Appendix B
Notice of Preparation Responses
Notice of Preparation

July 23, 2007

To: Reviewing Agencies
Re: Downtown Lancaster Specific Plan
SCH# 2007071114

Attached for your review and comment is the Notice of Preparation (NOP) for the Downtown Lancaster Specific Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Brigette Ligons
City of Lancaster
44933 N. Fern Avenue
Lancaster, CA 93534

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency
**Document Details Report**  
State Clearinghouse Data Base

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**Type**  
NOP Notice of Preparation

**Description**  
The Downtown Specific Plan (DSP) provides area-specific land use regulations and development guidelines for seven districts within the Downtown. The DLSP would allow for a mix of land uses including retail, office, residential, and civic uses. The DLSP would retain existing uses within the specific plan area, allowing for a maximum of 924,848 square feet of retail service uses, 973,956 square of office/civic/public spaces and 3,526 dwelling units (single- and multiple-family) in the Downtown at buildout. Additionally, the DLSP proposes circulation improvements and the establishment of design regulations and design guidelines for new development within the Downtown.

**Lead Agency Contact**  
Name: Brigitte Ligons  
Agency: City of Lancaster  
Phone: (661) 723-6100  
Address: 44933 N. Fern Avenue  
City: Lancaster  
State: CA  
Zip: 93534

**Project Location**  
County: Los Angeles  
City: Lancaster  
Region:  
Cross Streets: Kettering, 10th Street West, Newgrove Street, Milling Street

**Proximity to:**  
- Highways: SR 14  
- Airports:  
- Railways: Metrolink  
- Waterways:  
- Schools:  
- Land Use: Civic, cultural, commercial, office, and residential uses / Central Business District, General Commercial, Commercial Planned Development, Light Industrial, High-Density Residential, Low-Density Residential (R-7000) and Public/Commercial, Light Industrial, Public, Urban Residential and Medium Density Residential

**Project Issues**  
Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

**Reviewing Agencies**  
Resources Agency; Regional Water Quality Control Bd., Region 6 (Victorville); Department of Parks and Recreation; Native American Heritage Commission; Department of Housing and Community Development; Office of Historic Preservation; Public Utilities Commission; Department of Fish and Game, Region 5; Department of Conservation; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; State Water Resources Control Board, Division of Loans and Grants; Caltrans, Division of Transportation Planning

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**Regional Water Quality Control Board (RWQCB)**

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Last Updated on 05/16/07
Ligons, Brigitte

From: Robert Vanderstok [robert.chapmancomm@verizon.net]
Sent: Wednesday, July 25, 2007 1:13 PM
To: Ligons, Brigitte
Subject: NOP/EIR

Brigitte--

Thank you for sending us the notice of preparation of a draft Environmental Impact Report. We continue to be an interested party in plan improvements/alterations for the city of Lancaster, including the Downtown Lancaster Specific Plan. We received the notification from RBF Consulting, but presume that their mailing list comes from your office.

Could we request that we also be included on the mailing list regarding development and/or EIR's regarding the Amargosa plans and the Quartz Hill area commercial applications. (60th & L).

Thank you.

Robert Vanderstok
CHAPMAN COMMUNICATIONS
661.951.1717
robert.chapmancomm@verizon.net

cc: Ingrid Chapman

No virus found in this outgoing message.
Checked by AVG Free Edition.
July 26, 2007

Ms. Brigitte Ligons  
Assistant Planner  
City of Lancaster  
44933 North Fern Avenue  
Lancaster, California 93534-2461

Re: Downtown Lancaster Specific Plan Initial Study

Ms. Ligons:

Thank you for the opportunity to comment on the above referenced project.

In the development of Environmental Impact Report, AVTA respectfully requests that the City address the following:

1. What is the impact of both this project and the cumulative impact of this and other developments in Lancaster on the local transit system? What measures will be implemented to mitigate impacts on local transit including how the costs associated with increased transit demand will be borne?

2. What, if any, relationship does the “Transit District” have to local transit? Are enhanced transit facilities proposed as part of this project? Is an improved interface between the regional transportation operation, Metrolink, and local transit operations proposed as part of the project?

