AGENDA ITEM: 1.

DATE: 07-07-09

STAFF REPORT

GENERAL PLAN AMENDMENT NO. 06-04
ZONE CHANGE NO. 06-04

DATE: July 7, 2009

TO: Lancaster Planning Commission

FROM: Planning Department BL

APPLICANT: Lancaster West 60th, LLC

LOCATION: 40± gross acres located at the northwest corner of 60th Street West and Avenue L

REQUEST: 1. Amend General Plan land use designation for the subject property from UR (Urban Residential, 2.1 to 6.5 dwelling units per acre) to C (Commercial)

2. Rezone property from R-7,000 (single family residential, one dwelling unit per 7,000 square feet) and R-10,000 (single family residential, one dwelling unit per 10,000 square feet) to CPD (Commercial Planned Development) Zone

RECOMMENDATION: Adopt Resolution No. 09-19, a resolution of the Planning Commission of the City of Lancaster, California, recommending to the City Council certification of the final environmental impact report, necessary environmental findings, and approval of the General Plan Amendment No. 06-04 and Zone Change No. 06-04.

BACKGROUND: There have been no previous cases heard before the Planning Commission or City Council concerning this property.

GENERAL PLAN DESIGNATION, EXISTING ZONING AND LAND USE: The subject property is designated UR (Urban Residential, 2.1 to 6.5 dwelling units per acre), is zoned R-7,000 (Single Family Residential, one dwelling unit on 7,000 square feet) and R-10,000 (Single family Residential, one dwelling unit on 10,000 square feet), and is currently vacant. The General Plan designation, zoning, and land use of the surrounding properties are as follows:

	GENERAL PLAN	ZONING	LAND USE
NORTH	UR	R-7,000, R-10,000	Vacant, Single Family Residential
EAST	UR	R-7,000, R-10,000	Single Family Residential
SOUTH	S	O	Quartz Hill High School
WEST	UR	R-7,000, R-10,000	Vacant

PUBLIC IMPROVEMENTS: The site is bounded to the south by Avenue L, and bounded to the east by 60th Street West, both of which are partially improved with one travel lane in each direction. All utilities are available or can be extended to serve the site.

LEGAL NOTICE: Notice of Public Hearing was mailed to all property owners within a 500-foot radius of the project, posted in three places, posted on the subject property, and noticed in a newspaper of general circulation per prescribed procedure.

ENVIRONMENTAL REVIEW: A final EIR has been prepared that analyzes the potential impacts of the proposed project. The Planning Commission, prior to taking action on the project, is required to recommend to the City Council whether to certify this final EIR, and make recommendations on required environmental findings. Ultimately, it will be the responsibility of the Council to determine whether the EIR was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA), and to find that the identified environmental effects are insignificant, adequately mitigated, or acceptable due to overriding considerations. These required findings are contained in Exhibit "A" of Resolution No. 09-19. The approval of the Conditional Use Permit and Tentative Parcel Map, if granted, is not in effect unless the General Plan and Zone Change are in effect.

ANALYSIS: The applicant is requesting a General Plan Amendment and Zone Change to change the land use designation of the subject property from UR (Urban Residential; 2.1 to 6.5 dwelling units per acre) to C (Commercial); and to change the zoning from R-7,000 (Single Family Residential, one dwelling unit on 7,000 square feet) and R-10,000 (Single Family Residential, one dwelling unit on 10,000 square feet) to CPD (Commercial Planned Development) Zone. With the proposed amendment and zone change request, the site would allow for the development of a 366,376 square-foot commercial shopping center.

The proposed amendment and zone change represents a conversion of land to commercial, and would provide for some economic benefits to the City in that it would provide for the construction of commercial retail users, and infrastructure would be provided by the developer. Surrounded by residential neighborhoods and Quartz Hill High School, and located at a major intersection on a regional arterial street, the site would be of sufficient size and accessibility to function as a regional commercial location for the western portion of the City. This would implement General Plan Policy 17.1.3 which states, "Provide a hierarchical pattern of attractive commercial developments which

serve regional, community, and neighborhood functions with maximum efficiency and accessibility."

The proposed General Plan and Zone Change would provide commercial services for the existing residential areas and be appropriately located to serve long-term residential growth projected for this area. In addition, adequate interfacing would be provided between the proposed commercial and existing residential and educational uses through development standards in an effort to promote regional, community and neighborhood retail development needed to serve growing retail demand generated by population growth; therefore, staff is recommending approval of General Plan Amendment No. 06-04 and Zone Change No. 06-04.

Respectfully submitted,

Brigitte Ligons, Assistant Planner

cc: Applicant
Engineer

RESOLUTION NO. 09-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LANCASTER, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT, THE ADOPTION OF NECESSARY ENVIRONMENTAL FINDINGS, THE ADOPTION OF STATEMENT OF OVERRIDING CONSIDERATIONS, APPROVAL OF AN AMENDMENT TO THE ADOPTED GENERAL PLAN OF THE CITY, AND AN AMENDMENT TO THE ADOPTED ZONING PLAN FOR THE CITY, KNOWN AS GENERAL PLAN AMENDMENT NO. 06-04 AND ZONE CHANGE NO. 06-04

WHEREAS, pursuant to Section 3.c. of City Council Resolution No. 93-07 an amendment to the adopted General Plan of the City has been initiated by Lancaster West 60th, LLC to re-designate from UR (Urban Residential, 2.1 to 6.5 dwelling units per acre) to C (Commercial); and

WHEREAS, pursuant to Section 17.24.040. of the Lancaster Municipal Code the applicant has requested the Planning Commission to consider a change to the zoning designation on the subject property from R-7,000 (single family residential, one dwelling unit per 7,000 square feet) and R-10,000 (single family residential, one dwelling unit per 10,000 square feet) to CPD (Commercial Planned Development); and

WHEREAS, notice of intention to consider the General Plan amendment and zone change of the subject property was given as required in Section 17.24.110 of the Zoning Ordinance and Section 65854 and 65905 of the Government Code of the State of California; and

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended that the General Plan Amendment and Zone Change requests be approved; and

WHEREAS, a public notice was provided as required by law and a public hearing on the General Plan amendment and zone change requests was held on July 7, 2009; and

WHEREAS, this Commission hereby recommends to the City Council, certification pursuant to Section 15090a)(1) of the California Environmental Quality Act (CEQA) Guidelines, that the final environmental impact report prepared for this proposed project has been completed in compliance with CEQA as described in Section 3 of Exhibit "A" of this resolution; and

WHEREAS, this Commission hereby certifies, pursuant to Section 15090(a)(2) of the State CEQA Guidelines that the final EIR was presented to the Commission, and that the Commission reviewed and considered the information contained in the final EIR prior to making a recommendation to the City Council; and

WHEREAS, pursuant to Section 15090(a)(3) of the State CEQA Guidelines, this Commission hereby recommends that the City Council certify that the final environmental impact report reflects the City's independent judgment and analysis; and

WHEREAS, this Commission based on the evidence in the record, hereby adopts the following findings in support of approval of General Plan Amendment No. 06-04, and recommends that the City Council adopt them:

1. There is a need for the proposed land use designation of C (Commercial) because the commercial designation would provide goods and services to the surrounding residential and, over the long term, act as a regional commercial location for the western portion of the City.

2. The proposed designation of C will be compatible with the existing land use designation of UR surrounding the project site through the application of development standards, lighting standards, landscaping and masonry walls.

3. The proposed amendment is consistent with and implements **Goal 19** of the General Plan, "to achieve an attractive and unique image for the community by creating a sustainable, cohesive and enduring built environment."

4. The proposed amendment is consistent with the following policies and objectives of the General Plan for the reasons stated below:

   Policy 16.1.3: "Promote economic self-sufficiency through the application of programs and efforts that help to revitalize local commerce and create a sustainable and prosperous marketplace."

   Objective 16.3: "Foster development patterns and growth which contributes to, rather than detract from, net fiscal gains to the City." The project would add to the inventory of buildable commercial lands, and would have the potential to generate revenue for the City.

   Policy 17.1.3: "Provide a hierarchical pattern of attractive commercial developments which serve regional, community, and neighborhood functions with maximum efficiency and accessibility." The commercial development is designed to provide valuable retail space in an underserved locale both on a local and regional level within the western area of the City. The site is located on a regional arterial street that will allow for adequate accessibility. The building design will be compatible with the developing character of the area in its design and materials.

5. The proposed amendment would allow for the development of commercial uses where sufficient street access, public services, and utilities are available, or can be made available, and would not impede the provision of a diversity of housing types within the City because a sufficient inventory of single family residential land would still exist within the City if this site is redesignated to commercial.

6. There are no goals, objectives, policies, or specific actions of the General Plan that would conflict with the proposed amendment, because the addition of 40 ± gross acres of Commercial land would allow for the opportunity for a range of goods and services to be provided for residents in the immediate vicinity.

7. The proposed amendment would not adversely affect the economic health of the City, because any future development on the site would be subject to the requirements of the City's impact fees and permit requirements, and the site is in an area where all necessary services exist or can be readily provided.

8. The proposed site could be adequately served by necessary services and utilities, including police, fire, electricity, water, sewer, gas, and telephone that already exist in the area, provided that necessary connection and impact fees are paid, based on the standards contained within Objective 15.1 of the General Plan and previous responses from affected service agencies.

9. The proposed amendment will not have an adverse effect on traffic and circulation systems as noted in the final environmental impact report and as discussed in Exhibit "A". Mitigation measures exist to reduce this impact in many cases to less than significant; however, remaining significant effects are considered acceptable due to overriding consideration as noted in Exhibit "A".

10. The proposed amendment is in the public interest because the proposed land use designation is compatible with the existing residential to the north and east or can be adequately buffered by landscaping and block walls from adjacent existing land uses to the west; the proposed development allowed under the Commercial designation can be adequately served by streets, utilities, and public services in the area; and, the proposed land use designation would not adversely affect the regional water supply or the City's economic health.

WHEREAS, this Commission, based on the evidence contained in the record, hereby makes the following findings in support of the approval of Zone Change No. 06-04, and recommends that the City Council adopt them:

1. The proposed zone change from R-7,000 and R-10,000 to CPD is consistent with the General Plan land use designation of C proposed for the subject property.

2. Modified conditions, including a change in the land use designation of the site to provide for a commercial site to serve the western area of the City, warrant a zone change on the site.

3. A need for the proposed zone classification of CPD exists within such area in order to allow for the logical location of commercial development to meet the long-term commercial needs of the western area of the City.

4. The particular property under consideration is a proper location for said zone classification within such area, because it is of the size and shape to allow for the development of a major commercial center, and is located at an intersection where adequate vehicular access will be available.

5. Placement of the proposed commercial zone at such location will be in the interest of public health, safety and general welfare and in conformity with good zoning practices, because adequate services, facilities, and infrastructure exist to accommodate the proposed commercial development.

NOW, THEREFORE, BE IT RESOLVED:

1. This Commission hereby recommends to the City Council certification of the Final Environmental Impact Report (SCH#2007061059) prepared for GPA 06-04 and ZC 06-04 as stated in this Resolution.

2. This Commission hereby recommends to the City Council adoption of all environmental findings and the statement of overriding consideration as contained in Exhibit "A"; and the mitigation measures attached hereto as Exhibit "B".

3. This Commission hereby recommends to the City Council approval of General Plan Amendment No. 06-04 to re-designate the subject property from UR to C.

4. This Commission hereby recommends to the City Council approval of Zone Change No. 06-04 through the adoption of the attached ordinance to rezone the subject property from R-7,000 and R-10,000 to CPD.

PASSED, APPROVED and ADOPTED this 7th day of July 2009, by the following vote:

AYES:

NOES:

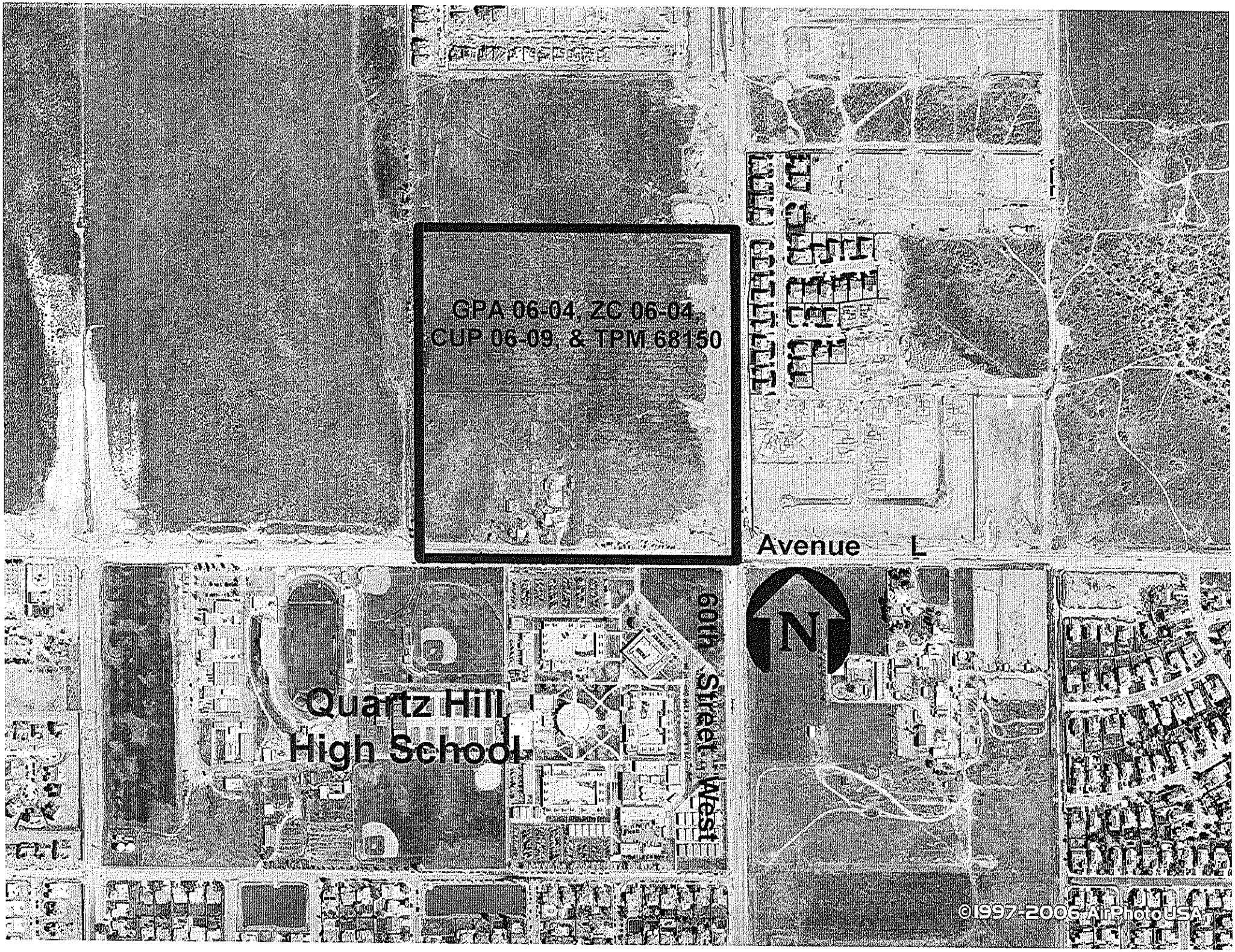
ABSTAIN:

ABSENT:

JAMES D. VOSE, Chairman
Lancaster Planning Commission

ATTEST:

BRIAN S. LUDICKE, Planning Director
City of Lancaster


GPA 06-04, ZC 06-04,
CUP 06-09, & TPM 68150
Avenue L
60th Street West
Quartz Hill
High School
N
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ORDINANCE NO.

AN ORDINANCE OF THE CITY OF LANCASTER, CALIFORNIA, AMENDING THE CITY ZONING PLAN FOR 40± ACRES LOCATED AT THE NORTHWEST CORNER OF AVENUE L AND 60TH STREET WEST, KNOWN AS ZONE CHANGE NO. 06-04

WHEREAS, pursuant to Section 17.24.060 of the Municipal Code, a request has been filed by Lancaster West 60th, LLC, to change the zoning designation on 40± acres of land located at the northwest corner of Avenue L and 60th Street West from R-7,000 (Single Family Residential, one dwelling unit per 7,000 square feet) and R-10,000 (Single Family Residential, one dwelling unit per 10,000 square feet) to CPD (Commercial Planned Development); and

WHEREAS, notice of intention to consider the zone change of the subject property was given as required in Section 17.24.110. of the Municipal Code and Section 65854 and 65905 of the Government Code of the State of California; and

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended that the zone change request be approved; and

WHEREAS, public hearings on the zone change request were held before the Planning Commission on July 7, 2009, and the City Council on _____; and

WHEREAS, this Council certifies pursuant to Section 15090a)(1) of the California Environmental Quality Act (CEQA) Guidelines, that the final environmental impact report prepared for this proposed project has been completed in compliance with CEQA as described in Section 3 of Exhibit "A" of this resolution; and

WHEREAS, this Council hereby certifies, pursuant to Section 15090(a)(2) of the State CEQA Guidelines that the final EIR was presented to the Council, and that the Commission reviewed and considered the information contained in the final EIR prior to making a recommendation to the City Council; and

WHEREAS, pursuant to Section 15090(a)(3) of the State CEQA Guidelines, this Council certifies that the final environmental impact report reflects the City's independent judgment and analysis; and

WHEREAS, the City Council hereby makes the following findings in support of the Ordinance:

1. The proposed zone change from R-7,000 and R-10,000 to CPD is consistent with the General Plan land use designation of C proposed for the subject property.

