that would normally generate wastewater that violates water quality standards or exceeds waste discharge requirements. Therefore, impacts would be less than significant.

b. The proposed project would not include any groundwater wells or pumping activities. All water supplied to both phases of the proposed project would be obtained from Los Angeles County Waterworks District No. 40. Therefore, impacts would be less than significant.

c. Development of the proposed project would increase the amount of surface runoff as a result of impervious surfaces associated with the grading of the site. The proposed project would be designated, on the basis of a hydrology, study, to accept current flows entering the property and to handle the additional incremental runoff from the developed site. Therefore, impacts from drainage and runoff would be less than significant.

The project site is designated as a mix of Flood Zone X and Flood Zone X-Shaded per Flood Insurance Rate Map (06037C0410F). Flood Zone X is located outside of both the 100-year and 500-year flood zones while Flood Zone X-Shaded is located outside of the 100-year flood but within the 500-year flood zone. Therefore, impacts would be less than significant.

d. The project site is not located within a coastal zone. Therefore, tsunamis are not a potential hazard. The project site is relatively flat, does not contain any enclosed bodies of water and is not in close proximity to any large bodies of water. A City drainage basin exists at the southwest corner of Avenue H and Trevor Avenue, across Sierra Highway from the project site. While this drainage basin does contain water, it is not likely to overflow and impact the project site due to volume of water in the basin and distance between the basin and project site. Therefore, the proposed project would not be subject to inundation by seiches or mudflows. No impacts would occur.

e. The proposed project would not conflict with or obstruct the implementation of the applicable water quality control plan or sustainable groundwater management plan. For additional information see responses X.a through X.c. Impacts would be less than significant.

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

a. The proposed project consists of the development of a two-phase, 100% affordable housing development on approximately 45 acres on the west side of Sierra Highway between Avenue H and Avenue H-8. The proposed project would not block a public street, trail, other access route, or result in a physical barrier that would divide the community. Therefore, no impacts would occur.

b. The proposed project is consistent with the City's General Plan and must be in conformance with the Lancaster Municipal Code. Table 9 provides a consistency analysis of the proposed project with respect to the relevant goals, objectives, and policies of the General Plan. The proposed project will be in compliance with the City-adopted Uniform Building Code (UBC) and erosion control requirements (Section VII). Additionally, as noted Section IV, the project site is not subject to and would not conflict with a habitat conservation plan or natural communities conservation plan.

In addition to consistency with the General Plan, the project was analyzed for consistency with the City's certified Housing Element. This consistency analysis is provided in Table 10.

The Southern California Association of Governments (SCAG) adopts a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every five years. On May 7, 2020, SCAG adopted the 2020-2045 RTP/SCS, known as Connect SoCal for federal transportation purposes only. On September 3, 2020, SCAG adopted Connect SoCal for all other purposes. The RTP/SCS identifies 10 regional goals; these goals are identified in Table 11 along with the project's consistency with these goals.

Table 9
General Plan Consistency Analysis

Goals, Objectives and Policies	Consistency Analysis
Policy 3.2.1: Promote the use of water conservation measures in the landscape plans of new developments.	Both phases of the proposed development would provide attractively landscaped in accordance with City and State water regulations. These regulations would ensure appropriate water conservation throughout the development.
Policy 3.2.2: Consider the potential impact of new development projects on the existing water supply.	Both phases of the proposed development would obtain water from Waterworks District 40 in compliance with existing procedures. As such, they would not impact existing water supply availability.
Policy 3.2.5: Promote the use of water conservation measures in the design of new developments.	The proposed development would be in compliance with the conservation measures required in Title 24.
Policy 3.3.1: Minimize the amount of vehicular miles traveled.	The proposed development is a 100% affordable housing development and as such it exempt from the requirements of VMT. However, the development is in close proximity to several bus stop and the Lancaster Metrolink Station. This would ensure that the development would reduce VMT to the extent feasible.
Policy 3.3.2: Facilitate the development and use of public transportation and travel modes such as bicycle riding and walking.	The proposed development would have paseos through it to encourage walking along with a meandering sidewalk along Sierra Highway. Additionally, the site is located close to the Metrolink Station and several bus stops. Therefore, the project would encourage alternative forms of transportation.
Policy 3.3.3: Minimize air pollutant emissions generated by new and existing development.	The proposed project is located in an area surrounded by existing development and with access to alternative modes of transportation.
Policy 3.4.4: Ensure that development proposals, including City sponsored projects, are analyzed for short- and long-term impacts to biological resources and that appropriate mitigation measures are implemented.	A biological resources assessment was conducted for the entire 45-acres. No sensitive plant or animal species were identified on the project site. Mitigation measures were identified for nesting birds and burrowing owls to ensure impacts remain less than significant.
Policy 3.5.1: Minimize erosion problems resulting from development activities.	The proposed project would comply with the air district's dust control regulations and best management practices associated with the National Pollutant Discharge Elimination