3. Are additional parking opportunities for access to Metrolink proposed as part of the project?

4. Are restricted pedestrian crossings provided for high speed corridors, especially in the “Transit District”?

5. In Section 4.15g, the initial study refers to standard conditions for transportation facilities. What are these standard conditions, how does the City apply them, and are they adequate to mitigate the anticipated impacts?

If you should have any comments or questions, please feel free to contact me at (661) 729-2206.

Sincerely,

Randy Floyd  
Executive Director
DATE: July 31, 2007

TO: Brigitte Ligons

COMPANY: City of Lancaster

FAX NO: (661) 723-5926

FROM: Ruth Frazen

FAX OPERATOR: same EXTENSION: 2717

☐ Per Your Request  ☒ For Your Information  ☐ Per Our Conversation
☐ Review and Comment  ☐ Call to Discuss  ☐ For Your Approval

COMMENTS:
The following is in response to the Notice of Preparation of a Draft EIR and Initial Study for the Downtown Lancaster Specific Plan, received by the Districts on July 27, 2007. No originals will follow.
July 26, 2007

File No: 14-00.00-00

Ms. Starla Hack
Project Manager
RBF Consulting
14725 Alton Parkway
Irvine, CA  92618-2027

Dear Ms. Hack:

Downtown Lancaster Specific Plan

This is in reply to your letter, which was received by the County Sanitation Districts of Los Angeles County (Districts) on July 25, 2007. The proposed development is located within the jurisdictional boundaries of District No. 14. We offer the following comments regarding sewerage services:

1. Previous comments submitted by the Districts in correspondence dated November 15, 2006 (copy enclosed), to Mr. Brian Ludicke of the City of Lancaster, still apply to the subject project with the following updated information.

2. The Lancaster Water Reclamation Plant currently processes an average flow of 15 million gallons per day.

3. For a copy of the Districts’ average wastewater generation factors, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2.

4. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

Ruth I. Frazier
Engineering Technician
Facilities Planning Department

RIP: 8/9/04
Enclosure

Doc #: 03094.1
Recycled Paper
November 15, 2006

File No: 14-00.00-00

Mr. Brian Ludicke  
Community Development Director  
City of Lancaster  
44933 North Fern Avenue  
Lancaster, CA 93534-2461

Dear Mr. Ludicke:

**Downtown Lancaster Specific Plan**

This is in reply to a request for a will serve letter for the subject project from Mr. Corey Hess of RBF Consulting, which was received by the County Sanitation Districts of Los Angeles County (Districts) on November 14, 2006. The proposed Specific Plan area is located within the jurisdictional boundaries of District No. 14. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the Specific Plan area discharges to local sewer lines, which are not maintained by the Districts, for conveyance to both the Districts' Fern Avenue Trunk Sewer, located in Fern Avenue from Jackman Street to Lancaster Boulevard, and the Avenue I Trunk Sewer, located in Avenue I from Sierra Highway to Elm Street. The 10-inch diameter Fern Avenue Trunk Sewer has a design capacity of 1.1 million gallons per day (mgd) and conveyed a peak flow of 0.4 mgd when last measured in 2006. The 12-inch diameter Avenue I Trunk Sewer has a design capacity of 1.3 mgd and conveyed a peak flow of 0.6 mgd when last measured in 2006.

2. Copies of Districts' trunk sewer drawings are available from the Districts' Public Counter by facsimile request sent to (562) 699-5422.

3. Wastewater generated by proposed development within the Specific Plan area will be treated at the Lancaster Water Reclamation Plant, which has a design capacity of 16 mgd and currently processes an average flow of 14.6 mgd.