2. Modified conditions, including a change in the land use designation of the site to provide for a commercial site to serve the western area of the City, warrant a zone change on the site..

3. A need for the proposed zone classification of CPD exists within such area in order to allow for the logical location of commercial development to meet the long-term commercial needs of the western area of the City.

4. The particular property under consideration is a proper location for said zone classification within such area, because it is of the size and shape to allow for the development of a major commercial center, and is located at an intersection where adequate vehicular access will be available.

5. Placement of the proposed commercial zone at such location will be in the interest of public health, safety and general welfare and in conformity with good zoning practices, because adequate services, facilities, and infrastructure exist to accommodate the proposed commercial development.

THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. That the City Council certified the final EIR and adopted all environmental findings and the statement of overriding consideration as stated in Exhibit "A" of City Council Resolution No. _____.

Section 2. That the subject property is reclassified from R-7,000 (one single-family residential dwelling unit on 7,000 square feet) and R-10,000 (one single-family residential dwelling unit on 10,000 square feet) to CPD (Commercial Planned Development).

Section 3. That the City Clerk shall certify to the passage of this Ordinance and will see that it is published and posted in the manner required by law.

I, Geri K. Bryan, CMC, City Clerk of the City of Lancaster, do hereby certify that the foregoing ordinance was regularly introduced and placed upon its first reading on the ____ day of _____, 2009, and placed upon its second reading and adoption at a regular meeting of the City Council on the ____ day of _____, 2009, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

_____
GERI K. BRYAN, CMC
City Clerk
City of Lancaster

APPROVED:

_____
R. REX PARRIS
Mayor
City of Lancaster

CERTIFICATION OF ORDINANCE
CITY COUNCIL

I, _____, _____ City of Lancaster, California, do hereby certify that this is a true and correct copy of the original Ordinance No. , for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this _____ day of the _____, _____.

_____
(seal)

EXHIBIT "A"

FINDINGS AND FACTS IN SUPPORT OF FINDINGS FOR THE COMMONS AT QUARTZ HILL
(GENERAL PLAN AMENDMENT 06-04; ZONE CHANGE 06-04, CONDITIONAL USE PERMIT 06-07, AND TENTATIVE PARCEL MAP 68150)
ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE NUMBER 2007061059

1. INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code Section 21081, and the State CEQA Guidelines, 14 Cal. Code of Regs. Section 15091 requires that a public agency consider the environmental impacts of a project before a project is approved and make specific findings. CEQA Guidelines Section 15091 provides:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final EIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

(c) The finding in subsection (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subsection (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

Having received, reviewed and considered the Final Environmental Impact Report for The Commons at Quartz Hill, dated June 2009 ("FEIR"), which includes but is not limited to the Draft Environmental Impact Report ("DEIR"), Responses to Comments on the DEIR, and all other information in the record of proceedings on this matter, the following Findings and Facts in Support of Findings ("Findings") are hereby adopted by the City of Lancaster ("City") in its capacity as the CEQA Lead Agency. These Findings set forth the City's environmental basis for approval of General Plan Amendment 06-04, Zone Change 06-04, Conditional Use Permit 07-09, and Tentative Parcel Map 68150 ("proposed project").

A. Format

These Findings have been organized into the following sections:

(1) Section 1 provides an introduction to these Findings.

(2) Section 2 provides a summary of the project and overview of the discretionary actions required for approval of the project, and a statement of the project's objectives.

(3) Section 3 provides a summary of the environmental review conducted in accordance with CEQA and the CEQA Guidelines by the City for the project and a summary of public participation in the environmental review for the project.

(4) Section 4 sets forth findings regarding those environmental impacts which were determined as a result of the Notice of Preparation (NOP) and consideration of comments received during the NOP comment period either not to be relevant to the project or which were determined to clearly not manifest at levels which were deemed to be significant for consideration at the project-specific level.

(5) Section 5 sets forth findings regarding significant or potentially significant environmental impacts identified in the FEIR which the City has determined are either not significant or can feasibly be mitigated to a less than significant level through the imposition of mitigation measures. In

order to ensure compliance and implementation, all of these measures will be included in the Mitigation Monitoring and Reporting Program (MMRP) for the project. Section 5 also includes findings regarding those significant or potentially significant environmental impacts identified in the FEIR which will or which may result from the project and which the City has determined cannot feasibly be mitigated to a less than significant level.

(6) Section 6 sets forth findings regarding alternatives to the proposed project.

(7) Section 7 consists of a Statement of Overriding Considerations which sets forth the City's reasons for finding that specific economic, legal, social, technological, and other considerations associated with the project outweigh the project's potential unavoidable environmental effects.

B. Custodian and Location of Records

The documents and other materials which constitute the administrative record for the City's actions related to the project are located at the City of Lancaster, Planning Department, 44933 Fern Avenue, Lancaster, California 93534. The City Planning Department is the custodian of the administrative record for the project.

2. PROJECT SUMMARY

A. Discretionary Actions

These Findings set forth the environmental basis for current discretionary actions to be undertaken by the City for the approval of the project. These actions include approval of General Plan Amendment No. 06-04, Zone Change 06-04, Conditional Use Permit 07-09, and Tentative Parcel Map 68150.

B. Project Location

The project site is located in the City of Lancaster, at the northwest corner of 60th Street West and Avenue L. The project site is bound by Avenue L to the south, 60th Street West to the east, an undeveloped lot to the west and undeveloped land followed by residential development to the north. The project site is approximately 4.5 miles west of the Antelope Valley Freeway. The project site is currently vacant and undeveloped.

C. Project Description

The proposed project would redesignate and rezone the property and develop a commercial shopping center on the project site. The City of Lancaster General Plan designates the project site as Urban Residential (UR) and the zoning code designates the project site as Single Family Residential, minimum lot size 7,000 square feet (R-7,000) and minimum lot size 10,000 square feet (R-10,000). The project site is currently undeveloped.

The proposed project would include a general plan amendment and zone change to redesignate the project site from UR to Commercial (C) and rezone the project site from R-7,000 and R-10,000 to Commercial Planned Development (CPD). The project site is approximately 40 acres. Development on the project site would include approximately 344,550 square feet of commercial retail and restaurant facilities. The two anchor tenants would be located on the west side of the project site, with loading docks located in the back of each building. The inline retail structure and anchors would be oriented toward 60th Street West, pad buildings along the perimeter of the project site would front 60th Street West and wrap the corner to Avenue L, surface parking would be provided at the interior of the site. The only known tenant at this time for the project is a Walmart Supercenter.

Development on the project site would include approximately 1,728 parking spaces and access to the development would be provided via both 60th Street West and Avenue L. The project site would include three driveway entrances along Avenue L and three driveways along 60th Street West. In addition, a proposed roadway, Avenue K-12 to the north, would provide additional access with two driveways. No demolition would occur as the project site is currently undeveloped.

The proposed Walmart Supercenter would consist of all appurtenant structures and facilities and would offer general retail merchandise and groceries, including, without limitation, alcohol for off-site consumption, pool chemicals, petroleum products, pesticides, paint products, and ammunition. The proposed Walmart Supercenter store may include a pharmacy, a vision care center, a food service center, a photo studio, a photo finishing center, a banking center, an arcade, a garden center, outdoor sale facilities, outside container storage facilities, and rooftop proprietary satellite communication facilities. The proposed Walmart Supercenter would operate 24 hours a day.

D. Project Objectives

The following objectives have been established for the proposed project:

- To create development on the currently underutilized project site to provide commercial retail facilities to serve the local community;
- To generate significant sales tax revenues to benefit the general fund;
- To provide a well-designed development that is compatible and complementary with surrounding land uses;
- To provide a development that is financially viable;
- To generate employment opportunities for the local area;
- To mitigate, to the extent feasible, the potential environmental impacts of the proposed project; and

- To provide adequate parking facilities to serve the proposed development customers and employees.

3. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The environmental review process for the proposed project is summarized as follows.

On June 4, 2007, the City issued a Notice of Preparation ("NOP") for the proposed project in accordance with the requirements of CEQA and the CEQA Guidelines; publication of the Notice of Preparation occurred in the Antelope Valley Press on June 8, 2007 and June 10, 2007. However, an error was discovered on the NOP and it was therefore republished on June 14, 2007. The NOP was circulated for a period of thirty (30) days, and scoping meetings were held on June 14, 2007 and June 19, 2007, at Quartz Hill High School to solicit comments on the proposed project. The NOP comment period ended on July 17, 2007. The NOP was filed with the State Clearinghouse on June 4, 2007 and the revised NOP was filed on June 14, 2007. The NOP is included in the DEIR as Appendix A. The responses to the NOP are included in Appendix B.

The DEIR was made available and distributed to agencies, interested organizations, and individuals by the City for public review on January 9, 2009. A forty-five day comment period was provided from January 9, 2009 to February 23, 2009. A public hearing was held before the Planning Commission on February 18, 2009, during which opportunity was provided to give oral and written comments on the DEIR. Comments received during the public review period for the DEIR were responded to in the Responses to Comments which was included in the FEIR, dated June 2009. The FEIR was distributed to agencies submitting comments on June 25, 2009.

The following documents comprise the FEIR for the project:

- Draft Environmental Impact Report for The Commons at Quartz Hill, dated January 2009 including applicable revisions;

- Comments received on the DEIR and responses to those comments, published in the FEIR, dated June 2009;

- All analysis, attachments, incorporated documents, and references to the documents identified and referenced in the DEIR and FEIR, and submitted to the City as part of the EIR process.

The City Planning Commission considered the FEIR and the project at its hearing on July 7, 2009 for approval of the conditional use permit and to make a recommendation to the City Council on the certification of the FEIR and the general plan amendment and zone change. The City Council will consider the FEIR and the project at its hearing on July 21, 2009.

4. ENVIRONMENTAL EFFECTS WHICH WERE DETERMINED TO NOT BE POTENTIALLY AFFECTED BY THE PROJECT

As a result of the NOP circulated by the City beginning on June 4, 2007, the City determined, based upon the threshold criteria for significance, that the proposed project would have no impact on the following potential environmental effects, and therefore, determined that these potential environmental effects would not be addressed in the DEIR. Based upon the environmental analysis presented in the Final EIR, and the comments received from the public on the DEIR, no substantial evidence has been submitted to or identified by the City which indicates that the proposed project would have an impact on the following environmental issues, and therefore no additional analysis beyond what was provided.

1. Geology and Soils: The following issues were not analyzed in the Draft EIR for the reasons identified below.

    - Landslides: The topography of the project site and surrounding area is generally flat. Therefore, no impact with respect to landslides would occur for the proposed project, and no further analysis of this issue is required.

    - Septic Tanks: The proposed project site does not propose the use of septic tanks or alternative disposal systems. Therefore, no impact would occur with implementation of the proposed project and no further analysis of this is required.

2. Hazards and Hazardous Materials: The following issues were not analyzed in the Draft EIR for the reasons identified below.

    - Airport Safety Hazards: No airport exists within two miles of the project site. In addition, the project site is not located within any Airport Land Use Plan and is not subject to land use regulations within any such plan. Thus, no impact would occur. No private airstrips are located in the vicinity of the project site. No impact would occur with regard to private airstrips.

    - Wildlife Fire Risks: A significant impact may occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The project site is currently vacant and undeveloped, located in an area surrounded by residential and institutional development. As shown in the Draft EIR on Figure IV.A-1, the project site is located in an area of the City of Lancaster with little or no threat of wildland fire. Therefore, the proposed would not expose people or structures to a greater than average risk of loss, injury or death involving wildland fires and no impact would occur.

3. Hydrology and Water Quality: The following issues were not analyzed in the Draft EIR for the reasons identified below.

- Seiche, Tsunami, or Mudflow: The City of Lancaster is not located near a large body of water such as lake or ocean in which in seiche or tsunami would occur. Thus, no impact would occur as a result of a seiche or tsunami from any body of water. In addition, as the project is not located near any hills or slopes, there is no risk of the site being affected by mudflow.

- Dam/Levee Failure: The project site is not located near any dam or levee, the failure of which could impact the project site. As such, no impact would occur with respect to dam or levee failure, and no further discussion of this issue is required.

- Housing in 100-Year Flood Plain: The proposed project does not include any housing. As such, there would be no impact with respect to placing housing in a 100-year floodplain. Therefore, no further discussion of this issue is required.

4. Mineral Resources: The following issue was not analyzed in the Draft EIR for the reason identified below.

   - Loss of a Known or Locally Important Mineral Resource: The project site is not located in an area where mining of mineral resources occurs. The project site may contain known mineral deposits that would be of value to the region and the residents of the State, but development of the proposed project would not preclude or otherwise result in the loss of availability of these resources. The minerals would continue to exist on the project site with development, and could be mined and used in the future. The proposed project therefore would not result in the loss of availability of a known mineral resource. Impacts to mineral resources would be less than significant.

5. Noise: The following issue was not analyzed in the Draft EIR for the reason identified below.

   - Airport Land Use Plan and Private Airstrip: No airport exists within two miles of the project site. As such, the project site is not located within any Airport Land Use Plan and would not be exposed to severe noise levels from airport or aircraft-related activities.

6. Population and Housing: The following issue was not analyzed in the Draft EIR for the reason identified below.

   - Displacement of Existing Housing and Persons: The project site is currently vacant and undeveloped. Therefore, development of the proposed project would not result in the displacement of existing housing and persons and would not require the construction of replacement housing elsewhere. Therefore, no impacts associated with displacement of existing housing or people would occur.

7. Transportation and Traffic: The following issues were not analyzed in the Draft EIR for the reasons identified below.

- Air Traffic Patterns: The height of the building would not interfere with air traffic patterns and would not cause an increase in traffic levels or change in location that results in substantial safety risks. Since the building is not a multi-story tower, no additional lighting for air traffic safety is required. Therefore, no further discussion of this issue is required.

- Adopted Plans, Policies, or Programs Regarding Alternative Transportation: The proposed project is not expected to conflict with adopted policies, plans, or programs supporting alternative transportation. Therefore, there would be no impact to adopted policies or existing alternative transportation facilities.

5. FINDINGS ON POTENTIALLY SIGNIFICANT IMPACTS OF THE PROPOSED PROJECT IDENTIFIED IN THE DEIR

The following potentially significant environmental impacts were analyzed in the DEIR:

- Aesthetics, including Urban Decay
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use Planning
- Noise
- Population and Housing
- Public Services
- Transportation/Traffic
- Utilities

Where as a result of the environmental analysis of the proposed project and the identification of project design features, compliance with existing laws, codes and statutes, and the identification of feasible mitigation measures, the following potentially significant impacts have been determined by the City to be reduced to a level of less than significant, the City has found in accordance with CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1) that "Changes or alterations have been required in, or incorporated into, the proposed project which mitigate or avoid the significant effects on the environment," which is referred to herein as "Finding 1." Where the potential impact can be reduced to less than significant solely through adherence to and implementation of project design features or standard conditions, these measures are considered "incorporated into the project" which mitigate or avoid the potentially significant effect, and in these situations, the City also will make "Finding 1" even though no mitigation measures are required, but will find that the potential impact has been reduced to Less

Than Significant through either project design features incorporated into the project or adherence to standard conditions.

Where the City has determined pursuant to CEQA Section 21081((a)(2) and CEQA Guidelines Section 15091(a)(2) that "Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency, the City's finding is referred to herein as "Finding 2."

Where, as a result of the environmental analysis of the proposed project, the City has determined that either (1) even with the identification of project design features, compliance with existing laws, codes and statutes, and/or the identification of feasible mitigation measures, potentially significant impacts cannot be reduced to a level of less than significant, or (2) no feasible mitigation measures or alternatives are available to mitigate the potentially significant impact, the City has found in accordance CEQA Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3) that "Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report," referred to herein as "Finding 3."

In making these findings, the City has relied upon the environmental conclusions reached by the experts that prepared the FEIR, including the information, analysis and conclusions in the technical reports prepared and made a part of the FEIR. Although contrary opinions may have been presented in comments submitted on the DEIR and FEIR, the City has weighed those comments against the underlying data, analysis and conclusions in the FEIR, and has reached its conclusions accordingly.

A. AESTHETICS

The thresholds of significance for aesthetic impacts, including urban decay, are listed in Section IV.B on pages IV.B-4 and IV.B-5 of the FEIR.

Potential Impact: The proposed project would change the visual character of the project site.

Finding: The City hereby makes Finding 1 with respect to the proposed project's potential to change the visual character and quality of the project site.

Facts in Support of Findings: As discussed on pages IV.B-5 through IV.B-7l of the Draft EIR, the proposed project would change the visual character of the project site. The specific details regarding the appearance of the proposed project are described in Section II, Project Description, and Section IV.B, Aesthetics, of the Draft EIR. Whether the alteration of the project site would degrade of improve the visual character of the site is a subjective assessment. The implementation of the proposed project would substantially change the existing character from an undeveloped parcel to an urban use with retail buildings and surface parking facilities. The General Plan envisions the transformation of the site from its undeveloped condition to urban uses. Further, the surrounding area is in transition with intensification of rural or undeveloped land to

suburban and urban uses. Therefore, the project would have a less than significant impact with respect to visual character.

Potential Impact: The proposed project would not result in a significant impact to the available public scenic views from the area.