	System Program.
Policy 3.6.1: Reduce energy consumption by establishing land use patterns which would decrease automobile travel and increase the use of energy efficient modes of transportation.	The project site is located in the central portion of the City, in a very developed area. The site has easy access to public transportation, and other necessary services.
Policy 3.6.2: Encourage innovative building, site design, and orientation techniques which minimize energy use.	The project development would be constructed in accordance with all applicable regulations including the latest requirements of Title 24.
Policy 3.6.3: Encourage the incorporation of energy conservation measures in existing and new structures.	The project development would be constructed in accordance with all applicable regulations including the latest requirements of Title 24.
Policy 4.3.1: Ensure that noise-sensitive land uses and noise generators are located and designed in such a manner that City noise objectives will be achieved.	The noise levels on the project site and in the immediately surrounding area would meet the noise levels established in the General Plan.
Policy 4.7.2: Ensure that the design of new development minimizes the potential for fire.	The proposed project would meet the requirements of the Los Angeles County Fire Department. Additionally, the project site is located within the service boundaries of Fire Station 33 which can provide service in the event of a fire.
Policy 10.1.1: Provide opportunities for a wide variety of recreational activities and park experiences, including active recreation and passive open space enjoyment within a coordinated system of local, regional, and special use park lands areas.	The proposed project would provide a variety of recreational amenities within both phases including open space, paseos, community facilities, and pools. Additionally, the project would provide direct access to Whit Carter park through pedestrian gates from the project site and would provide additional parking for the adjacent Mariposa Park.

Table 10
Housing Element Consistency Analysis

Goals, Objectives and Policies	Consistency Analysis
Policy H-1.2: Encourage a mix of housing types are, including single- and multi-family housing within a variety of price ranges to provide a range of housing options for Lancaster residents.	The proposed development would construct a 2-phase, 100% affordable housing development for the residents of Lancaster. This development would be rental providing residents with an additional choice.
Policy H-1.3: Promote infill housing development within areas presently approved for urban density residential development, as well as areas which have been committed to urban development.	The project site is located in the central portion of the City and is completely surrounded by existing development or major roadways.
Policy H-2.2: Facilitate housing for extremely	The development would be 100% affordable

low-, very low-, low-, and moderate-income households to be distributed at locations throughout the urban portions of the city.	and located within the central portion of the City with easy access to public transportation, both bus and Metrolink.
Policy H-2.3: Facilitate the construction of affordable housing developments for very low-, low-, and moderate-income households.	The proposed project is 100% affordable and located on property currently owned by the City of Lancaster.
Policy H-2.4: Promote the development and rehabilitation of housing specifically designed for the elderly, providing a variety of living environments.	The proposed project is two-phased, with the second phase of up to 303 units dedicated to senior housing.
Policy H-3.7: Encourage energy conservation and sustainable living building measures in new and existing homes and the addition of energy conservation devices/practices in existing developments.	The proposed project would be constructed in compliance with the requirements of latest building code, including Title 24. The development would utilize electricity only (no natural gas), and include solar panels. Additionally, the development is designed to facilitate walking with the development and to surrounding land uses and has easy access to multiple forms of public transportation.

Table 11
Connect SoCal Consistency Analysis

Goals	Consistency
Goal 1: Encourage regional economic prosperity and global competitiveness.	Not applicable to the proposed project.
Goal 2: Improve mobility, accessibility, reliability and travel safety for people and goods.	Not applicable to the proposed project.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	Not applicable to the proposed project.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	Not applicable to the proposed project.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	The proposed project would provide affordable housing options in close proximity public transportation which would help to reduce greenhouse gas emissions.
Goal 6: Support health and equitable communities.	The proposed project would provide affordable housing options in close proximity public transportation.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Not applicable to the proposed project.
Goal 8: Leverage new transportation	Not applicable to the proposed project.