4. A copy of the Districts' average wastewater generation factors is enclosed for your information.

5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a
permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

James F. Stahl

Ruth L. Frazier
Engineering Technician
Facilities Planning Department

RIF:rf

Enclosures

cc: C. Hess
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<td>Golf Course, Camp, and Park (Structures and Improvements)</td>
<td>1000 ft²</td>
<td>100</td>
<td>0.43</td>
<td>0.23</td>
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<tr>
<td>Recreational Vehicle Park</td>
<td>No. of Spaces</td>
<td>55</td>
<td>0.34</td>
<td>0.14</td>
</tr>
<tr>
<td>Convalescent Home</td>
<td>Bed</td>
<td>125</td>
<td>0.54</td>
<td>0.28</td>
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<tr>
<td>Laundry</td>
<td>1000 ft²</td>
<td>3,825</td>
<td>16.40</td>
<td>8.61</td>
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<tr>
<td>Mortuary/Cemetery</td>
<td>1000 ft²</td>
<td>100</td>
<td>1.33</td>
<td>0.67</td>
</tr>
<tr>
<td>Health Spa, Gymnasium</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>With Showers</td>
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<td>600</td>
<td>2.58</td>
<td>1.35</td>
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<tr>
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<td>1000 ft²</td>
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<td>1.29</td>
<td>0.68</td>
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<td>Convention Center, Fairground, Racetrack, Sports Stadium/Arena</td>
<td>Average Daily Attendance</td>
<td>10</td>
<td>0.04</td>
<td>0.02</td>
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<td><strong>INSTITUTIONAL</strong></td>
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</tr>
<tr>
<td>College/University</td>
<td>Student</td>
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<td>0.05</td>
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<td>200</td>
<td>0.86</td>
<td>0.45</td>
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<tr>
<td>Church</td>
<td>1000 ft²</td>
<td>50</td>
<td>0.21</td>
<td>0.11</td>
</tr>
</tbody>
</table>
INFORMATION SHEET FOR APPLICANTS
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM

THE PROGRAM

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District’s sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District’s sewerage system as these sewers flow into a Sanitation District’s system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

I. WHO IS REQUIRED TO PAY A CONNECTION FEE?

1. Anyone connecting to the sewerage system for the first time for any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.

2. Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.

3. Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.

4. Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.

5. If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

II. HOW ARE THE CONNECTION FEES USED?

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District’s sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

III. HOW MUCH IS MY CONNECTION FEE?

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts’ information number listed under Item IX below.

IV. WHAT FORMS ARE REQUIRED*?

The Connection Fee application package consists of the following:

1. Information Sheet for Applicants (this form)

2. Application for Sewer Connection

(Revised 5/01/06)
3. Connection Fee Schedule with Sanitation District Map (one schedule for each Sanitation District)

*Additional forms are required for Industrial Dischargers.

V. WHAT DO I NEED TO FILE?
1. Completed Application Form
2. A complete set of architectural blueprints (not required for connecting one single family home)
3. Fee Payment (checks payable to: County Sanitation Districts of Los Angeles County)
4. Industrial applicants must file additional forms and follow the procedures as outlined in the application instructions

VI. WHERE DO I SUBMIT THE FORMS?
Residential, Commercial, and Institutional applicants should submit the above listed materials either by mail or in person to:

County Sanitation Districts of Los Angeles County
Connection Fee Program, Room 130
1955 Workman Mill Road
Whittier, CA 90601

Industrial applicants should submit the appropriate materials directly to the City or County office which will issue the sewer connection permit.

VII. HOW LONG DOES IT TAKE TO PROCESS MY APPLICATION?
Applications submitted by mail are generally processed and mailed within three working days of receipt. Applications brought in person are processed on the same day provided the application, supporting materials, and fee is satisfactory. Processing of large and/or complex projects may take longer.

VIII. HOW DO I OBTAIN MY SEWER PERMIT TO CONNECT?

An approved Application for Sewer Connection will be returned to the applicant after all necessary documents for processing have been submitted. Present this approved-stamped copy to the City or County Office issuing sewer connection permits for your area at the time you apply for actual sewer hookup.

IX. HOW CAN I GET ADDITIONAL INFORMATION?
If you require assistance or need additional information, please call the County Sanitation Districts of Los Angeles County at (562) 908-4288, extension 2727.