Finding: The City hereby makes Finding 1 with respect to the proposed project's potential to impact permanent, public scenic views.

Facts in Support of Findings: As discussed on page IV.B-7 of the EIR, changes in views of the project site from adjacent land uses and roadways would not result in a significant impact, as the area is already urbanized with a mix of institutional, commercial, and residential uses. The proposed project would not result in the obstruction of any permanent, public scenic views. Long-range views of the San Gabriel and Tehachapi Mountains would not be substantially altered. Considering the distance of the mountains from the project site, long-range views from the surrounding area would still be available above and around the proposed development. Therefore, the project would have a less than significant impact with respect to public scenic views.

Potential Impact: A significant urban blight and decay impact as a result of the construction and operation of the proposed development.

Finding: The City hereby makes Finding 1 with respect to the proposed project's ability to result in an urban decay and blight impact.

Facts in Support of Findings: The proposed project's potential to create urban blight was addressed on pages IV.B-7 through IV.B-14 of the Draft EIR and III-8 through III-21 of the Final EIR.

The original economic report was prepared in November 2008 and was included as Appendix L in the Draft EIR. As a result of comments received on the Draft EIR, the economic report was updated in June 2009 to reflect the change in the market conditions. This revised report is included in Appendix B of the Final EIR. While the economic report was updated to reflect the current market conditions, the conclusions of the report did not change.

The economic reports looked at three major categories: 1) Shopper Good (general merchandise, apparel, home furnishings/furniture and specialty goods); 2) Building Materials/Garden Supplies; and 3) Convenience Goods (food and beverage facilities and drug store/pharmacy). The major conclusions of the report with respect to these categories are provided below. Therefore, the proposed project's potential to create urban blight is less than significant.

1. Shopper Goods: The total proposed supply represents the equivalent of 118 percent of total demand in 2012, through there would be more than adequate support for the proposed space by 2013. Thus, while the development of the proposed project and the Lane Ranch project together would leave little capacity for additional new General Merchandise space in the PMA, it is unlikely that they

would individually or collectively create adverse market conditions that could lead to urban decay.

2. Building Materials/Garden Supplies: Assessment of the potential for urban decay caused by an oversupply of Building Materials and Garden Supplies space needs to recognize that the potential oversupply problem would be caused by the cumulative impact generated by three separate developments. Under current circumstances, the total supply of additional space would come from the proposed project (21,624 square feet GLA, 6 percent of the total new space), the Lane Ranch project (171,038 square feet GLA, 47 percent of the new space) and the Avenue K/60th Street West center (171,069 square feet GLA, 47 percent of the new space). With its small share, the proposed project's Building Materials/Garden Supply component is not a major factor contributing to the oversupply, and could be easily absorbed in a future market context where there was only one additional major home improvement center added to the PMA between 2009 and 2014. Rather, the problem of a potential significant oversupply of Building Materials and Garden Supply space arises with the possible development of two major home improvement centers in the PMA during the next five years in a market that likely can support only one such facility at the proposed size of 170,000 square feet GLA.

   Perhaps the major question that cannot be resolved in this analysis is whether or not the development of the two proposed home improvement centers is a reasonable proposition in the next five to seven years in the PMA at the two locations that have been identified to date. While it was not possible to confirm the identity of the home improvement center operator at each site, the similarity of location, proposed building configuration and recent change in timing of the home improvement center at the Avenue K/60th Street West location to a future phase (2014) suggests that the two projects may have the same operator in mind, or, at a minimum, the developers will carefully consider the potential competitive circumstances presented by other projects before proceeding with such a commitment.

   These competitive market circumstances strongly suggest that only one major home improvement center will be built in the foreseeable future on 60th Street West, and that the superior location for such a retailer is the Lane Ranch site. Regardless, given the small contribution of Building Materials and Garden Supply space that will be contributed by the proposed project, it is unlikely that its development would contribute significantly to conditions of oversupply and potential urban decay. Therefore, impacts related to the proposed project's Building Materials and Garden Supplies retail space would be less than significant.

3. Food and Beverage Facilities: Analysis of the potential impact of the proposed Eating and Drinking Facility component of the proposed project indicates that there is sufficient market support generated by the PMA resident population and other market sources to fully support the proposed addition of this type of space

by 2013. As the addition of the proposed easing and drinking uses in the proposed project represents such a small share of the total space that it will not have a significant negative impact on the existing and proposed supply of existing restaurant uses in the PMA. This component of the proposed project will not lead to urban decay at any of the existing or proposed shopping centers and business districts found in the competitive market area.

4. Drug Store/Pharmacy: The site-specific analyses indicate that while there could be a serious oversupply of drug store/pharmacy space in the proposed project's PMA if the proposed project and the Lane Ranch project open as currently scheduled, this oversupply is not likely to create conditions at any of the specific locations studied that would likely lead to significant urban decay. The four major drug store chains with stores (CVS, Walgreens, Sav-on, Rite-Aid) in the PMA are all capable of holding on to their market shares for the long term, due both to their brand strengths and to their respective geographic positioning. However, it is also very possible that the sales achieved per square foot at these stores may fall below the standard threshold utilized in the analysis for determining supportable drug store space.

Potential Impact: The proposed project could have a potentially significant impact with respect to nighttime lighting and glare.

Finding: The City hereby makes Finding 1 with respect to the proposed project's potential to create significant impacts with respect to lighting and glare.

Facts in Support of Findings: As discussed on pages IV.B-14 and IV.B-15 of the Draft EIR, development of the project site with the proposed land uses would create new sources of light and glare. Even though the immediate area is experiencing growth, the development would substantially change the nighttime lighting in the area and could potentially affect the adjacent properties with light "spill". Additionally, the development would introduce new sources of glare to the site, such as signs and automobile glass. However, with the implementation of Mitigation Measures B-1 through B-15 as identified in the EIR, these impacts would be less than significant.

Potential Impact: The proposed project would not have a significant shade and shadow impact on the residences to the east or high school to the south of the project site.

Finding: The City hereby makes Finding 1 with respect to the proposed project's potential to create shade and shadow impacts on sensitive land uses.

Facts in Support of Findings: As discussed in the Draft EIR on page IV.B-15, the proposed project would generate shade and shadows. The tallest structure in the proposed development is approximately 41.5 feet in height. While this is tall enough to cast shadows, due to the relatively low height of the buildings and the distance between the proposed project and sensitive receptors, no shadows would be cast onto the school property or the residences and impacts would be less than significant.

Potential Impact: The proposed project would not result in a cumulatively considerable impact with respect to visual character, views, urban decay, shade/shadow, and light/glare.

Finding: The City hereby makes Finding 1 with respect to the proposed project's potential aesthetic impacts.

Facts in Support of Findings: Development of the related projects is expected to occur in accordance with adopted plans and regulations. Related Project No. 78, Lane Ranch, is located near the project site. No substantial scenic resources are located in the area surrounding the project site that could be affected by a cumulatively considerable reduction in views. Therefore, the proposed project in conjunction with the related projects would not result in significant cumulative impacts with regard to the aesthetic and visual character of the area.

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

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

Finally, the cumulative impacts of this project in conjunction with the related projects, on potential physical degradation or urban decay related to Shopper Goods space, Building Materials and Garden supplies space, food store space, drug store/pharmacy space and eating and drinking facilities would be less than significant.

B. AGRICULTURAL RESOURCES

The thresholds of significance for agricultural resources are listed in Section IV.C on page IV.C-4 of the FEIR.

Potential Impact: The proposed project would not result in the conversion of prime farmland, unique farmland or farmland of statewide importance to non-agricultural use.

Finding: The City hereby makes Finding 1 with respect to the proposed project's potential to convert farmland to non-agricultural use and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: As discussed on page IV.C-4 of the Draft EIR, the project is classified by the California Department of Conservation, Farmland Mapping

and Monitoring Program, the project site is classified as urban and built-up land and other land and not for agricultural use. Therefore, development of the proposed project would not change agricultural land to a non-agricultural use and no impacts would occur.

Potential Impact: The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

Finding: The City hereby makes Finding 1 with respect to the proposed project's potential to conflict with existing zoning for agricultural use or a Williamson Act contract and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: As discussed on page IV.C-4 of the Draft EIR, the project site is currently designated for urban residential uses, which does not allow agricultural uses. Additionally, the project site is not subject to a Williamson Act contract. Therefore, no impacts would occur.

Potential Impact: The project would not result in changes to the environment which could result in the conversion of farmland to non-agricultural uses.

Finding: The City hereby makes Finding 1 with respect to the proposed project's potential to result in the conversion of farmland to non-agricultural use.

Facts in Support of Findings: As discussed on pages IV.C-4 and IV.C-5 of the Draft EIR, the proposed project would be constructed on a site which has been planned for urban uses. Additionally, the surrounding uses in the area are residential and institutional and no agricultural uses are located nearby. There is no agricultural activity on the project site and there has not been agricultural activity for several years. Therefore, no impacts would occur.

Potential Impact: No impact to agricultural resources would occur as a result of the proposed project in conjunction with the related projects.

Finding: The City hereby makes Finding 1 with respect to the proposed project's potential to result in cumulative impacts to agricultural resources and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: None of the related projects are of an agricultural nature. These projects in combination with the proposed project would greatly intensify the residential and commercial land usage in the immediate project area. None of the nearby projects involve the conversion of agricultural uses to non-agricultural uses. There is no current agricultural activity on the project site and there has not been agricultural activity for several years. In addition, each related project must be individually assessed to determine if agricultural resources are being negatively impacted. Therefore, no cumulative impacts would occur.

C. AIR QUALITY

The thresholds of significance for air quality impacts are listed in Section IV.D on pages IV.D-17 through IV.D-19 of the FEIR.

Potential Impact: The proposed project would not conflict with or obstruct implementation of the 2004 Ozone Attainment Plan.

Finding: The City hereby makes Finding 1 with respect to impacts to the air quality plan.

Facts in Support of Findings: As discussed on page IV.D-20 of the EIR, the use of the project site for commercial uses was not accounted for in the 2004 Ozone Attainment Plan prepared by the Antelope Valley Air Quality Management District. However, because the City of Lancaster's General Plan was used by SCAG to prepare the growth forecasts for northern Los Angeles County, upon which the 2004 Ozone Attainment Plan is based, as long as growth in the City is consistent with the City's General Plan, implementation of the 2004 Ozone Attainment Plan would not be obstructed by such growth and cumulative impacts would be less than significant. Although development of the proposed project would result in a general plan amendment and zone change, the development of the proposed commercial uses on the project site would help to reduce vehicle emissions by providing commercial/retail opportunities in an area of Lancaster that is currently underserved. This could serve to decrease the distance residents need to travel for consumer goods. Additionally, the proposed project would provide employment opportunities for the local area. Thus, although the proposed project would not be consistent with the City's General Plan and by extension the attainment plan, it would not conflict with or obstruct implementation of the 2004 Ozone Attainment Plan and impacts would be less than significant.

Potential Impact: The proposed project would generate air quality impacts during construction.

Finding: The City hereby makes Finding 1 with respect to air quality impacts associated with construction of the proposed project.

Facts in Support of Findings: Air quality impacts associated with construction activities were discussed on pages IV.D-20 through IV.D-24 of the EIR. As determined in this analysis, the proposed project would generate NO_x and VOC emissions above the thresholds set by AVAQMD during the grading and asphalt/architectural coatings phases, respectively. Additionally, it was determined that the localized pollutant concentrations from NO_x during construction activities would exceed the 1-hour pollutant averaging time. All other emissions would be below the established thresholds. Mitigation measures D-1 through D-14 were identified to reduce these impacts to a less than significant level. Therefore, impacts from mass daily emissions of these criteria pollutants during construction of the proposed project would be reduced to a less than significant level.

Potential Impact: The proposed project would generate potentially significant air quality impacts during operation.

Finding: The City hereby makes Finding 3 with respect to air quality impacts associated with the operation of the proposed project. Specifically, no mitigation measures or alternatives have been identified that can feasibly reduce potentially significant air quality impacts during operations to a level of less than significant.

Facts in Support of Findings: Air quality impacts associated with the operation of the proposed project were discussed on pages IV.D-25 through IV.D-27. As determined in this analysis, the proposed project would generate carbon monoxide (CO) and PM_{10} emissions which exceed the thresholds established by the air district during operational activities. Because a majority of these emissions are generated by motor vehicles, the only way to reduce these emissions would be to greatly reduce the size of the proposed project. Such size reduction was determined to be infeasible as it would not meet the project objectives. Therefore, impacts from operational emissions would remain significant and unavoidable.

Potential Impact: The proposed project would generate toxic air contaminants from operation of the development.

Finding: The City hereby makes Finding 1 with respect to impacts associated with toxic air contaminants.

Facts in Support of Findings: Air quality impacts associated with the generation of toxic air contaminants were discussed on pages IV.D-27 and IV.D-28 of the EIR. As discussed, a Health Risk Assessment was prepared to evaluate the impacts from diesel exhaust emissions generated by the proposed project. The inhalation cancer risk at the closest exposed individual resident is 3 in one million and the chronic non-cancer hazard index at this receptor is less than 0.01. The inhalation cancer risk and chronic non-cancer index at the nearest worker and nearest sensitive receptor (students at Quartz Hill High School) were 0.2 in one million and less than 0.01, respectively. These numbers are substantially less than the thresholds established by the AVAQMD of 10 in one million for inhalation cancer risk and 1 for the chronic non-cancer index. Therefore, impacts would be less than significant.

Potential Impact: The proposed project would generate greenhouse gas emissions.

Finding: The City hereby makes Finding 1 with respect to impacts associated with greenhouse gas emissions generated by the proposed project.

Facts in Support of Findings: Greenhouse gas emission impacts were discussed on pages IV.D-28 through IV.D-38 of the EIR. As discussed in this section it was determined that the proposed project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California and would therefore be considered consistent with the 2006 CAT report. Specifically, implementation of Mitigation Measure D-12, compliance with restrictions on truck idling, compliance with Title 24, reduction in solid waste and implementation of recycling programs,

incorporation of landscaping and permeable surfaces throughout the project site, incorporation of high efficiency HVAC and appliances, water conservation measures, and other measures Walmart has incorporated into this project in its description would all add to the reduction of greenhouse gas emissions. These measures are identified in Section II, Project Description, of the Draft EIR. The project must also comply with Mitigation Measure D-15. Therefore, greenhouse gas emissions would be less than significant.

Potential Impact: The proposed project would generate some odors as a result of the proposed restaurant and kitchen uses.

Finding: The City hereby makes Finding 1 with respect to impacts associated with odors and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: As discussed on page IV.D-38, odors are typically associated with industrial/manufacturing uses which utilize chemicals, solvents, and petroleum products, such as landfills and treatment facilities. The proposed project does not include any of these uses. The proposed project would include restaurant and kitchen uses which generate odors as a result of the cooking process. However, these odors are similar in type to the odors generated by a residential kitchen. Additionally, these facilities are required to be permitted through the air district and must comply with all applicable conditions and regulations related thereto. Therefore, impacts would be less than significant.

Potential Impact: The proposed project would generate cumulative air quality impacts.

Finding: The City hereby makes Finding 1 with respect to cumulative air quality impacts associated with the proposed project.

Facts in Support of Findings: According to the *AVAQMD California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*, cumulative impacts are similar to the direct and indirect impacts that the proposed project contributes to. In addition, in terms of conformity impacts, a project is conforming if it "complies with all applicable District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plans(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan)." Because the City of Lancaster's General Plan was used by SCAG to prepare the growth forecasts for northern Los Angeles County, development that is consistent with the City's General Plan would not create air emissions that exceed the applicable air quality plan, which is the AVAQMD's *2004 Ozone Attainment Plan*. Consequently, as long as growth in the City is consistent with the City's General Plan, implementation of the *2004 Ozone Attainment Plan* would not be obstructed by such growth and cumulative impacts would be less than significant. Although development of the proposed project would result in a general plan amendment and zone change to the project site, the development of the proposed commercial uses on the project site could serve to reduce vehicle emissions in the area by providing retail facilities on the project site to serve the local community. In particular, the proposed project, which is a large commercial/retail development, would serve to

decrease the distance City residents would have to travel for consumer goods, which in turn would reduce the trip lengths residents would need to travel and the emissions associated with those vehicle trips. Thus, the proposed project would not conflict with or obstruct implementation of the *2004 Ozone Attainment Plan*. Therefore, the contribution of the proposed project to this impact would be less than significant.

As discussed previously, the increased accumulation of GHGs in the atmosphere may result in global climate change, the consequences of which result in adverse environmental effects. The State has mandated a goal of reducing State-wide emissions to 1990 levels by 2020, even though State-wide population and commerce is predicted to grow substantially. The increase in commercial space with implementation of the proposed project would generate greater than zero GHG emissions and the cumulative effect of global climate change would be considered incrementally cumulatively considerable. This would be considered a potentially significant cumulative impact. However, with the incorporation of the identified Mitigation Measures D-1 through D-15, impacts would be less than significant.

D. BIOLOGICAL RESOURCES

The thresholds of significance for biological resource impacts are listed in Section IV.E on pages IV.E-12 and IV.E-13 of the FEIR.

Potential Impact: Development of the proposed project could result in significant impacts to special status wildlife species, including nesting raptors/birds and burrowing owl.

Finding: The City hereby makes Finding 1 with respect to impacts to special status animal species.