technologies and data-driven solutions that result in more efficient travel.	
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	The proposed project would provide affordable housing options in close proximity public transportation.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	The proposed project is located in the central portion of the City on previously disturbed lands. The project site is not under agricultural production and does not contain suitable habitat for conservation.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

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

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?				X
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

a. Construction activities associated with earth moving equipment and other construction machinery would temporarily increase noise levels for surrounding land uses. Noise sensitive receptors are located in close proximity to the project site including residential subdivisions, Whit Carter Park, and Mariposa Elementary School and Park. Noise generated during construction is likely to be audible at these locations. However, all construction activities would occur in accordance with the City's noise ordinance with respect to days of the week and time of day. Additionally, construction best management practices have been identified to reduce the noise generated by construction activities to the extent feasible. With incorporation of these measures, construction noise may still be audible but would not exceed established standards and impacts would be less than significant.

The City's General Plan (Table 3-1) establishes an outdoor maximum CNEL of 65 dBA for residential uses. A noise study was prepared by Rincon Consultants, Inc. to document the noise levels associated with the occupancy of the proposed project. The results of this study are documented in a report entitled "Acoustical Analysis for the Maison's Sierra Project in Lancaster, California" and dated August 23, 2023.

As part of the study, the existing noise levels were measured with three short-term measures on Thursday, April 27, 2023 and Thursday, August 10, 2023. These readings were taken at various locations throughout the project site and the results are shown in Table 12.

Table 12
Short-Term Noise Level Measures

Measurement ID	Measurement Location	Sample times	Distance to Noise Source	Leq (dBA)	Lmin (dBA)	Lmax (dBA)
ST-1	Southern property boundary, adjacent Sierra Hwy	3:45 – 4:00 p.m.	50 ft to Sierra Hwy	70	45	91
ST-2	Center of project site	3:21 – 3:36 p.m.	555 ft to edge of Sierra Hwy	50	42	62
ST-3	Sierra Hwy and Ave H	5:55 – 6:10 p.m.	50 ft to Sierra Hwy	67	48	79

Based on these noise readings it is possible that the interior noise levels of the proposed residences could exceed the interior standard of 45 dBA without proper insulation. As such, measures were recommended to reduce interior noise levels within the development. The identified measures deal primarily with building construction and as such are included as a general mitigation measure. With implementation of the identified measures, impacts would be less than significant.

Mitigation Measures

10. Construction operations shall not occur between 8 p.m. and 7 a.m. on weekdays or Saturday or any time on Sunday. The hours of construction-related activities shall be restricted to periods and days permitted by local ordinance.

11. The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.

12. Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.

13. Material stockpiles and mobile equipment staging, parking and maintenance areas shall be located as far away as practicable from noise-sensitive receptors.

14. The use of noise producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.

15. No project-related public address or music system shall be audible at any adjacent receptor.

16. All noise producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed “package” equipment (e.g., arc-welders, air

compressors, etc.) shall be equipped with shrouds and noise control features that are readily available for the type of equipment.

17. The construction of the residences in both Phase I and Phase II shall follow the recommendations of the noise study (with the exception of the 7-foot walls) to ensure that interior noise levels meet acceptable standards. Alternatively, the developer can propose substitute recommendations and provide proof that they will achieve the same results.

b. It is not anticipate that the grading of the proposed project would require the use of machinery that generates ground-borne vibration as no major subsurface construction (e.g., parking garage) is planned. No ground mounted industrial-type equipment that generates ground vibration would be utilized once the residences are constructed and occupied. Therefore, no impacts associated with ground-borne vibration/noise are anticipated.

c. The project site is not in proximity to an airport or a frequent overflight area and would not experience noise from these sources. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a. The proposed project would result in an incremental increase in population growth through the development of a maximum 499 residential units. However, this increase was generally anticipated in both the City's General Plan and in the Southern California Association of Government's (SCAG's) most recent Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Additionally, while it is likely that individuals involved in the construction of the proposed project or residing at the proposed project would come from the Antelope Valley, it is possible that people could move to the Antelope Valley for work or to live. However, while any increase in population would contribute, on an incremental basis, to the population of the City, it will fall within both the City's and SCAG's projections. As such, impacts would be less than significant.