X. WHAT ARE THE DISTRICTS' WORKING HOURS?
The Districts' offices are open between the hours of 7:00 a.m. and 4:00 p.m., Monday through Thursday, and between the hours of 7:00 a.m. and 3:00 p.m. on Friday, except holidays. When applying in person, applicants must be at the Connection Fee counter at least 30 minutes before closing time.
August 1, 2007

Ms. Brigitte Ligons  
**CITY OF LANCASTER**  
44933 N. FERN AVENUE  
LANCASTER, CA 93534

Re: SCH# 20007071114; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the DOWNTOWN LANCASTER SPECIFIC PLAN; City Lancaster; Los Angeles County, California

Dear Ms. Ligons:

Thank you for the opportunity to comment on the above-referenced document. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a ‘significant effect’ requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the ‘area of potential effect (APE).’ and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- **Contact the appropriate California Historic Resources Information Center (CHRIS).** Contact information for the ‘Information Center’ nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
  - If a part or the entire (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded in or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.

- **Contact the Native American Heritage Commission (NAHC) for:**
  - A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: **USGS 7.5-minute quadrangle citation with name, township, range and section.**
  - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave sites.

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

[Signature]

Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: List of Native American Contacts
Native American Contacts
Los Angeles County
August 1, 2007

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Administrator
4712 Admiralty Way, Suite 172
Marina Del Rey , CA 90292
310-570-6567

Gabrielino Tongva

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362
805 492-7255
Chumash
Tataviam
Fernandeño

Diane Napoleone and Associates
Diane Napoleone
6997 Vista del Rincon
La Conchita , CA 93001
dnaassociates@sbcglobal.net
805-643-7492

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

Gabrieleno/Tongva Tribal Council
Anthony Morales, Chairperson
PO Box 693
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Owl Clan
Qun-tan Shup
48825 Sapaque Road
Bradley , CA 93426
(805) 472-9536
(805) 835-2382 - CELL
Chumash

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor
Gabrielino Tongva
Los Angeles , CA 90021
office @tongvatribe.net
(213) 489-5001 - Officer
(909) 262-9351 - cell
(213) 489-5002 Fax

Ti'At Society
Cindi Alvitre
6602 Zelzah Avenue
Reseda , CA 91335
calvitre@yahoo.com
(714) 504-2468 Cell
Gabrielino

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2307071115; CEQA Notice of Preparation (NDP) draft Environmental Impact Report (DEIR) for Condominium Development at 2323 28th Street in Santa Monica; Los Angeles County, California.
Gabrieleno Tongva Indians of California Tribal Council

Robert Dorame, Tribal Chair/Cultural Resources
5450 Slauson, Ave, Suite 151 PMB Gabrieleno Tongva
Culver City, CA 90230

rtdorame@verizon.net
562-761-6417 - voice
562-920-9449 - fax

Gabrieleno Tongva Indians of California Tribal Council

Mercedes Dorame, Tribal Administrator
20990 Las Flores Mesa Drive Gabrieleno Tongva
Malibu, CA 90265

Pluto05@hotmail.com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007071115; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for Condominium Development at 2323 28th Street in Santa Monica; Los Angeles County, California.
Antelope Valley Mosquito & Vector Control District

P.O. Box 1192
Lancaster, CA 93584-1192
(661) 942-2917
Fax (661) 940-6367

Attn.: Brigitte Ligons
Assistant Planner
44933 N. Fern Avenue
Lancaster, CA 93534-2461

August 2, 2007

Re: NOP of Draft EIR for Downtown Lancaster Specific Plan

Dear Ms. Ligons:

The Antelope Valley Mosquito & Vector Control District is a special district charged with protecting public health within most of the City limits of Palmdale and Lancaster. Our main objective is to keep mosquito populations at a minimum. We take this responsibility very seriously. As such, we have reviewed the NOP of DEIR for the above named project and ask consideration of the following points:

The document states that the project may substantially alter the existing drainage pattern and contribute to excess runoff water. It further states that a Water Quality Management Plan would include non-structural source control and structural/treatment BMPs, and that these BMPs might include swales, inlet filtration and/or water quality basins.

Temporary and/or permanent or structural BMP units (swales, wet basins, vaults, sumps, and the like) that may be utilized for this project may hold water longer than 72 hours, allowing for the reproduction of mosquitoes and increasing the risk to public health from mosquito- and other vector-borne diseases such as West Nile virus (please see references below).