Facts in Support of Findings: Impacts to special status wildlife species, including nesting raptors/birds and burrowing owls, were discussed on page IV.E-13 of the EIR. As discussed, no special status species were identified on the project site; however, the potential still exists from them to occur, particularly burrowing owls. Construction of the proposed project would remove all vegetation which would impact foraging habitat for raptors and could impact nesting birds/raptors on the site. This would be a potentially significant impact. However, Mitigation Measures E-1 and E-2 were identified which would reduce potential impacts to a less than significant level.

Potential Impact: The proposed project would not result in significant impacts to special status plant species and sensitive plant communities.

Finding: The City hereby makes Finding 1 with respect to impacts to special status plant species and sensitive plant communities and further finds that no significant impact will result from the project and no mitigation is required..

Facts in Support of Findings: As discussed on pages IV.E-13 and IV.E-14 of the Draft EIR, no special status plant species are expected to occur on the project site or are considered to have a low potential due to the general disturbed and degraded conditions

of the site and/or lack of specific habitat requirements. None of the plant communities on the project site (ruderal non-native grassland and rabbitbrush scrub) are considered to be sensitive. Therefore, no mitigation is required and impacts would be less than significant.

Potential Impact: The proposed project could result in a significant impact to off-site jurisdictional features.

Finding: The City hereby makes Finding 1 with respect to impacts to jurisdictional features.

Facts in Support of Findings: As discussed on page IV.E-14, the proposed project may impact the offsite active constructed drainage located along the outside western boundary of the project site. Although this drainage feature is not located within the project site, due to its close proximity to project development, grading activities associated with project development may impact portions of the drainage. It should be noted that on October 12, 2007, the Army Corps of Engineers issued a letter to the City of Lancaster stating that the site is not subject to their jurisdiction under Section 404 of the Clean Water Act and would not require a permit. However, with implementation of Mitigation Measure E-3 requiring regulatory permits in the event that the drainage would be disturbed, impacts would be less than significant.

Potential Impact: The proposed project would not impact wildlife movement, migration corridors, or native nursery sites.

Finding: The City hereby makes Finding 1 with respect to impacts to wildlife movement or native wildlife nurseries and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: As discussed on page IV.E-14, a wildlife corridor joins otherwise fragmented habitats, which helps to increase the gene flow between the individual habitats, provides an escape route and improves the overall fitness of resident species. The project site is surrounded on three sides by developed therefore lacks connectivity to nearby natural habitats. Additionally, the project site is currently fenced with chainlink fence, dominated with ruderal and non-native vegetation and is regularly disturbed; these conditions tend to preclude the use of areas by wildlife species for use as a movement or migration corridor or as a native nursery site as they prefer areas that are accessible and safe from harm. Therefore, the proposed project is not expected to impact wildlife movement, migration corridors, or native nursery sites. No mitigation is required.

Potential Impact: Development of the proposed project would not conflict with local policies or ordinances.

Finding: The City hereby makes Finding 1 with respect to impacts to conflicts with local policies or ordinances and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: The City of Lancaster does not have an ordinance specifically protecting tree species; therefore, the non-native trees on-site are not protected by local ordinances. In addition, those General Plan policies protecting sensitive species were addressed under the special status species, above. Therefore, the proposed project would have no impacts regarding conflicts with local policies and ordinances.

Potential Impact: Development of the proposed project would not conflict with any conservation plans and further finds that no significant impact will result from the project and no mitigation is required.

Finding: The City hereby makes Finding 1 with respect to impacts to conservation plans.

Facts in Support of Findings: The project site is not located in an area which is covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Although a draft of the West Mojave Plan has been prepared that would eventually cover lands within the City of Lancaster, this plan has not yet been approved by regulatory agencies and currently only covers lands owned by the Bureau of Land Management. Therefore, no impacts would occur.

Potential Impact: Development of the proposed project would not result in a cumulatively considerable impact to biological resources.

Finding: The City hereby makes Finding 1 with respect to cumulative impacts to biological resources.

Facts in Support of Findings: The project site is a vacant parcel which supports marginally suitable habitat for common native wildlife species and the loss of such habitat is not considered a substantial adverse impact for native wildlife species. Therefore, loss of marginally suitable habitat from the implementation of the proposed project, when considered with the related projects, would not be cumulatively considerable. However, a few of the related projects are located on undeveloped lands which may support nesting birds, burrowing owls and/or potentially jurisdictional waterways; potential impacts to these sensitive biological resources, when considered with the potential impacts to these resources from the proposed project, may result in cumulatively considerable adverse impacts. However, with implementation of Mitigation Measures E-1 through E-3, impacts would be less than significant.

In addition, the City has adopted Ordinance 848, Biological Impact Fee, to help offset the cumulative loss of biological resources within the City of Lancaster. This ordinance requires the payment of $770/acre to be utilized towards conservation activities and applies to all development projects regardless of the level of impact.

E. CULTURAL RESOURCES

The thresholds of significance for cultural resources impacts are listed in Section IV.F on pages IV.F-7 and IV.F-8 of the FEIR.

Potential Impact: Development of the project site would not impact any historic resources.

Finding: The City hereby makes Finding 1 with respect to potential impacts to historic resources and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: As discussed on page IV.F-8 of the FEIR, the project site is a currently vacant and undeveloped open field with no standing structures. One concrete foundation, with associated historic and modern debris was observed, but there is no indication that they are over 50 years old. Therefore, they are not considered historic resources and no impacts would occur. Therefore, no mitigation is required and impacts would be less than significant.

Potential Impact: Development of the project site could potentially impact presently unknown archaeological resources.

Finding: The City hereby makes Finding 1 with respect to potential impacts to archaeological resources.

Facts in Support of Findings: According to the records search conducted by the South Central Coastal Information Center, there are no identified prehistoric or archaeological sites, prehistoric isolates, historic archaeological sites, or historic isolates within the boundaries of the project site. Additionally, no archaeological resources were identified during a survey of the project site. It is not possible to determine if there are any subsurface archaeological resources on the project site and there are five archaeological sites and three isolated artifacts within one mile of the project site. Therefore, impacts are potentially significant. However, with implementation of Mitigation Measure F-1, potential impacts would be reduced to a less than significant level.

Potential Impact: Development of the project site could potentially impact currently unknown paleontological resources.

Finding: The City hereby makes Finding 1 with respect to potential impacts to paleontological resources

Facts in Support of Findings: No evidence of paleontological resources was discovered on the project site during surveys and excavation and development of the project site is not anticipated to affect paleontological resources. However, the majority of the site has never been developed and it is difficult to know what lies beneath the ground surface. Therefore, there is a possibility to impact paleontological resources during excavation activities. However, with implementation of Mitigation Measure F-1, potential impacts would be reduced to a less than significant level.

Potential Impact: Development of the project site could potentially impact unknown human remains.

Finding: The City hereby makes Finding 1 with respect to impacts to human remains

Facts in Support of Findings: According to the Native American Heritage Commission (NAHC), there are no sacred lands or other Native American cultural resources in the project area. None of the NAHC contacts have expressed any concerns regarding the proposed project. However, the majority of the project site has never been subject to subsurface disturbance and it is difficult to know what lies beneath the ground surface. There is a possibility that impacts to human remains could occur during excavation activities for the proposed project. However, with implementation of Mitigation Measure F-1, potential impacts would be reduced to a less than significant level.

Potential Impact: Development of the proposed project would not result in a cumulatively considerable impact to cultural resources.

Finding: The City hereby makes Finding 1 with respect to cumulative impacts to cultural resources.

Facts in Support of Findings: Development of the proposed project in conjunction with the development of the related projects has the potential to increase the risk to cultural resources in the project area. While the development of the related projects in conjunction with the proposed project would greatly intensify the land usage in the immediate project area, impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The extent of cultural resources that occur at related project sites is unknown and, as such, it is not known whether any of the related projects would result in significant impact to cultural resources. However, similar to the proposed project, such determinations would be made on a case-by-case basis, and if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the proposed project's impacts to cultural resources concluded that, through the implementation of the identified mitigation measure, project impacts to cultural resources would be less than significant. Therefore, the proposed project would not contribute to any potential cumulative impacts, including Mitigation Measure F-1, and impacts to cultural resources would not be cumulatively considerable.

F. GEOLOGY/SOILS

The thresholds of significance for geology/soils impacts are listed in Section IV.G on pages IV.G-5 and IV.G-6 of the FEIR.

Potential Impact: The proposed project has the potential to create erosion during construction activities and operation of the development.

Finding: The City hereby makes Finding 1 with respect to impacts associated with erosion.

Facts in Support of Findings: During construction activities there is a potential for erosion to occur during the grading process. The proposed project would have a potentially significant impact if it would result in substantial soil erosion or the loss of topsoil during construction. Regulatory measures are required to be implemented during construction periods to minimize wind and water-borne erosion. The proposed project would be required to obtain a grading permit from the Public Works Department. In addition, project construction would be performed in accordance with the Storm Water Pollution Prevention Plan (SWPPP), which specifies Best Management Practices to prevent all soil from moving off-site due to water and wind erosion. With implementation of the applicable grading and building permit requirements and the application of BMPs, impacts with respect to erosion or loss of topsoil during construction would be less than significant. No additional mitigation is necessary or required.

Under the existing condition, the project site is susceptible to erosion. The proposed project would develop the project site with pervious and impervious surfaces including structures, paved areas, and landscaping. As such, the proposed development would reduce the rate and amount of erosion occurring at the project site and impacts with respect to erosion or the loss of topsoil during development operation would be less than significant.

Potential Impact: Development of the proposed project would result in a less than significant impact as a result of seismic hazards such as surface fault rupture, seismicity, ground shaking, liquefaction, seismically-induced settlement, and subsidence.

Finding: The City hereby makes Finding 1 with respect to impacts associated with seismic hazards.

Facts in Support of Findings: As discussed on pages IV.G-7 through IV.G-8, the project site is not located in an Alquist-Priolo zone, in an area subject to liquefaction, seismically-induced settlement, or subsidence. While the project site would be subject to ground shaking as a result of an earthquake, this risk is no greater than anywhere else in southern California. Additionally, the proposed project would be required to be constructed in accordance with the seismic design criteria contained in the City's building code. No additional mitigation is necessary or required. Therefore, impacts would be less than significant.

Potential Impact: Development of the project site would not create substantial risks to life or property associated with expansive soils.

Finding: The City hereby makes Finding 1 with respect to impacts associated with expansive soils and further finds that no significant impact will result from the project and no mitigation is required..

Facts in Support of Findings: The soils at the project site consist of gravelly sand and silty clay. According to the City of Lancaster's Draft Master Environmental Assessment, the project site is located in an area of low shrink-swell potential. Laboratory testing

performed for the Preliminary Geotechnical Evaluation showed soil expansion potential at the project site ranging from very low to low. No additional mitigation is necessary or required. Therefore, impacts associated with expansive soil would be less than significant.

Potential Impact: Development of the project site could result in impacts from corrosive soils.

Finding: The City hereby makes Finding 1 with respect to impacts associated with corrosive soils

Facts in Support of Findings: The project site is located in a geologic environment that could potentially contain sol conditions that are corrosive to concrete and metals. The degree of potential corrosivity of soils will be evaluated by site-specific analysis during design of the project. Specific measures to mitigate the potential effects of corrosive soils will be developed in the design phase. The requirement for a site specific analysis is identified in Mitigation Measure G-1. Therefore, impacts with respect to soil corrosivity would be less than significant.

Potential Impact: Development of the proposed project would not result in a cumulatively considerable impact with respect to geology and soils.

Finding: The City hereby makes Finding 1 with respect to cumulative impacts to geology and soils.

Facts in Support of Findings: Development of the proposed project in conjunction with the related projects would result in further development of various land uses in the City of Lancaster. These projects in combination with the proposed project would greatly intensify the land usage in the immediate project area. Geologic hazards are site-specific and there is little, if any, cumulative relationship between development of the proposed project and the related projects. As such, construction of the related projects is not anticipated to combine with the proposed project to cumulatively expose people or structures to such geologic-seismic hazards as earthquakes, ground shaking, liquefaction, landslides, unstable soils, expansive soils, or result in substantial soil erosion or loss of topsoil. Therefore, no cumulatively considerable impacts are anticipated from the proposed project and the related projects.

G. HAZARDS AND HAZARDOUS MATERIALS

The thresholds of significance for hazards and hazardous materials impacts are listed in Section IV.H on page IV.H-10 of the FEIR.

Potential Impact: The proposed project would involve the routine transport, use, disposal or release of hazardous materials.

Finding: The City hereby makes Finding 1 with respect to impacts associated with the routine transport, use, and disposal of hazardous materials.

Facts in Support of Findings: As discussed on page IV.H-11, during the construction phase, the proposed project is anticipated to require the routine transport, use, and disposal of cleaning solvents, fuels, and other hazardous materials commonly associated with construction projects. All hazardous materials encountered or used during construction activities would be handled in accordance with applicable local, state, and federal regulations which include requirements for disposal of hazardous materials at a facility licensed to accept such wastes. During operation of the proposed project, the proposed retail uses would require minimal amounts of hazardous materials for routine cleaning and would not pose any substantial potential for accident conditions involving the release of hazardous materials. The proposed project would be required to comply with applicable local, state, and federal regulations regarding the storage and retail sale of potentially hazardous materials. Therefore, impacts would be less than significant.

Five obsolete wells were discovered on the project site. All five wells have been abandoned. Four of the wells have received Los Angeles County Department of Health Services permit approval and one has pending approval. Additionally, a mitigation measure (H-1) has been identified to ensure that any unknown wells, septic systems, etc., discovered during construction activities are properly closed. Therefore, impacts would be less than significant.

Potential Impact: The proposed project has the potential to impact sensitive receptors (school and residence) with the use of hazardous materials.

Finding: The City hereby makes Finding 1 with respect to hazardous materials impacts to sensitive receptors as a result of the proposed project.

Facts in Support of Findings: As discussed on pages IV.H-11 through IV.H-12, the proposed project would utilize hazardous materials during construction and operational activities. All hazardous materials used/encountered during construction activities or used during the routine day-to-day operations of the proposed development would be done in accordance with all applicable local, state, and federal regulations. No additional mitigation is necessary or required. Therefore, such materials would not be expected to endanger sensitive receptors in the project vicinity and impacts would be less than significant.

Potential Impact: Development of the proposed project would not result in any impacts from hazardous materials sites.

Finding: The City hereby makes Finding 1 with respect to impacts associated with hazardous materials sites and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: As a result of a regulatory database search, it was determined that the project site is not listed as a site which is included on a list of hazardous materials sites pursuant to Government Code Section 65962.5. No additional mitigation is necessary or required. Therefore, no impact would occur.

Potential Impact: Development of the proposed project would not result in any significant impacts to emergency response or emergency evacuation plans.

Finding: The City hereby makes Finding 1 with respect to impacts to emergency response and/or emergency evacuation plans and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: Implementation of the proposed project would not substantially impede public access or travel upon public rights-of-way and would not interfere with any adopted emergency response plan or emergency evacuation plan. Furthermore, the construction phase of the proposed project would not substantially impede public access or travel on public rights-of-way, and would not interfere with any adopted emergency response plan or emergency evacuation plan. No impact would occur to emergency response plans with implementation of the project.

Potential Impact: The proposed project would not generate cumulatively considerable impacts with respect to hazardous materials/waste.

Finding: The City hereby makes Finding 1 with respect to cumulative hazardous materials/waste impacts associated with the proposed project.

Facts in Support of Findings: Development of the proposed project in conjunction with the related projects has the potential to increase the risk for accidental release of hazardous materials. While the development of the related projects in conjunction with the proposed project would greatly intensify the land usage in the immediate project area, the identified uses are primarily residential in nature and would not involve uses that typically use, store, transport, or treat hazardous materials with the exception of the nearby related project, Lane Ranch Towne Center. This related project would involve similar uses and transport of hazardous materials. These materials would not pose any substantial potential for accident conditions. Each of the related projects would require evaluation for potential threats to public safety, including those associated with the accidental release of hazardous materials into the environment during construction and operation, transport/use/disposal of hazardous materials, and hazards to sensitive receptors. Because hazardous materials and risk of upset conditions are largely site specific, this would occur on a case-by-case basis for each individual project affected, in conjunction with the development proposals on these properties. In addition, each related project would be required to comply with local, state, and federal laws regarding hazardous materials. No additional mitigation is necessary or required. Therefore, cumulative impacts with respect to hazardous materials would be less than significant.

H. HYDROLOGY/WATER QUALITY

The thresholds of significance for hydrology/water quality impacts are listed in Section IV.I on page IV.I-4 of the FEIR.

Potential Impact: The proposed project has the potential to create water quality impacts during construction activities and operation.

Finding: The City hereby makes Finding 1 with respect to water quality impacts associated with the proposed project.

Facts in Support of Findings: Impacts to water quality as a result of construction and operational activities associated with the proposed project were discussed on page IV.I-5 of the Draft EIR.

Since the proposed project would include grading, the proposed project would require a General Construction Activity Storm Water Permit from the SWRCB prior to the start of construction. The General Permit requires that a Notice of Intent (NOI) be filed with the SWRCB. By filing an NOI, the project developer agrees to the conditions outlined in the General Permit. One of the conditions of the General Permit is the development and implementation of a Storm Water Pollution Prevention Plan which identifies the structural and nonstructural Best Management practices which will be implemented. With implementation of the applicable grading and building permit requirements and the application of the BMPs, the proposed project would not violate any water quality standards or waste discharge requirements.