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

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?			X	
Police Protection?			X	
Schools?			X	
Parks?			X	
Other Public Facilities?			X	

a. The proposed project would increase the need for fire and police services during construction and occupancy of the development; however, the project site is within the current service area of both these agencies and the additional time and cost to service the sites is minimal. The proposed project would not induce substantial population growth and therefore, would not increase the demand on parks or other public facilities. Therefore, impacts would be less than significant.

Construction of the proposed project may result in an incremental increase in population (see Item XIII) and may increase the number of students in the Lancaster School District and Antelope Valley Union High School District. Proposition 1A, which governs the way in which school funding is carried out, predetermines by statute that payment of developer fees is adequate mitigation for school impacts. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI. RECREATION. Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

a-b. The proposed project would generate additional population growth and would contribute on an incremental basis to the use of the existing park and recreational facilities. The proposed project involves the development of a two-phase residential development. Both phases of the development involve construction of recreational amenities including swimming pools, community rooms, open space and a paseo system. Phase I will also have pedestrian gates connecting the development to the adjacent Whit Carter park. Additionally, the applicant would be required to pay park fees which would offset the impacts of the development on the existing parks. The development of the proposed project would not require construction of additional offsite recreational facilities or the expansion of existing ones. Therefore, impacts would be less than significant.

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

a. The proposed project would not conflict with or impede any of the General Plan policies or specific actions related to alternative modes of transportation (Lancaster General Plan pgs. 5-18 to 5-24). Additionally, the project site is in close proximity to bus stops and the Lancaster Metrolink station and would be including paseos within both phases of the development and a meandering sidewalk along the project site's frontage of Sierra Highway. Therefore, no impacts would occur.

b. In July 2020, the City of Lancaster adopted standards and thresholds for analyzing projects with respect to vehicle miles traveled (VMT). A series of screening criteria were adopted and if a project meets one or more of these criteria, a VMT analysis is not required. These criteria are: 1) project site – generates fewer than 110 trips per day; 2) locally serving retail – commercial developments of 50,000 square feet or smaller; 3) project located in a low VMT area – 15% below baseline; 4) transit proximity; 5) affordable housing; and 6) transportation facilities.

The project site is a two-phase, 100% affordable housing development with the first phase consisting of 196 units and the second phase consisting of up to 303 senior units. As such, both phases of the project screen out of a detailed VMT analysis and no impacts would occur.

c. Street improvements required as conditions of approval would ensure that traffic flows smoothly in the vicinity of the project site. No hazardous conditions would be created by these improvements. Therefore, no impacts would occur.

d. The project site would have adequate emergency access from Sierra Highway and Avenue H-4. Therefore, no impacts would occur.

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

a. No cultural resources are present on the project site. Additionally, no specific tribal resources were identified during the AB 52 process; however, both the YSMN and FTBMI responded to the offer to consult. The YSMN requested specific measures be included which are in the cultural resources section. The process with the FTBMI is ongoing and any requested measures will be included in the conditions of approval. As such, no impacts to Tribal Cultural Resources would occur.

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

a. The proposed project would be required to connect into the existing utilities such as electricity, natural gas, water, wastewater, telecommunications, etc. These services already exist in the immediate vicinity and general area. Connections would occur on the project site or within existing roadways or right-of-way. Connections to these utilities are assumed as part of the proposed project and impacts to environmental resources have been discussed throughout the document. As such, impacts would be less than significant.

b. The Los Angeles County Waterworks District No. 40 has not indicated any problems in supplying water to either phase of the proposed project from existing facilities and the applicant is responsible for acquiring water in accordance with established procedures. No new construction of water treatment or new or expanded entitlements would be required. Therefore, water impacts would be less than significant.

c. The proposed project would discharge to local sanitary sewers for connection to the Los Angeles County Sanitation Districts of Los Angeles sewers. The project's wastewater would be treated at the Lancaster Water Reclamation Plant upon connection which has a design capacity of 18 mgd and currently processes an average recycled water flow of 13.9 mgd. Therefore, impacts would be less than significant.

d-e. Solid waste generated within the City limits is generally disposed of at the Lancaster Landfill located at 600 East Avenue F. This landfill is a Class III landfill which accepts agricultural, nonfriable asbestos construction/demolition waste, contaminated soil, green materials, industrial, inert, mixed municipal, sludge, and waste tires. It does not accept hazardous materials. Assembly Bill (AB) 939 was adopted in 1989 and required a 25% division of solid waste from landfills by 1995 and a 50% division by 2025. In 2011, AB 341 was passed which required the State to achieve a 75% reduction in solid waste by 2030. The City of Lancaster also requires all developments to have trash collection services in accordance with City contracts with waste haulers over the life of the proposed project. These collection services would also collect recyclable materials and organics. The trash haulers are required to be in compliance with applicable regulations on solid waste transport and disposal, including waste stream reduction mandated under AB 341.