Ongoing studies by several Vector Control Districts in collaboration with the California Department of Health Services found that stormwater capture devices often breed tremendous numbers of mosquitoes nearly year-round. In addition, underground vault spaces provide safe harborage for adult resting and over-wintering mosquitoes.

Undoubtedly, BMPs that do NOT hold standing water or those designed to drain completely within 72 hours are the best solutions. In addition, maintenance is critical. Customary annual or even bi-annual pumping of vault-type units is wholly inadequate to prevent mosquito reproduction.

Board of Trustees

L.A. County
Joyce Ashley
Barbara Liddle
Aunie Rondo

Lancaster
Greg Hanes
Pasadena

District Manager
Col. D. Kratz

Office Location
4252 W. 8th Street East
Lancaster, CA 93534-2461
Mosquito reproduction in stormwater BMPs constitutes a public health nuisance under California Health and Safety Code § 2060 and the property owner will be held liable for the creation/maintenance of a public health nuisance.

In summary these are the points that we would like to bring to your attention and ask for your consideration:

- Temporary and/or permanent or structural BMP units (swales, wet basins, vaults, sumps, and the like) that may be utilized for this project may hold water longer than 72 hours, allowing for the reproduction of mosquitoes and increasing the risk to public health from mosquito and other vector-borne agents such as West Nile virus.
- Mosquito reproduction in stormwater BMPs constitutes a public health nuisance and will require mosquito abatement. Mosquito reproduction at these sites may result in an abatement notice issued by our Board of Trustees under the California Health and Safety Code §2060 resulting in potential fines up to $1,000 per day plus the cost of abatement until corrected.
- The cumulative impact of multiple BMP units placed to limit and treat stormwater runoff across the project site may be substantial and must be carefully considered. This is one of the most seriously overlooked and unintended consequences of Clean Water Act compliance.

It is therefore crucial that the developer, owner and the City of Lancaster put a long-term plan in place for these drainage systems to be properly maintained in order to reduce mosquito breeding and to give the Mosquito Control Technicians access for surveillance and treatment of the water.

Please feel free to contact me at 661-942-2917 ext. 206 for any further information.

Best regards,

Karen S. Mellor
Entomologist / Operations Supervisor
Antelope Valley Mosquito & Vector Control District

References:
- Metzger, M.E. et al., 2002. The Dark Side of Stormwater Runoff Management: Disease Vectors Associated with Structural BMPs http://www.forester.net/sw_0203_dark.html
August 7, 2007

Ms. Brigitte Ligons  
Assistant Planner, City of Lancaster  
44933 North Fern Avenue  
Lancaster, Ca 93534-2461

SUBJECT: Southern California Regional Rail Authority (SCRRA) Comments on Notice of Preparation of Environmental Impact Report for the Downtown Lancaster Specific Plan

Dear Ms. Ligons:

On July 26, 2007 we received your letter notifying us of the Notice of Preparation of Environmental Impact Report for the Downtown Lancaster Specific Plan. Thank you for the opportunity to comment. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink on member agency-owned and on private freight railroad rights of way. Additionally, SCRRRA provides a range of rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA member agencies are the Los Angeles County Metropolitan Transportation Authority (Metro) – previously referred to as MTA, Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

Based on the proximity of the rail line and station to the proposed development, the following recommendations are being conveyed by SCRRA:

**Air Quality /Noise Calculations/Train Noise**

- Consideration of train noise will be a factor with the development of future residential communities. Our trains meet all federal noise regulations for locomotive operations and train horns. We are not required to provide any sound mitigation from our operations (sound walls, etc.)
- SCRRA is the proper source for baseline and future data of operating volumes, train traffic and right-of-way activities.
Operating Clearances
We could have a conflict with mandated operating clearances determined by SCRRRA Engineering staff.

Security
Development near one of our rail facilities may increase the chance for vandalism or other crimes and should be adequately mitigated by fencing, lighting, limiting access, and signage.

Drainage
The design and construction of drainage waterways, culverts and structures shall be based on sound hydraulic principles to achieve an optimum combination of efficiency and economy. The design and construction shall meet current local, State and Federal standards, rules, guidelines and requirements. The design and construction of drainage facilities will protect the railroad and facilities from storm water damage; drain the right-of-way; do not interfere with track subgrade, walkways; avoid saturation of track embankment or deposition of silt in track ballast; and do not increase vegetation that is a fire hazard.