The proposed project would reduce the rate of erosion on the project site. However, if not properly designed and constructed, the proposed project could increase the rate of urban pollutant introduction into the storm water system. With compliance with the Clean Water Act and the City's municipal code, the proposed project would not violate any water quality standards or waste discharge requirements. Mitigation measures identified as I-1 through I-5 reiterate each of the requirements stated herein. Therefore, the proposed projects construction and operational impacts would be less than significant.

Potential Impact: The proposed project would result in a less than significant impact to groundwater.

Finding: The City hereby makes Finding 1 with respect to groundwater impacts associated with the proposed project and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: As discussed on page IV.I-6 of the EIR, the groundwater table is 100 feet or more below ground surface. Only relatively shallow excavations (e.g., building pads, foundations, etc) are proposed as part of the project. The proposed project does not have the potential to intercept existing aquifers. It would not include any wells and therefore would not involve the addition or withdrawal of groundwater. The increase in the amount of impervious surfaces at the project would not substantially interfere with groundwater. Therefore, impacts would be less than significant.

Potential Impact: The proposed project would result in an increase in runoff from the project site.

Finding: The City hereby makes Finding 1 with respect to drainage impacts associated with the proposed project.

Facts in Support of Findings: As discussed on page IV.I.-6 of the EIR, the proposed project would alter the existing drainage patterns on the project site as the project would be developed with pervious and impervious surfaces including structures, paved areas, and landscaping. This would result in an increase in runoff from the site, with an overall increase in debris. However, all projects in the City of Lancaster are required to reduce their runoff to 85% of pre-developed flow. This has been included as Mitigation Measures I-5. Additionally, the project applicant has been conditioned to construct a 60-inch storm drain along the project site in Avenue L (approximately 1,300 feet) (Mitigation Measure I-4). All onsite runoff would be outletted into the proposed storm drain in Avenue L or the existing storm drain in 60th Street West. These measures, in addition to the conditions of approval and project design features, would reduce drainage impacts to a less than significant level.

Potential Impact: The proposed project would result in a less than significant impact to flooding.

Finding: The City hereby makes Finding 1 with respect to flooding impacts associated with the proposed project.

Facts in Support of Findings: As discussed on page IV.I-7, the project site is located in an area susceptible to flooding. The City has adopted the Master Plan of Drainage to address such issues and has established drainage fees to fund additional flood control facilities. The proposed project is required to install a 60-inch storm drain in Avenue L and is required to reduce the runoff from the project site to 85 percent of predevelopment flow. These are identified as Mitigation Measures I-4 and I-5. With implementation of these measures impacts with respect to flooding would be less than significant.

Potential Impact: The proposed project would not result in a cumulatively considerable impact to hydrology and water quality.

Finding: The City hereby makes Finding 1 with respect to cumulative hydrology and water quality impacts.

Facts in Support of Findings: As discussed on page IV.I-7 of the EIR, the proposed project and the 81 related projects would greatly intensify the land use and impervious surfaces in the immediate project area and thus stormwater volume and rate would increase. This would also impact water quality. The proposed storm drainage system serving this area has been designed to accommodate runoff from this built environment. New developments would also be required to control the amount of storm water runoff coming from their respective sites as well as pay drainage impact fees. Mitigation measures have been identified (I-1 through I-5) which would reduce the proposed project's drainage impact to a less than significant level. Thus, the proposed project would not contribute to a significant cumulative impact and no cumulatively considerable impacts to water runoff and water quality would occur.

I. LAND USE PLANNING

The thresholds of significance for land use impacts are listed in Section IV.J on pages IV.J-4 and IV.J-5 of the FEIR.

Potential Impact: The proposed project would not result in physically dividing an established community.

Finding: The City hereby makes Finding 1 with respect to impacts associated with community division and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: The potential for the proposed project to physically divide an established community is based on the comparison of existing land uses on and adjacent to the project site. The project site is situated at the northwest corner of 60th Street West and Avenue L, both of which are arterial streets. The project site has residential located to the north and east and a high school to the south. West of the site is vacant land. Therefore, the proposed project would not physically divide an established community and/or uses and impacts would be less than significant.

Potential Impact: The proposed project would not conflict with an applicable Conservation Plan or Natural Community Conservation Plan.

Finding: The City hereby makes Finding 1 with respect to impacts to conservation plans and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: There are no habitat conservation plans or natural community conservation plans that are applicable to the project site. Therefore, the proposed project would not conflict with any habitat conservation plan or community conservation plan and no impacts would occur.

Potential Impact: The proposed project is consistent with both the City of Lancaster's General Plan and the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG).

Finding: The City hereby makes Finding 1 with respect to impacts associated with the consistency of applicable land use plans.

Facts in Support of Findings: Consistency of the proposed project with applicable plans was discussed on pages IV.J-6 through IV.J-18 of the Draft EIR. The proposed project would be consistent with the general plan designation and zoning code upon approval of the general plan amendment and zone change. The site redesignation and rezoning would not substantially conflict with applicable policies of the Lancaster General Plan and would work to implement a number of those policies (see Table IV.J-1 of the Draft EIR). The project's consistency with the applicable policies of the RCPG was also analyzed and was deemed to be consistent (see Table IV.J-2 of the Draft EIR). Therefore, impacts would be less than significant.

Potential Impact: The proposed project would be compatible with the surrounding land uses.

Finding: The City hereby makes Finding 1 with respect to impacts to land use compatibility and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: As discussed on pages IV.J-18 and IV.J-19, compatibility with surrounding land sues would be ensured through compliance with development standards. The design, height, and massing of the buildings included in the proposed project would be consistent with the existing development in the area and the structures would be compatible with the surrounding one- and two-story residential and institutional buildings. Through its proposed uses and architectural form, the proposed project would become fully integrated into the existing streetscape and community. The proposed general plan amendment and zone change would not introduce land uses that would be inconsistent with the policies and intent of the General Plan. Thus, no significant land use compatibility impacts related to the scale and massing of the proposed project would occur.

Potential Impact: The proposed project would not result in a cumulatively considerable land use impact.

Finding: The City hereby makes Finding 1 with respect to land use impacts.

Facts in Support of Findings: In addition to the proposed project, the related projects would be required to either generally conform to the zoning and land use designations for each site or be subject to specific findings and conditions which are based on maintaining general conformance with the land use plans applicable to the area. Development of the proposed project and related project is not anticipated to substantially conflict with the intent of the City's General Plan regarding the future development of Lancaster, or with other land use regulations required to be consistent with the General Plan, such as the zoning code. Development of the proposed project would not be expected to result in cumulatively considerable effects with respect to land use regulations. Therefore, no mitigation is required and impacts would be less than significant.

J. NOISE

The thresholds of significance for noise impacts are listed in Section IV.K on pages IV.K-10 through IV.K-12 of the FEIR.

Potential Impact: The proposed project would result in an increase in noise levels as a result of construction activities.

Finding: The City hereby makes Finding 1 with respect to construction noise impacts associated with the proposed project and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: Impacts from construction noise was analyzed on pages IV.K-12 through IV.K-14of the EIR. This analysis examined the noise levels that could potentially be generated during different types of construction activities and the noise impacts that they would have on the sensitive uses in the immediate vicinity (Quartz Hill High School to the south and residences to the north and east). It was determined that the site preparation/grading activities would generate the loudest noise levels of 86 dBA at 50 feet. Due to the distance from the project site, the noise levels experiences at the residences to the north and east would be approximately 71.4 dBA and approximately 75.1 dBA at the high school. While this would be an increase in the noise levels experienced at these locations, it is less than the thresholds and would be temporary in nature. No additional mitigation is necessary or required. Therefore, impacts would be less than significant.

Potential Impact: The proposed project would generate low-levels of groundborne vibration during construction activities.

Finding: The City hereby makes Finding 1 with respect to groundborne vibration impacts to sensitive receptors during construction activities and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: Impacts from construction generated groundborne vibration were discussed on pages IV.K-14 and IV.K-15 of the EIR. It was determined that vibration levels would be approximately 87 VdB at 25 feet of the construction activities. Due to the distance from the project site, the residences are anticipated to experience vibration levels at approximately 77.4 VdB and the high school at approximately 76.1 VdB. This is less than the established threshold of 80 VdB. No additional mitigation is necessary or required. Therefore, impacts would be less than significant.

Potential Impact: The proposed project would generate increase noise levels from vehicular traffic during both the weekdays and on the weekends.

Finding: The City hereby makes Finding 1 with respect to noise impacts generated by vehicular traffic associated with the proposed project and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: As discussed on pages IV.K-15 through IV.K-18, the noise levels in the area around the project site would increase as a result of vehicular traffic associated with the proposed project. Noise modeling was conducted for 40 roadway segments for weekday and weekend (Saturday) traffic. As shown in Table IV.K-10, roadway noise would increase a maximum of 1.8 dBA during the weekday. This increase would on the roadway segment of 60th Street West north of Avenue J. During the weekend, the roadway noise would increase a maximum of 1.8 dBA (Table IV.K-11). This would occur on the roadway segment on Avenue M, east of 60th Street West. These increases are less than the 3 dBA threshold and therefore, impacts would be less than significant.

Potential Impact: The proposed project would increase the periodic noise levels associated with loading dock/solid waste collection and HVAC systems.

Finding: The City hereby makes Finding 1 with respect to periodic noise impacts associated with operation of the proposed project.

Facts in Support of Findings: As discussed on pages IV.K-19 through IV.K-20, intermittent noise level increases would occur in association with delivery trucks, loading dock activities, solid waste collection, and HVAC systems. Loading activities involving small/medium sized trucks generate noise in the range of 60 to 65 dBA, while larger trucks and trash collection activities generate noise in the range of 70 to 75 dBA at 50 feet. The generation of single event noise levels (SENL) should be no greater than 15 dBA above the noise objectives in the General Plan. Therefore, SENL cannot exceed 80 dBA at the adjacent single family residences. As the trucks are not anticipated to generate levels in excess of 70 to 75 dBA, impacts would be less than significant.

The operation of heating, ventilation, and air condition systems (HVAC) systems could result in noise levels that average between 50 and 65 dBA Leq at 50 feet from the source. As 24-hour CNEL noise levels are about 6.7 dBA greater than 24-hour Leq measurements, the HVAC equipment associated with the proposed project could generate noise levels that average between 57 and 72 dBA CNEL at 50 feet when the equipment is operating continuously over a 24-hour period. These units would be screened which would result in a reduction in the noise levels. With proper screening the noise levels generated by the HVAC systems would be similar to the existing noise levels and impacts would be less than significant.

Potential Impact: The proposed project could result in a cumulative noise impact.

Finding: The City hereby makes Finding 1 with respect to cumulative noise impacts.

Facts in Support of Findings: Cumulative noise impacts were discussed on pages IV.K-20 through IV.K-22 of the Draft EIR. As discussed, future construction associated with the related projects would result in a cumulatively significant impact with respect to temporary or periodic increases in noise levels. The closest related project is the proposed Lane Ranch Development at the southeast corner of 60th Street West and Avenue L. The proposed Lane Ranch Development would result in significant unavoidable noise impacts to the residences to the east and north. In the event that both of these projects are constructed at the same time, a cumulatively significant impact would occur. However, as the proposed project would not result in significant unavoidable noise impacts, its contribution is not cumulatively considerable.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed project and related projects within the study area. Cumulative development along with the proposed project would increase local noise levels a maximum of 16.8 dBA CNEL. This would occur on the roadway segment of Avenue K-8 east of 60th Street West. However, the traffic generated by the operation of the proposed project would only contribute a maximum of 1.7 dBA CNEL to roadway

noise. This would occur on the roadway segment of Avenue L between 65th Street West and 60th Street West. Therefore, the project's contribution is not cumulatively considerable and impacts are less than significant.

L. POPULATION AND HOUSING

The thresholds of significance for population and housing impacts are listed in Section IV.L on pages IV.L-1 and IV.L-2 of the FEIR.

Potential Impact: The proposed project would result in a less than significant impact with respect to substantial population growth in an area, either directly (by proposing new homes and businesses) or indirectly (through extension of roads or other infrastructure).

Finding: The City hereby makes Finding 1 with respect to impacts with respect to substantial population growth associated with the proposed project and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: Population growth, in terms of employment, housing, and population numbers, were addressed on pages IV.L-2 through IV.L-5 of the Draft EIR. As determined in this analysis, the proposed project would result in an increase in employment, population, and housing demand. However, these increases have already been accounted for in the growth projections for the City and impacts would be less than significant.

Potential Impact: The proposed project would result in a cumulative impact with respect to substantial population growth.

Finding: The City hereby makes Finding 1 with respect to cumulative population growth impacts and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: Cumulative impacts with respect to population, employment and housing growth were analyzed on pages IV.L-5 and IV.L-6 of the Draft EIR. As determined in this analysis, the cumulative impacts would be less than significant.

M. PUBLIC SERVICES

The thresholds of significance for public service impacts are listed in Section IV.M on pages IV.M-2, IV.M-8, IV.M-13, IV.M-20, and IV.M-23 of the FEIR.

Potential Impact: The proposed project would have a less than significant impact to fire protection services during construction activities.

Finding: The City hereby makes Finding 1 with respect to impacts to fire protection services during construction.

Facts in Support of Findings: As discussed on pages IV.M-2 and IV.M-3 of the Draft EIR, construction activities would increase the potential for accidental fires from mechanical equipment, flammable construction materials and discarded cigarettes. Implementation of good housekeeping practices would minimize the potential for these types of accidents to occur. Construction activities could also affect fire protection services through partial road closures; however, these are not anticipated to cause significant impacts as the closures are announced in advance, flagmen are generally present, and alternative routes are available. No additional mitigation is necessary or required. Therefore, impacts would be less than significant.

Potential Impact: The proposed project would have a less than significant impact to fire protection services during the operation of the proposed development.

Finding: The City hereby makes Finding 1 with respect to impacts to fire protection services during operation of the development.

Facts in Support of Findings: As discussed on pages IV.M-3 and IV.M-4 of the Draft EIR, operational activities would not result in significant impacts to fire protection services. The proposed project would not involve activities during its operational phase that could impede public access or travel upon public rights-of-way or would interfere with an adopted emergency response or evacuation plan. Hydrants, water lines, and water tanks would be installed per Fire Code requirements and would be based upon the specific land uses of the proposed project. Therefore, with respect to fire flows, fire protection would be adequate. Based on the existing staffing levels, equipment, facilities, and response dist6ance, LACFD would not be able to accommodate the proposed project's demand for fire protection service without the addition of manpower, equipment, and facilities. With the payment of the required developer fees, the impacts to LACFD would be less than significant. Additionally, Mitigation Measures M.1-1 through M.1-9, have been identified which would reduce impacts to less than significant levels.

Potential Impact: The proposed project in conjunction with the related projects would result in a less than significant cumulative impact with respect to fire protection services.

Finding: The City hereby makes Finding 1 with respect to cumulative fire protection service impacts

Facts in Support of Findings: As discussed on pages IV.M-4 and IV.M-5 of the Draft EIR, implementation of the proposed project in conjunction with the 81 related projects would increase the demand for fire protection services in the project area. Specifically, there would be increased demands for additional LACFD staffing, equipment, and facilities. This need would be funded via existing mechanisms to which the applicants of the proposed project and related project would be required to contribute. In addition, each of the related projects would be individually subject to LACFD review, and would be required to comply with all applicable fire safety requirements of the LAFCD and City of Lancaster in order to adequately mitigate fire protection impacts. No additional

mitigation is necessary or required. Therefore, cumulative impacts on fire protection would be less than significant.

Potential Impact: The proposed project would result in a less than significant impact to police services during both construction and operation.

Finding: The City hereby makes Finding 1 with respect to impacts to police services as a result of the proposed project.

Facts in Support of Findings: As discussed on page IV.M-9 of the Draft EIR, during construction the project site can be a source of attractive nuisance if not properly maintained. Additionally, construction activities could cause minor traffic delays. However, impacts to police response time would be minimal and temporary. Therefore, the proposed project's construction-related impacts to police protection services would be less than significant.

Operation of the proposed development would result in a substantial increase in activity on the project site, thus an increase in the demand for police protection services is anticipated. The juxtaposition of the proposed project near sensitive uses such as residences and schools could potentially result in additional crime in the area. However, while the number of calls for police services is expected to increase with development of the proposed project, such calls are typical of problems experienced in existing commercial and residential neighborhoods. Additionally, the Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full services to the project site and that no new facilities would be required. Therefore, impacts are less than significant. However, Mitigation Measures M.2-1 and M.2-2 were identified to further reduce the less than significant impact to police protection services.

Potential Impact: The proposed project would result in a cumulative impact to police protection services.

Finding: The City hereby makes Finding 1 with respect to cumulative impacts to police protection services.

Facts in Support of Findings: As discussed on page IV.M-10, the proposed project, in combination with the related projects, would increase the demand for police protection services in the project area. Any new or expanded police station would be funded via existing mechanisms to which the proposed project and related projects would contribute. Furthermore, similar to the proposed project, each of the related projects would be individually subject to LACSD review and would be required to comply with all applicable safety requirements of the LACSD and the City of Lancaster in order to adequately address police protection service demands. While the proposed project in combination with the related projects would increase the demand for police protection services, the proposed project's contribution to this demand would not be cumulatively considerable and impacts would be less than significant. No additional mitigation is necessary or required.

Potential Impact: The proposed project would a less than significant impact on schools.

Finding: The City hereby makes Finding 1 with respect to school impacts associated with the proposed project.