Both phases of the proposed project would generate solid waste during construction and occupancy, which would contribute to an overall impact on landfill service (GPEIR pgs. 5.9-20 to 21); although the project's contribution is considered minimal. However, the existing landfill has capacity to handle the waste generated by the project. Additionally, the proposed project would be in compliance with all State and local regulations regulating solid waste disposal. Therefore, impacts would be less than significant.

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

a. See Item IX.f.

b-d. The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project site is located within the service boundaries of Fire Station No. 33, located at 44947 Date Avenue, which can adequately serve the project site. Other fire stations are also located in close proximity to the project site which can provide service if needed. Therefore, no impacts would occur.

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

a-c. The proposed project consists of the construction and occupancy of a two-phased, 100% affordable residential development. The first phase would include 196 residential units and the second phase would include up to 303 residential units. The development would also include associated amenities, and a parking lot for the adjacent park. A tentative tract map, general plan amendment and zone change would also be included as part of the project as previously described. Other projects have been approved or are under review within approximately one mile of the project site including those identified in Table 13. These projects are also required to be in accordance with the City's zoning code and General Plan. Cumulative impacts are the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable projects.

The proposed project would not create any impacts with respect to: Agriculture and Forestry Resources, Energy Resources, Land Use and Planning, Mineral Resources, Transportation, Tribal Cultural Resources, and Wildfire. The project would create impacts to other resource areas and mitigation measures have been identified for Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Noise. Impacts associates with these issues are less than significant with the incorporation of the identified mitigation measures. Many of the impacts

generated by projects are site specific and generally do not influence the impacts on another site. All projects undergo environmental review and have required mitigation measures to reduce impacts when warranted. These mitigation measures reduce environmental impacts to less than significant levels whenever possible. Therefore, the project's contribution to cumulative impacts would be less than significant.

Table 13
Related Projects List

Case No.	Location	APNs	Acres	Description	Status
CUP 21-03/ TTM 74965	SWC Avenue I and Sierra Highway	3134-001-902, 905, 908, 910; 3134-002-903, 904, 906, 908; 3134-003-905, 907, 910, 911, 916, 919; 3134-004-912, 913, 915, 916, 917, 918	5.67	114-unit affordable housing apartment complex in the Commercial zone	Approved
SPR 22-15	18th Street West and Avenue H	3118-006-057	9.62	RV/Storage Facility	Under Review
SPR 23-006	15th Street West and Avenue H	3154-002-034	5.04	Storage Facility	Under Review

c.

List of Referenced Documents and Available Locations*:

AIR:	Air Quality, TAC, and GHG Emissions Analysis for the Maison's Sierra Project, Lancaster, Los Angeles, County, California, Rincon Consultants, Inc., August 23, 2023	CDD
BRR:	2023 Biological Resource Assessment of 55 Acre Parcel Lancaster, California, Mark Hagan, May 1, 2023	CDD
CRS1:	A Section 106 (NHPA) Historical Resources Study for the Maison's Sierra Project, City of Lancaster, California, Tract No. 27099, BFSA Environmental Services, September 14, 2023	CDD
CRS2:	A Section 106 (NHPA) Historic Resources Study for the Maison's Sierra Phase I Project, City of Lancaster, California, BFSA Environmental Services, May 2, 2023	CDD
ESA:	Phase I Environmental Site Assessment Report, Maison's at Sierra, Partner Engineering and Science, Inc., March 15, 2023	CDD
FIRM:	Flood Insurance Rate Map	CDD
GPEIR:	Lancaster General Plan Environmental Impact Report	CDD
LGP:	Lancaster General Plan	CDD
LMC:	Lancaster Municipal Code	CDD
LMEA:	Lancaster Master Environmental Assessment	CDD
NOI:	Acoustical Analysis for the Maison's Sierra Project in Lancaster, California, Rincon Consultants, Inc.	CDD
SSHZ:	State Seismic Hazard Zone Maps	CDD
USGS:	United States Geological Survey Maps	CDD
USDA SCS:	United States Department of Agriculture Soil Conservation Service Maps	CDD

* CDD: Community Development Department
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