Facts in Support of Findings: As discussed on pages IV.M-14 and IV.M-15 of the Draft EIR, the proposed project is a commercial use and as such is not anticipated generate large numbers of students that would need to be accommodate by the existing schools. Specifically, the proposed project is anticipated to generate a total of 20 students: 11 elementary students, 7 middle school students, and 2 high school students. Joe Walker Middle School is currently under capacity and would be able to accommodate the middle school students, while both Quartz Hill Elementary and Quartz Hill High School are over capacity which would result in a potentially significant impact. However, the proposed project would be required to pay school impacts fees in accordance with SB 50. Payment of these fees is considered to provide full and complete mitigation of school facilities impacts. No additional mitigation is necessary or required. Therefore, impacts would be less than significant.

Potential Impact: The proposed project would result in a cumulative impact to schools.

Finding: The City hereby makes Finding 1 with respect to cumulative impacts to schools.

Facts in Support of Findings: As discussed on pages VI.M-15 through VI.M-18 of the Draft EIR and page III-30 of the Final EIR, implementation of the proposed project in conjunction with the 81 related projects would increase the demand for schools. It is estimated that the related projects in combination with the proposed project would be generate approximately 8,201. None of the public schools that would serve the proposed project and the related projects would have adequate capacity to accommodate the cumulative student generation. Therefore, new or expanded schools may be needed, which would result in a potentially significant cumulative impact. However, two of the projects involve the addition of school space. As such, these projects would not involve the generation of students, but would instead increase available school space. Additionally, all of the projects would be required to pay required developer fees in accordance with SB 50. These payments are deemed to provide full and complete mitigation of school facilities impacts. The payment of these fees is mandatory and would ensure that cumulative impacts upon school services remain less than significant. No additional mitigation is necessary or required. Therefore, the proposed project's impact on schools would not be cumulatively considerable and cumulative impacts would be less than significant.

Potential Impact: The proposed project would not impact parks and recreational facilities.

Finding: The City hereby makes Finding 1 with respect to park impacts associated with the proposed project.

Facts in Support of Findings: Impacts to parks and recreational facilities were addressed on page IV.M-20 of the EIR. As discussed, the proposed project is a

commercial development, not residential and would not generate an increase in permanent residents. No addit8ional mitigation is necessary or required. Therefore, the proposed project would not increase park usage and no impacts would occur.

Potential Impact: The proposed project would result in a cumulative impact to parks.

Finding: The City hereby makes Finding 1 with respect to cumulative park impacts.

Facts in Support of Findings: The proposed project in conjunction with the 81 related projects would increase usage of parks and recreational facilities. Most of the related projects are residential (77) and would generate an increase in permanent population. The proposed project is commercial and would not generate residents. While the project would generate employees, it is not likely that they would utilize parks during work hours, but would utilize the parks near their homes. As the proposed project would result in no impact with respect to parks and recreational facilities, the proposed project's contribution would not be cumulatively considerable and impacts would be less than significant. No additional mitigation is necessary or required.

Potential Impact: The proposed project would not impact library facilities.

Finding: The City hereby makes Finding 1 with respect to impacts to library facilities and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: As discussed on page IV.M-23, the proposed project would not generate new permanent residents which would utilize local library facilities as it is a commercial development. Employees of the development are not likely to utilize library facilities during work hours, instead using facilities closer to their homes. Therefore, no impacts to libraries would occur.

Potential Impact: The proposed project would result in a cumulative impact to library facilities.

Finding: The City hereby makes Finding 1 with respect to impacts to cumulative library impacts and further find that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: The proposed project in conjunction with the 81 related projects would increase usage of library facilities. Most of the related projects are residential (77) and would generate an increase in permanent population. The proposed project is commercial and would not generate residents. While the project would generate employees, it is not likely that they would utilize libraries during work hours, but would utilize the libraries near their homes. As the proposed project would result in no impact with respect to library facilities, the proposed project's contribution would not be cumulatively considerable and impacts would be less than significant.

N. TRANSPORTATION/TRAFFIC

The thresholds of significance for transportation/traffic impacts are listed in Section IV.N on pages IV.N-11 and IV.N-12 of the FEIR.

Potential Impact: The proposed project would have a potentially significant traffic impact at area intersections and roadway segments.

Finding: The City hereby makes Finding 1 and Finding 2 with respect to traffic impacts associated with the proposed project.

Facts in Support of Findings: Traffic impacts associated with the proposed project are discussed on pages IV.N-12 through IV.N-36 of the EIR. As discussed in this section, the proposed project is anticipated to generate approximately 17,076 daily trips with 670 weekday a.m. peak hour trips, 1,528 weekday p.m. peak hour trips, and 2,012 midday Saturday trips. These trips when added to the existing, ambient growth, and related project trips would cause significant impacts at 10 of the 16 intersections and all 8 of the street segments. A total of 23 mitigation measures were identified (N-1 through N-23) which when implemented would reduce all traffic impacts to a less than significant level.

The applicant would be required to pay their fair share of the improvements as determined by the Director of Public Works. Some of the mitigation measures are also conditions of approval for the project. In this instance, the applicant's fair share would be the installation of the improvement. In other instances, the applicant's fair share is covered by the payment of their traffic impact and signal impact fees.

The City has also adopted Ordinance 850, which authorizes the City to collect a separate impact fee for improvements to street segments and intersections located within the County. The funds collected as a result of this ordinance are held in a separate account and will be release to the County to cover the cost of the necessary improvements on County roadways.

Potential Impact: The proposed project would not create a parking impact.

Finding: The City hereby makes Finding 1 with respect to parking impacts.

Facts in Support of Findings: Parking was discussed on pages IV.N-36 and IV.N-37of the EIR. The proposed project would provide the required number of parking spaces for the development in accordance with the City's Municipal Code. No additional mitigation is necessary or required. Therefore, no parking impact would occur.

Potential Impact: The proposed project would not create any impact on Congestion Management Plan (CMP) facilities.

Finding: The City hereby makes Finding 1 with respect to impacts to CMP facilities and further finds that no significant impact will result from the project and no mitigation is required.

Facts in Support of Findings: As discussed on page IV.N-37 of the EIR, for the purposes of the CMP, a substantial change in freeway segments is defined as a 2% increase in the demand to capacity ratio and a change in LOS. A freeway evaluation was conducted and showed a 1.1% increase at LOS D in traffic on the Antelope Valley Freeway. Therefore, no freeway impacts are anticipated as a result of the proposed project. The CMP also indicates that CMP monitoring locations be evaluated for significant traffic impacts if 50 or more trips will travel through the location during the morning or afternoon peak hours. There are no CMP roadway segments or intersections near the project site, and no impact would occur.

Potential Impact: The proposed project would result in a less than significant impact to transit services.

Finding: The City hereby makes Finding 1 with respect to impacts to transit services.

Facts in Support of Findings: As discussed on page IV.N-37, the proposed project is anticipated to generate approximately 837 daily transit trips, with 33 a.m. peak hour trips and 75 peak hour trips. This is not anticipated to create a significant impact. Additionally, the City periodically reviews AVTA's service and funding needs and adjusts its contribution accordingly. In addition, the project includes two transit stops to facilitate transit services to and from the site. No additional mitigation is necessary or required. Therefore, impacts would be less than significant.

Potential Impact: The proposed project would result in a less than significant cumulative traffic impact.

Finding: The City hereby makes Finding 1 and Finding 2 with respect to cumulative traffic impacts.

Facts in Support of Findings: The traffic analysis referenced above, was a cumulative analysis as it included the traffic generated by the related projects. With implementation of the identified traffic mitigation measures (N-1 through N-23), the proposed project would not generate a cumulatively considerable traffic impact and cumulative impacts would be less than significant.

O. UTILITIES

The thresholds of significance for utilities are listed in Section IV.O on pages IV.O-2, IV.O-10, IV.O-18, IV.O-24, and IV.O-29 of the FEIR.

Potential Impact: Impacts from wastewater generation associated with the proposed project would be less than significant.

Finding: The City hereby makes Finding 1 with respect to wastewater impacts associated with the proposed project.

Facts in Support of Findings: Impacts from wastewater generation were discussed on pages IV.O-2 and IV.O-3 of the EIR. As discussed, the proposed project was anticipated

to generate approximately 47,321 gallons per day (gpd) of wastewater. This amount of wastewater is within the remaining capacity of the Lancaster Water Reclamation Plant (LWRP). In response to a letter received from the Sanitation District on the Draft EIR, the generation rates for wastewater were revised. Based on the new generation rates, it is anticipated that the project would generate approximately 74,192 gpd of wastewater (see page III-37 of the Final EIR). This amount of wastewater is still within the capacity of the LWRP. No additional mitigation is necessary or required. Therefore, impacts would be less than significant.

Potential Impact: Cumulative impacts from wastewater generation would be less than significant.

Finding: The City hereby makes Finding 1 with respect to cumulative wastewater impacts.

Facts in Support of Findings: Cumulative impacts from wastewater generation were discussed on pages IV.O-3 through IV.O-6 of the EIR. As discussed, the proposed project in conjunction with the related projects was anticipated to generate approximately 2,372,502 gpd of wastewater. The LWRP does not currently have sufficient capacity to accommodate all of the wastewater generated by the project and related projects. However, the LWRP is currently upgrading its facility to process 18 million gpd. With completion of the upgrade, the LWRP would be able to accommodate all of the wastewater generated. In response to a letter received from the Sanitation District on the Draft EIR, the generation rates for wastewater were revised. Based on the new generation rates, it is anticipated that the proposed project and related projects would generate approximately 3,331,323 gpd of wastewater (see page III-39 of the Final EIR). This amount of wastewater is still within the capacity of the LWRP once it is upgraded. No additional mitigation is necessary or required. Therefore, impacts would be less than significant.

Potential Impact: The proposed project would have a less than significant impact with respect to water consumption.

Finding: The City hereby makes Finding 1 with respect to impacts associated with the amount of water consumed by the project.

Facts in Support of Findings: The amount of water that the proposed project would consume is discussed on page IV.O-11 of the Draft EIR and pages III-39 through III-45 of the Final EIR. It was estimated that the proposed project would use 56,785 gallons of water per day. The water generation rates were revised based on a Sanitation District letter on the Draft EIR. Using the revised rates, the amount of water the proposed project is anticipated to utilize is 90,121 gpd. Los Angeles County Waterworks previously provided a water availability letter for the project. Since that time, the water situation has changed and water availability letters are not currently being issued. However, in a letter dated October 1, 2008, Los Angeles County Waterworks allotted the City of Lancaster 1,000 acre feet to assign to important projects within the City of Lancaster. The City has prepared a Water Allocation Policy to "effectively allocate this limited water supply and

ensure that projects moving forward provide the greatest benefit for the City of Lancaster and its residents". Copies of this policy can be viewed at City Hall. It is assumed that the applicant would apply for water from this allotment in accordance with the policy and be granted the water necessary. Therefore, impacts associated with water resources would be less than significant.

Potential Impact: The proposed project could generate potentially significant cumulative water impacts.

Finding: The City hereby makes Finding 1 with respect to cumulative water impacts associated with the proposed project.

Facts in Support of Findings: Cumulative impacts to water resources were discussed on pages IV.O-12 through IV.O-15 of the Draft EIR and pages III-45 through III-47 of the Final EIR. As discussed the proposed project in conjunction with the related projects would consume approximately 3,998,678 gallons of water per day. This amount of water would significantly impact the available quantities of water. Each related project would be required to obtain a water availability letter prior to project approval and would not be able to move forward without such letter. Therefore, cumulative water impacts would not be significant. Furthermore, the Los Angeles County Waterworks has provided Lancaster with a specific amount of water to be allocated to priority projects and therefore, the proposed project has a guaranteed source of water; its contribution to this impact would not be cumulatively considerable.

Potential Impact: The proposed project would result in a less than significant impact on solid waste services.

Finding: The City hereby makes Finding 1 with respect to solid waste impacts associated with the proposed project.

Facts in Support of Findings: As discussed on page IV.O-18 of the Draft EIR, the proposed project is anticipated to generate approximately 1,723 pounds of solid waste per day. The Lancaster Landfill and Recycling Center currently is permitted to accept 1,700 tons per day of solid waste and accepts approximately 1,500 tons per day. The proposed project would represent approximately 0.05 percent of the solid waste the Lancaster Landfill and Recycling Center is currently permitted to take on a daily basis and 0.43 percent of the remaining daily permitted throughput. Therefore, adequate capacity exists to accommodate the solid waste generated by the proposed project and impacts would be less than significant. No additional mitigation is necessary or required.

Potential Impact: The proposed project would not result in a cumulatively considerable impact to solid waste.

Finding: The City hereby makes Finding 1 with respect to cumulative solid waste impacts.

Facts in Support of Findings: As discussed on pages IV.O-19 through IV.O-22 of the Draft EIR and page III-49 of the Final EIR, implementation of the proposed project in

conjunction with the 81 related projects would generate approximately 142,087 pounds per day (71.04 tons) of solid waste. The Lancaster Landfill and Recycling Center has a remaining capacity of 200 tons per day. As such, it would have adequate existing capacity to handle the 71.04 tons per day as a result of the proposed project in combination with the related projects. Therefore, the proposed project would not contribute to a cumulative considerable effect on solid waste resources. No additional mitigation is necessary or required.

Potential Impact: The proposed project would not significantly impact the Southern California Gas Company's ability to provide natural gas services.

Finding: The City hereby makes Finding 1 with respect to impacts to natural gas supply systems.

Facts in Support of Findings: As discussed on pages IV.O-24 and IV.O-25 of the Draft EIR, the proposed project is expected to consume approximately 33,307 cubic feet of natural gas per day. The Southern California Gas Company anticipates having adequate supply and facilities to serve the project site. As an adequate supply is anticipated, the increase in natural gas consumption as a result of the proposed project would be less than significant. Additionally, the proposed project has built in energy conservation features (see Section II, Project Description) and shall also comply with Title 24 energy conservation standards which would further reduce the project's less than significant natural gas impact. No additional mitigation is necessary or required.

Potential Impact: Cumulative impacts associated with the related projects would not substantially affect the provision of natural gas services.

Finding: The City hereby makes Finding 1 with respect to impacts to natural gas services.

Facts in Support of Findings: As discussed on pages VI.O-25 through VI.O-28 of the Draft EIR and pages III-49 and III-50 of the Final EIR, implementation of the proposed project in conjunction with the 81 related projects would increase the demand for natural gas. The estimated natural gas consumption by the related projects in combination with the proposed project would be approximately 1,517,438 cubic feet per day. The combined total natural gas consumption of the related and proposed projects would increase demand for natural gas. Future development projects within the service area of the Gas Company would be subject to locally mandated energy conservation programs. As with the proposed project, the Gas Company undertakes expansion or modification of natural gas service infrastructure to serve future growth within its service area as required in the normal process of providing service. Cumulative impacts related to natural gas service would be addressed through this process. No additional mitigation is necessary or required. As such, the proposed project would not contribute to cumulatively considerable effects on natural gas supplies and infrastructure.

Potential Impact: The proposed project would not affect electrical services in the City of Lancaster that would require new facilities

Finding: The City hereby makes Finding 1 with respect to impacts to electricity demand and electricity distribution infrastructure.

Facts in Support of Findings: As discussed on page IV.O-30 of the Draft EIR, the project is expected to consume approximately 14,118 kilowatt hours (kwH) per day of electricity. Southern California Edison undertakes expansion and/or modification of electricity distribution infrastructure and systems to serve future growth in the City of Lancaster as required in the normal process of providing electrical service. No additional mitigation is necessary or required. Impacts related to electrical power distribution would be addressed through this process and impacts would be less than significant.

Potential Impact: Cumulative impacts associated with the related projects would not substantially affect the provision of electrical services.

Finding: The City hereby makes Finding 1 with respect to impacts to electricity demand and electricity distribution infrastructure.

Facts in Support of Findings: As discussed on pages VI.O-30 through VI.O-34 of the Draft EIR and pages III-50 and III-51 of the Final EIR, implementation of the proposed project in conjunction with the 81 related projects would increase the demand for electricity. The estimated electricity consumption by the related projects in combination with the proposed project would be approximately 236,642 kilowatt hours per day. SCE expects that electricity demand will continue to increase annually and execution of plans for new distribution resources will maintain their ability to serve customers. Therefore, these 81 related projects have been factored into the projected load growth for electricity demands. In addition, like the proposed project, all of the related projects would be required to comply with Title 24 of the CCR, which establishes energy conservation standards for new construction. As a result, cumulative electricity impacts are not expected to be significant. No additional mitigation is necessary or required.

6. FINDINGS ON PROJECT ALTERNATIVES CONSIDERED IN THE DRAFT EIR

The CEQA Guidelines indicate that an EIR must "[d]escribe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." (CEQA Guidelines § 15126.6(a).) Accordingly, the alternatives selected for review in the DEIR and FEIR focus on alternatives that could eliminate or reduce significant environmental impacts to a level of insignificance, consistent with the projects' objectives (i.e., the alternatives could impede to some degree the attainment of project objectives, but still would enable the project to obtain its basic objectives). Three alternatives to the proposed project were considered in the FEIR, as follows:

- Alternative 1: No Project Alternative
- Alternative 2: Existing Zoning Alternative
- Alternative 3: Reduced Density Alternative

Each of these alternatives was considered in terms of their ability to reduce significant impacts of the proposed projects, their feasibility and ability to achieve the project's objectives. The project's objectives are as follows:

- To create development on the currently underutilized project site to provide commercial retail facilities to serve the local community;
- To generate significant sales tax revenues to benefit the general fund;
- To provide a well-designed development that is compatible and complementary with surrounding land uses;
- To provide a development that is financially viable;
- To generate employment opportunities for the local area;
- To mitigate, to the extent feasible, the potential environmental impacts of the proposed project; and
- To provide adequate parking facilities to serve proposed development customers, and employees.

A. ALTERNATIVES CONSIDERED AND SUBSEQUENTLY DISMISSED

An EIR must briefly describe the rationale for selection and rejection of alternatives. The Lead Agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are clearly infeasible. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (*CEQA Guidelines*, Section 15126.6(f)(3)). This section identifies alternatives considered by the Lead Agency, but rejected as infeasible, and provides a brief explanation of the reasons for their exclusion. As noted above, alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects (*CEQA Guidelines*, Section 15126.6(c)). In the Draft EIR, one alternative use and three alternative locations were considered buy rejected as infeasible.

Alternative Use

The development of a park on the project was considered and ultimately rejected as infeasible. This alternative was rejected on the basis that the City does not own the project site and that it would not be economically viable and would not maximize the potential of the project site. Additionally, a 28.05 acre park was approved as part of Tentative Tract Map 53229 on October 17, 2005. This park is to be located at approximately 65th Street West and Avenue K-8, immediately northwest of the project site and would consist of picnic areas, open space areas, tot lots, athletic fields, and ball courts.

Alternative Locations

1. Property Immediately North: Immediately north of the project site is an approximately 20 acre site (APN 3204-008-031) which is zoned for residential uses and currently has an approved Tentative Tract Map (TTM 64922) for the development of 84 single family residences. This site was considered for the proposed project; however, it is not large enough to support the proposed development. Additionally, shifting the proposed project

slightly north would not reduce any of the potentially significant impacts identified with the proposed project. Therefore, this alternative was rejected as being infeasible.

2. Property Immediately West: The property immediately to the west of the project site consists of approximately 483 acres and has an approved Tentative Tract Map (TTM 53229) consisting of 1,594 residential lots, a school site, and a park. Moving the proposed project to the west, but still facing Avenue L, was considered but rejected as infeasible because the impacts of the project would remain the same.

3. Property at the Northwest Corner of 60th Street West and Avenue N: This site was initially considered, but rejected as infeasible for two primary reasons. First, the project site is not located within the Lancaster City limits and therefore, the City has no authority to approve or deny a project in this location. Second, while developing the project in this location may reduce some of the impacts associated with developing the project in close proximity to a high school, the impacts that it may reduce were not identified as significant impacts (e.g., impacts to police services). However, the alternative location would increase impacts as a result of the lack of infrastructure (e.g., streets, sanitary sewer, etc.), jurisdictional drainages, and the increased potential from flooding as a result of the site's proximity to the California Aqueduct (the site is approximately 1,600 feet north of the aqueduct).

From comments received during the public comment period, two other alternative locations were identified. Both of these alternatives were considered and rejected in the FEIR.

1. 70th Street West and Avenue L – This location is approximately 0.5 miles west of the project site on Avenue L. This location was considered in the Draft EIR as part of the alternative location 2 – the property located just west of the project site. As discussed above and in the Draft EIR, the property immediately to the west of the project site consists of approximately 483 acres and has an approved Tentative Tract Map (TTM 53229) consisting of 1,594 residential lots, a school site, and a park. Moving the proposed project to the west, but still facing Avenue L, was considered but rejected as infeasible because the impacts of the project would remain the same.

2. 65th Street West and Avenue M – the location identified by the commenter was the northeast corner of 65th Street West and Avenue M (APN 3204-016-094). This parcel is approximately 17 acres which is too small to support the proposed development. Therefore, it was eliminated from further consideration.

B. ALTERNATIVE 1: NO PROJECT ALTERNATIVE

The No Project Alternative is the circumstance under which the project does not proceed. The CEQA Guidelines, Section 15126(e) provide that the "no project" analysis shall discuss the existing conditions as the time the Notice of Preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved based on current plans and consistent with available infrastructure and community services.

Under the No Project Alternative, the project site would continue to remain vacant and undeveloped, and assumes the continuation of existing conditions at the project site as well as the development of the related project. The potential environmental impacts associated with the No

Project Alternative are described on pages VI-4 through VI-10 of the EIR and also compares the environmental impacts associated with the No Project to those anticipated with the Proposed Project.

The No Project Alternative would avoid most of the environmental impacts associated with the proposed project, but would result in a greater impact with respect to land use and the quality of stormwater runoff when compared to the proposed project. The proposed project would result in significant unavoidable air quality operational impacts which would not occur under the No Project Alternative. In addition, the No Project Alternative would not satisfy any of the project objectives nor would it help to rectify the current job/housing imbalance. With respect to the project objectives, the No Project Alternative would not provide additional employment opportunities and would not provide a development on the currently underutilized project site.

In conclusion, while the No Project Alternative would have less impact than the proposed project, this alternative would fail to meet any of the project's objectives. Further, from a practical standpoint this site would likely eventually develop given its location, thus leading to impacts similar to those discussed under Alternative 2 (Existing Zoning Alternative – residential).

Finding: The No Project Alternative would have less environmental impacts than the proposed project; however, it would not achieve any of the project's objectives, and would most likely result in development as envisioned under Alternative 2 in the long term. The City therefore finds that Alternative 1 is not preferable to the proposed project.

C. ALTERNATIVE 2: EXISTING ZONING ALTERNATIVE

Under the Existing Zoning Alternative (Residential), the project site would developed with approximately 197 single-family residences in accordance with the existing R-7,000 and R-10,000 zoning of the project site. All other aspects of the project remain unchanged. The potential environmental impacts associated with the Existing Zoning Alternative are described on pages VI-10 through VI-19 of the EIR and also compares the environmental impacts associated with the Existing Zoning Alternative to those anticipated with the Proposed Project.

The Existing Zoning Alternative would result in many of the same impacts as the proposed project. However, this alternative would result in greater impacts with respect to air quality during construction, construction noise, schools, parks, libraries and solid waste. The Existing Zoning Alternative would only satisfy some of the project objectives. The proposed project would result in a significant unavoidable operational air quality impact which is not likely to occur under this alternative.

Finding: While Alternative 2 would not create a significant unavoidable operational air quality impact, it would result in greater impacts to other issue areas, including construction air quality, construction noise, schools, parks, libraries, and solid waste. Additionally, this alternative would only meet some of the objectives of the proposed project. The City finds that the Existing Zoning Alternative is less desirable than the proposed project because the alternative does not avoid or substantially lessen a majority of the significant impacts of the proposed project.

D. ALTERNATIVE 3: REDUCED COMMERCIAL DENSITY ALTERNATIVE

Under the Reduce Commercial Density Alternative, a proportionately smaller commercial project would be constructed when compared to the proposed project. Specifically, this alternative would construct a 241,185 square foot development (a 30% reduction compared to the proposed project) similar to the proposed project, but without big box anchor tenant. All other aspects of the project remain unchanged. The potential environmental impacts associated with this alternative were discussed on pages VI-19 through VI-27 of the EIR and also compares the environmental impacts associated with the Reduced Commercial Density Alternative to those anticipated with the proposed project.

The Reduced Commercial Density Alternative would lessen most of the environmental impacts associated with the proposed project. The proposed project would result in a significant unavoidable impact to operational air quality, while the Reduced Commercial Density Alternative would lessen those impacts. The Reduced Commercial Density Alternative would also satisfy many of the project objectives, but not to the extent that the proposed project would satisfy them.

Finding: While Alternative 3 would lessen many of the impacts, the lack of the big box anchor tenant would effectively preclude development of its commercial center, since the secondary commercial uses remaining in the proposed project are not likely to develop without the customer draw created by the anchor tenant. Therefore, the City finds that the Reduced Commercial Density Alternative is not economically viable and would not be likely to proceed.

7. STATEMENT OF OVERRIDING CONSIDERATIONS

The Lancaster City Council hereby declares that, pursuant to CEQA Guidelines Section 15093, the City Council has balanced the benefits of the proposed project against any significant and unavoidable environmental impacts in determining whether to approve the proposed project. If the benefits of the proposed project outweigh the unavoidable adverse environmental impacts, those impacts are considered “acceptable.”

The City Council hereby declares that the EIR has identified and discussed significant effects that may occur as a result of the project. With the implementation of the mitigation measures discussed in the DEIR and FEIR, these impacts can be mitigated to a level of less than significant except for the unavoidable and significant impacts discussed herein. The City Council identified operational air quality impacts as significant and unavoidable.

The City Council hereby declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the project.

The City Council hereby declares that to the extent any mitigation measures recommended to the City are not to be incorporated, such mitigation measures are infeasible because they would impose restrictions on the project that would prohibit the realization of specific economic, social, and other benefits that this City Council finds outweigh the unmitigated impacts.

The City Council further finds that except for the project, all other alternatives set forth in the FEIR are infeasible because they would prohibit the realization of the project objectives and/or specific economic, social or other benefits that this City Council finds outweigh any environmental benefits of the alternatives.

The City Council hereby declares that, having reduced the adverse significant environmental effects of the project, to the extent feasible by adopting the proposed mitigation measures, having considered the entire administrative record on the project and having weighed the benefits of the project against its unavoidable significant impact after mitigation, the City Council has determined that the social, economic and environmental benefits of the project outweigh the potential unavoidable significant impacts and render those potential significant impacts acceptable based upon the following considerations:

A. The project will create a productive and attractive commercial/retail use, providing convenient shopping for the project vicinity and the western area of the City.

B. The project will augment the City's economic base by yielding $134,532 in one-time revenues to the City of from sales tax on construction materials and real estate transfer tax. Additionally, over the next 20 years, the project will generate $38.3 million in tax revenue to the City ($11.5 million in 2008 dollars). (See *The Commons, Economic Analysis,* pg. 3, attached to hereto as Appendix "B".)

C. The project will contribute to traffic improvements that will be necessary to hold projected traffic volumes. (See *The Commons at Quartz Hill DEIR,* Section IV-N; *Mitigation Monitoring and Reporting Program,* Section IV above)

D. The project will provide approximately 580 total full-time and part-time jobs that are vitally important, given the City's unemployment situation. (See *The Commons, Economic Analysis*, pg. 2, attached to hereto as Appendix "B".)

E. The project will satisfy projected long-term demand for groceries and shopper goods. (See *The Commons, Economic Analysis*, pg. 37 & 46, attached to hereto as Appendix "B".)

F. The project will expand retail options, with updated, modern, and energy efficient construction, in close proximity to local consumers and provide daytime and nighttime shopping opportunities in a safe and secure environment. (See *The Commons at Quartz Hill DEIR,* pg. II-1 to II-5.)

As the CEQA Lead Agency for the proposed action, the City of Lancaster has reviewed the project description and the alternatives presented in the EIR and fully understands the project and project alternatives proposed for development. Further, this Council finds that all potential adverse environmental impacts and all feasible mitigation measures to reduce the impacts from the project have been identified in the Draft EIR, the Final EIR and public testimony. This Council also finds that a reasonable range of alternatives was considered in the EIR and this document, and finds that approval of the project is appropriate.

This Council has identified economic and social benefits and important policy objectives, which result from implementing the project. The Council has balanced these substantial social and economic benefits against the unavoidable significant adverse effects of the project. Given the substantial social and economic benefits that will accrue from the project, this Council finds that the benefits identified herein override the unavoidable environmental effects.

California Public Resource Code 21002 provides: "In the event specific economic, social and other conditions make infeasible such project alternatives or such mitigation measures, individual projects can be approved in spite of one or more significant effects thereof." Section 21002.1(c) provides: "In the event that economic, social, or other conditions make it infeasible to mitigate one or more significant effects of a project on the environment, the project may nonetheless be approved or carried out at the discretion of a public agency…" Finally, California Administrative Code, Title 4, 15093 (a) states: "If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'"

The City Council hereby declares that the foregoing benefits provided to the public through approval and implementation of the project outweigh the identified significant adverse environmental impacts of the project that cannot be mitigated. The City Council finds that each of the project benefits outweighs the unavoidable adverse environmental impacts identified in the DEIR and, therefore, finds those impacts to be acceptable.

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AESTHETICS							
B-1	The project applicant shall submit a Lighting Mitigation Plan that incorporates reduction of night lighting "spill" onto adjacent parcels to the City of Lancaster for review and approval. The approved Lighting Mitigation Plan shall be installed to the satisfaction of the City of Lancaster.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-2	The height of the proposed on-site light standards shall be of such height as not to create a nuisance to the adjacent neighbors.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-3	Entrance and all forms of exterior lighting shall focus illumination downward and onto the project site. A combination of shielding, screening, and directing the lighting away from off-site areas shall be utilized to minimize "spill-over" effects onto adjacent roadways, properties, and open space areas.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-4	Exterior lighting shall be the lowest intensity necessary for security and safety purposes, while still adhering to the recommended levels of the Illuminating Engineering Society of North America.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-5	In order to minimize illumination wash onto adjacent areas, parking lot lighting shall utilize non-glare fixtures directed downward onto the project site.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-6	Parking lot lights shall be oriented to minimize off-site impacts (i.e., the maximum candlepower	Prior to construction,	Receipt of Lighting	Lancaster Planning			

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	shall be aimed away from the off-site viewer).	during construction, prior to occupancy	Mitigation Plan, site observation and documentation	Department			
B-7	Atmospheric light pollution shall be minimized by utilizing street lighting fixtures that cut-off light directed to the sky.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-8	The use of exterior uplighting fixtures for building facades and trees shall be prohibited.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-9	Use of "glowing" fixtures that would be visible from existing communities or public roads shall be prohibited. A glowing fixture is a lantern style fixture, or any fixture that allows light through its vertical components.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-10	Only downlighting for exterior-building mounted fixtures shall be permitted.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-11	The adverse effects of night-lighting shall be mitigated by provision of one or more of the following: (1) low-elevation lighting poles and (2) shielding by internal silvering of the globe or external opaque reflectors.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-12	Exterior lighting fixtures that cut-off light directed to the sky shall be installed to minimize atmospheric light pollution, reflected heat, and daytime glare.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-13	Expansive areas of highly reflective materials,	Prior to construction,	Receipt of Lighting	Lancaster Planning			

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	such as mirrored glass, shall not be permitted.	during construction, prior to occupancy	Mitigation Plan, site observation and documentation	Department			
B-14	The proposed buildings shall incorporate non-reflective exterior building materials (such as plaster and masonry) in their design. Any glass to be incorporated into the façade of the building shall be either of low-reflectivity, or accompanied by a non-glare coating.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-15	All roofs shall be surfaced with non-reflective materials.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
AIR QUALITY							
D-1	Apply approved non-toxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for four days or more).	During construction	Confirmation from project contractor	AVAQMD / Lancaster Public Works Department			
D-2	Apply chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces.	During construction	Confirmation from project contractor	AVAQMD / Lancaster Public Works Department			
D-3	Water active grading sites at least three times daily.	During construction	Confirmation from project contractor / Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-4	Enclose, cover, water three times daily, or apply approved soil binders to exposed piles (i.e., gravel, sand, and dirt) according to manufacturers' specifications.	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			

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D-5	Replace ground cover in disturbed areas as quickly as possible.	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-6	Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-7	Provide temporary wind fencing consisting of 3- to 5-foot barriers with 50 percent or less porosity along the perimeter of sites that have been cleared or are being graded.	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-8	Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-9	Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-10	Enforce traffic speed limits of 10 mph or less on all unpaved roads	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-11	The project applicant shall require in the construction specifications for the proposed project that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, are turned off when not in use for an extended period of time (i.e., 5 minutes or longer). The contract specifications shall be reviewed by the City prior to the issuance of excavation permits.	During construction	Confirmation from project contractor	Lancaster Public Works Department			

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D-12	The project applicant shall require in the construction specifications for the proposed project that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. The contract specifications shall be reviewed by the City prior to the issuance of excavation permits.	During construction	Confirmation from project contractor	Lancaster Public Works Department			
D-13	The project applicant shall be required to use off-road equipment with a diesel oxidation catalyst to reduce emissions of NOx by 25% to mitigate impacts from NOx during the grading phase.	During construction	Confirmation from project contractor	Lancaster Public Works Department			
D-14	Architectural coatings with a VOC content of 50 g/liter or less shall be used to mitigate impacts from VOCs during the paving/architectural coatings phase.	During construction	Confirmation from project contractor	Lancaster Public Works Department			
D-15	The proposed project shall follow the guidelines and regulations outlined by AB 32 and the 2006 CAT Report Strategies.	During construction	Confirmation from project contractor	Lancaster Public Works Department			
BIOLOGICAL RESOURCES							
E-1	To avoid disturbance to nesting birds during project construction, one of the following measures shall be implemented: • Conduct vegetation clearing and grubbing associated with project construction during the non-breeding season (in general, September 1st through January 31st). Grading activities and other construction activities shall be initiated prior to the breeding season (which is generally in the	No more than 5 days prior to grading	Receipt of nesting bird survey	Lancaster Planning Department			

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	same period identified above) and shall be ongoing throughout the breeding season to prevent birds from establishing nest in the surrounding habitat. If there is a lapse in grading activities of more than five days, a pre-construction survey and survey report (refer below) shall be completed. • Conduct pre-construction surveys for nesting birds if vegetation clearing and grubbing, grading, and other construction activities are initiated during the nesting season (in general, February 1st through August 31st). Within 30 days of construction-related activities, A qualified wildlife biologist shall conduct weekly nesting bird surveys with the last survey being conducted no more than 5 days prior to initiation of construction-related activities to provide confirmation on presence or absence of active nests in the vicinity (at least 300 feet around the project site). If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFG and implemented to prevent abandonment of the active nest. At a minimum, construction-related activities in the vicinity of the nest shall be deferred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction activities, depending on the species and location. The perimeter of the exclusion buffer shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and						

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	construction personnel and activities restricted from the area. A survey report by the qualified biologist verifying that (1) no active nests are present, or (2) that the young have fledged, shall be submitted to the City prior to initiation of construction activities in the exclusion buffer. The qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.						
E-2	In order to avoid adverse impacts to burrowing owl, a pre-construction survey for burrowing owls shall be performed on the project site not more than 30 days prior to initial ground disturbance. The survey shall be performed according to accepted burrowing owl survey protocols (CBOC 1993, CDFG 1995) by a qualified biologist. A qualified biologist is an individual who has sufficient knowledge, training, and experience identifying and performing surveys for burrowing owl. Following the completion of the survey and prior to initial ground disturbance, a survey results report shall be prepared and submitted to CDFG and the City. The survey results report shall include (but shall not be limited to) (a) a discussion of the survey methods and results; (b) a map indicating the location of occupied burrows (if detected); and (c) a discussion of additional measures to be implemented to avoid and/or minimize adverse impacts to burrowing owls and	Within 30 days prior to ground disturbance	Receipt of burrowing owls survey	Lancaster Planning Department			

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	associated foraging habitat (if necessary). Such avoidance and minimization measures shall be consistent with those provided below. If the pre-construction survey results in negative findings of burrowing owl on the project site (including the 150 meter [approximately 500 foot] buffer zone), no further mitigation would be required. However, if burrowing owl is detected during the survey, proposed grading and development shall be redesigned to avoid destruction of occupied burrows and/or adverse impacts on burrowing owl habitat to provide compliance with the accepted burrowing owl mitigation guidelines (CBOC 1993, CDFG 1995). The burrowing owl mitigation guidelines (CBOC 1993, CDFG 1995) recommend no disturbance within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season (generally defined as September 1st through January 31st) or within 75 meters (approximately 250 feet) during the breeding season (generally defined as February 1st through August 31st). Avoidance also includes maintaining a minimum of 6.5 acres of foraging habitat contiguous with occupied burrows for each pair of breeding burrowing owls (with or without dependent young) or single unpaired bird. Occupied burrows and associated foraging habitat shall be permanently preserved and managed to promote burrowing owl use. Should occupied burrows and associated habitat be avoided, avoidance and preservation measures shall be described in the survey results letter to						

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	the satisfaction of the CDFG and the City. If occupied burrows and associated foraging habitat cannot be avoided, then a Passive Relocation and Mitigation Plan (Plan) shall be developed. The Plan shall be developed by a qualified biologist to provide compliance with the accepted burrowing owl mitigation guidelines. Additionally, the Plan shall be developed in coordination with the CDFG. At a minimum, the Plan shall include (but shall not be limited to) (a) a description of the passive relocation methods, including (but not limited to) pre-relocation surveys, installation of one-way doors and monitoring, and burrow excavation; and (b) a description of the receiver site, including (but not limited to) location and extent of lands purchased or made part of a conservation easement, existing presence of burrowing owl, number of natural burrows enhanced and/or artificial burrows created, long-term management and monitoring efforts, success criteria (e.g., a pre-established number of breeding burrowing owls using the receiver site), and remedial measures. Approval of the Plan by CDFG shall be required by the City as a condition of project approval. Additionally, initial ground disturbance shall be postponed until completion of passive relocation efforts and associated report has been submitted to the CDFG.						
E-3	If development activities will result in impacts to the off-site active constructed drainage (such as during development of more detailed grading plans), the applicant shall apply for and receive	Prior to grading and construction	Receipt of regulatory permits (or exemptions) identified in the	Lancaster Planning Department			

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	the following regulatory permits (or exemptions) prior to grading near the off-site active constructed drainage: • A Streambed Alteration Agreement from CDFG (Section 1600 permit) • A Notice of Intent to receive coverage under the Lahontan RWQCB's General Permit R6T-2003-0004 for minor streambed alteration projects where the Corps does not have jurisdiction. Mitigation shall include construction measures including Best Management Practices for erosion control, as well as compensatory measures such as restoration of the drainage to the pre-existing condition (or better) and installation of riparian or wetland vegetation at a 1:1 ratio to removed vegetation. These measures, if not included as permit requirements, shall be enforced by the City and shall conform to a mitigation plan to be prepared by the applicant and approved by the City prior to receiving grading permit approvals for the project. The mitigation plan shall include methods for implementation as well as monitoring methods, performance criteria, and contingency measures in case of mitigation failure.		mitigation measure				
CULTURAL RESOURCES							
F-1	All contractors and subcontractors shall be informed about the potential for archaeological and paleontological discoveries during construction, and all construction personnel should be informed on the appropriate responses to such discoveries. The information will include a description of the kinds of cultural resources that might be encountered during construction and the	During grading and construction	Field verification that procedure for cultural resource discovery was followed	Lancaster Planning Department / Lancaster Building and Safety Division			

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	steps to be taken if such a find is unearthed. If buried or concealed cultural resources are discovered during excavation, construction, or related development work, all such work is to cease in the vicinity of the find and a qualified archaeologist shall be notified. The find shall be properly investigated and appropriate mitigative and/or protective measures (if necessary) shall be taken. If human remains are found, procedures for their treatment shall follow CEQA guidelines in 14 CCR 15064.5(e).						
GEOLOGY AND SOILS							
G-1	A comprehensive geotechnical investigation for the project site shall be conducted and submitted to the City of Lancaster as part of the permitting process for the proposed project. The specific design recommendations presented in the comprehensive geotechnical reports, specifically with respect to soil corrosivity, shall be incorporated into the design and construction of the proposed project.	Prior to issuance of grading permits	Receipt of geotechnical investigation	Lancaster Planning Department / Lancaster Building and Safety Division			
HAZARDS AND HAZARDOUS MATERIALS							
H-1	If historic septic systems or cesspools are discovered during site development, they shall be abandoned by the project applicant in general accordance with current county and state regulations.	During grading and construction	Receipt of proper abandonment by current county and state regulations	Lancaster Planning Department / Lancaster Building and Safety Division			
HYDROLOGY AND WATER QUALITY							
I-1	The project applicant shall prepare and submit a Notice of Intent (NOI) to comply with the Construction General Permit to the State Water Resources Control Board.	Prior to construction	Receipt of Notice of Intent	State Water Resources Control Board			

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I-2	The project applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and erosion control plan per the requirements of the Construction General NPDES Permit.	Prior to issuance of grading permits	Receipt of SWPPP	Lancaster Planning Department / Lancaster Building and Safety Division			
I-3	The project applicant shall implement the following SWPPP BMPs: • During construction and operation, all waste shall be disposed of in accordance with all applicable laws and regulations. Properly labeled recycling bins shall be utilized for recyclable construction materials including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials and wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed, regulated disposal site by a licensed waste hauler. • All leaks, drips and spills occurring during construction shall be cleaned up promptly and in compliance with all applicable laws and regulations to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. • If materials spills occur, they should not be hosed down. Dry cleaning methods shall be employed whenever possible. • Construction dumpsters shall be covered with tarps or plastic sheeting if left uncovered for extended periods. All dumpsters shall be well maintained. • The project applicant/developer shall conduct street sweeping and truck wheel cleaning to prevent dirt in storm water.	Prior to issuance of grading permits	Receipt of SWPPP	Lancaster Planning Department / Lancaster Building and Safety Division			

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	• The project applicant/developer shall provide regular sweeping of private streets and parking lots with equipment designed for removal of hydrocarbon compounds. • The amount of exposed soil shall be limited and erosion control procedures implemented for those areas that must be exposed. • Grading activities shall be phased so that graded areas are landscaped or otherwise covered, as quickly as possible after completion of activities. • Appropriate dust suppression techniques, such as watering or tarping, shall be used in areas that must be exposed. • The area shall be secured to control off-site migration of pollutants. • Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the site, by passive means such as paved/graveled roadbeds, and/or by active means such as truck washing facilities. • Truck loads shall be tarped. • Roadways shall be swept or washed down to prevent generation of fugitive dust by local vehicular traffic. • Simple sediment filters shall be constructed at or near the entrances to the storm drainage system wherever feasible.						
I-4	The project applicant shall construct the proposed 60-inch storm drain along the site in Avenue L. At the terminus, the drain shall connect into a proposed storm drain, or outlet through an energy dissipater structure. The onsite runoff can be outlletted into the proposed	Prior to issuance of grading permits	Confirmation from project contractor	Lancaster Planning Department / Lancaster Building and Safety Division			

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	drain in Avenue L, or the existing storm drain in 60th Street West, with the approval of the City Engineer.						
I-5	Detention shall be required to reduce the post development runoff to 85 percent of the predevelopment runoff rate.	Prior to issuance of grading permits	Confirmation from project contractor	Lancaster Planning Department / Lancaster Building and Safety Division			
PUBLIC SERVICES – FIRE PROTECTION							
M.1-1	The development of this project shall comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			
M.1-2	Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			
M.1-3	Fire sprinkler systems are required in most commercial occupancies. For those occupancies not requiring fire sprinkler systems, fire sprinkler systems shall be installed.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			
M.1-4	The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			
M.1-5	Fire hydrant spacing shall be 300 feet and shall	Prior to construction,	Site and building	Los Angeles County			

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	meet the following requirements: a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant. b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant. c. Additional hydrants will be required if hydrant spacing exceeds specified distances. d. When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block. e. A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.	during construction	construction plans and specifications	Fire Department / Lancaster Building and Safety Division			
M.1-6	Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			
M.1-7	All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior wall of the first story of any building. The centerline of the access driveway shall be located parallel to, and with 30 feet of an exterior wall on one side of the proposed structure.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			
M.1-8	Driveway width for non-residential developments shall be increased when any of the following conditions will exist: a. Provide 34 feet in width, when parallel parking is allowed in one side of the access	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			

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	roadway/driveway. Preference is that such parking is not adjacent to the structure. b. Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway. c. Any access way less than 34 feet in width in width shall be labeled "Fire Lane" on the final recording map, and final building plans. d. For streets or driveway with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.						
M.1-9	Prior to the issuance of a building permit, the applicant shall pay fire protection fees to the City of Lancaster pursuant to Section 15.76 of the Municipal Code.	Prior to issuance of building permit	Receipt of fire protection fees	Lancaster Planning Department/ Lancaster Building and Safety Division			
PUBLIC SERVICES – POLICE PROTECTION							
M.2-1	The applicant shall fence off the project site during the construction phase.	During construction	Site observation and documentation	Lancaster Planning Department			
M.2-1	The building and layout design of the proposed project shall include crime prevention features, such as nighttime security lighting, and building security systems.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Sheriff's Department/ Lancaster Building and Safety Division			

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TRANSPORTATION AND TRAFFIC							
60th Street West and Avenue J							
N-1	Currently 60th Street West and Avenue J is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. Therefore, the project applicant shall provide fair share contribution towards this improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-2	Currently the southbound direction provides a left turn lane and a shared lane for the through and right turn directions. The project applicant shall provide fair share contribution for a second southbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
60th Street West and Avenue J-8							
N-3	Currently 60th Street West and Avenue J-8 is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The southbound and eastbound directions currently provide a left, through, and right turn lane. The project applicant shall provide fair share contribution for a second southbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
60th Street West and Avenue K							
N-4	Currently 60th Street West and Avenue K is signalized. The southbound direction currently provides a single left, through, and right turn lane. The project applicant shall provide fair share contribution for a second southbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-5	Currently the westbound direction provides a single left, through, and right turn lane. The	Prior to or concurrent with the issuance of	Payment of Fair Share of	Lancaster Planning Department /			

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	project applicant shall provide fair share contribution for a second left turn lane.	building permits	Intersection improvement cost	Lancaster Public Works Department			
60th Street West and Avenue K-8							
N-6	Currently 60th Street West and Avenue K-8 is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The project applicant shall provide fair share contribution towards this improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-7	Currently the southbound direction provides a single left, two through lanes, and right turn lane. The project applicant shall provide fair share contribution for conversion of the right turn lane to a through/right turn lane	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
60th Street West and Avenue K-12							
N-8	Currently 60th Street West and Avenue K-12 is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The project applicant shall provide fair share contribution towards this improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-9	Currently the northbound direction provides a through lane and a right turn lane. Future conditions with other projects indicate a need for a fourth leg to the intersection. The project applicant shall provide fair share contribution towards a second northbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
60th Street West and Avenue L							
N-10	Currently 60th Street West and Avenue L is signalized. The northbound direction currently provides a left, through, and right turn lane. The project applicant shall provide fair share contribution to a second northbound through lane. Currently southbound 60th Street West at	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			

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	Avenue L provides a left turn lane, a through lane with the curb lane wide enough to provide a right turn movement out of the through lane. The southbound and eastbound ultimate roadway improvements were incorporated into this analysis. However, the project applicant shall provide fair share contribution toward an additional northbound through lane.						
60th Street West and Avenue L-4							
N-11	Currently 60th Street West and Avenue L-4 is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The project applicant shall provide fair share contribution towards this improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-12	Currently, the northbound direction provides a left turn lane and a through lane. The project applicant shall provide fair share contribution to a second northbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
60th Street West and Avenue L-8							
N-13	Currently 60th Street West and Avenue L-8 is signalized. The northbound direction provides a left turn lane, a through lane, and a right turn lane. The project applicant shall provide fair share contribution to a second northbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
60th Street West and Avenue M/Columbia Way							
N-14	Currently 60th Street West and Avenue M/Columbia is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The project applicant shall provide fair share contribution towards this	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			

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					Initials	Date	Remarks
	improvement.						
N-15	The north and eastbound directions provide a single travel lane. The westbound direction provides a shared through/left turn lane and right turn lane and the southbound direction provides a left and shared through/right turn lane. The lanes should be changed to provide left turn lanes in all directions with a second northbound through lane and in the westbound direction a left, through, through/right, and right turn lane. The project applicant shall provide a fair share contribution to this improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
70th Street West and Avenue L							
N-16	Currently 70th Street West and Avenue L is not signalized. The intersection warrants a traffic signal in future conditions. The project applicant shall provide fair share contribution towards this improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
65th Street West and Avenue L							
N-17	Currently 65th Street West at Avenue L is a single lane in the northbound direction. The project applicant shall provide fair share contribution to the separation of the right and left turn moves in the northbound lane, to their own lanes.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
55th Street West and Avenue L							
N-18	Currently 55th Street West and Avenue L is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The project applicant shall provide fair share contribution towards the improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-19	Currently the eastbound direction is a single lane and the westbound direction provides a through	Prior to or concurrent	Payment of Fair	Lancaster Planning			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	and right turn lane. The project applicant shall provide fair share contribution toward a second east and westbound through lane.	with the issuance of building permits	Share of Intersection improvement cost	Department / Lancaster Public Works Department			
50th Street West and Avenue L							
N-20	This intersection is currently signalized. Currently, there are single through lanes in the east and westbound direction. The project applicant shall provide fair share contribution toward an additional east and westbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
45th Street West and Avenue L							
N-21	This intersection is currently signalized. Currently there is a single through lane in the eastbound direction. The project applicant shall provide fair share contribution toward an additional eastbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
40th Street West and Avenue L							
N-22	This intersection is currently signalized. A single through lane is provided in the eastbound direction. The project applicant shall provide fair share contribution toward a second eastbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
Street Segments							
N-23	The addition of one to three lanes will reduce the significant impacts along the study street segments. The project applicant shall provide fair share contribution to the improvement of Avenue L between 55th Street West to 60th Street West for three additional lanes, from 60th Street West to 62nd Street West for two additional lanes, and from 62nd Street West to 65th Street West for one additional lane. The project applicant shall	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			

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	provide fair share contribution to the improvement of 60th Street West between Avenue K-8 and Avenue L-8 for three additional lanes.						
UTILITIES - WATER							
O.2-1	The project developer shall ensure that the landscape irrigation system be designed, installed and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets.	During construction	Field verification	Lancaster Planning Department / Lancaster Public Works Department			
O.2-2	The project developer shall install either a "smart sprinkler" system to provide irrigation for the landscaped areas or, at a minimum, set automatic irrigation timers to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be adjusted to avoid water runoff, especially when irrigating sloped property.	During construction	Field verification	Lancaster Planning Department / Lancaster Public Works Department			
O.2-3	The project developer shall select and use drought-tolerant, low-water-consuming plant varieties to reduce irrigation water consumption.	During landscaping	Field verification	Lancaster Planning Department / Lancaster Public Works Department			
O.2-4	The project developer shall install low-flush water toilets in new construction. Low-flow faucet aerators should be installed on all sink faucets.	During interior design construction	Field verification	Lancaster Planning Department / Lancaster Public Works Department Division			

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					Initials	Date	Remarks
O.2-5	The City of Lancaster shall allocate water to the proposed project from the 1,000-acre feet of water allotted to the City from County Waterworks.	Prior to occupancy	Field verification	Lancaster Planning Department / Lancaster Public Works Department			