Future developments in commercial and residential communities

Future Grade Separations
- Significant developments of commercial and residential communities will impact the traffic volume and circulation at highly traveled grade crossings. SCRRRA requests that you consider future grade separations, especially considering the cumulative traffic increases, which will be caused by development of this area, and other adjacent developments.

Signal synchronization and traffic patterns
- SCRRRA requests to review future plans of community developments within ¼ miles of the right-of-way. In addition we would like to see future traffic flow plans, traffic analyses, location of driveways with respect to truck traffic circulation and proposed enhancements to signalization and warning devises associated with any increases in traffic, including potential queuing, over highway rail grade crossings.

Sight line obstruction potential
- No obstructions, such as structures, walls, fences and hedges, to vision should be designed and constructed within the applicable sight triangle. The sight triangle is the area of visibility required on a corner to allow for a safe operation of vehicles, trains, pedestrians and cyclists in the proximity of intersection of rail lines.

General concerns
- Developments directly adjacent to the rail corridor have additional concerns that will need to be reviewed and approved by SCRRRA such as:
  - Proposed vegetation types and sizes.
  - Drainage onto and off the rail corridor.
  - Type of construction equipment to be used next to live tracks.
  - Type of construction methods to be used next to live tracks.
We request and expect to receive timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of the written proposed responses to our comments on this environmental document and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

If you have any questions regarding these comments please contact Laurene Lopez, Community Relations Administrator, at (213) 452-0288 or by e-mail at lopezl@serra.net.

Sincerely,

[Signature]

David Solow
Chief Executive Officer
August 10, 2007

Ms. Brigitte Liongs, Assistant Planner
City of Lancaster
44933 N. Fern Avenue
Lancaster, CA 93534

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Downtown Lancaster Specific Plan - SCAG No. I 20070458

Dear Ms. Liongs,

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Downtown Lancaster Specific Plan (DLSP), SCAG No. I 20070458, to the Southern California Association of Governments for review and comment. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG’s responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (15206). The DLSP provides area specific land use regulations and development for seven districts within the Downtown. The DLSP would all for a mix of land uses including retail, office, residential, and civic uses. The DLSP comprises approximately 140 acres generally located west of the Union Pacific Railroad Line, south of Kettering St., and east of 10th Street West.

CEQA requires that EIR’s discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies, and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies. Policies of SCAG’s Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. Also, for ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format (attached). The RCPG, RTP and CGV can be found on the SCAG web site at: http://scag.ca.gov/gr

Please provide a minimum of 45 days for SCAG to review the DEIR and associated documents when these documents are available. If you have any questions regarding the attached comments, please contact James R Tebbetts at (213) 236-1915. Thank you.

Sincerely,

Jacob Lieb
Manager, Environmental Division

DOC5# 138876v1
COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR DOWNTOWN LANCASTER SPECIFIC PLAN - SCAG NO. 1 20070458

PROJECT DESCRIPTION

Development of the DLSP would allow for a mix of land uses including retail, office, residential and civic uses within the seven districts. The DLSP would retain existing uses within the specific plan area. Currently, the specific plan area contains approximately 368,980 square feet (s.f.) of retail/service uses, 212,796 s.f. of office/civic/public uses and 250 dwelling units (38 single-family and 212 multi-family). Table 2-1, Development Plan Buildout Summary, identifies the maximum buildout potential for each of the seven districts within Downtown Lancaster. As indicated in Table 2-1 of the initial study, the DLSP would allow a maximum of 924,848 s.f. of retail service uses, 973,956 s.f. of office/civic/public spaces and 3,526 dwelling units (single- and multiple-family) in the Downtown. The downtown area could see an increase of 555,868 square feet of retail service uses, 781,169 square feet of office/civic/public uses, and 3,276 dwelling units over what currently exists. The DLSP comprises approximately 140 acres generally located south of Kettering Street, east of 10th Street West, west of the Union Pacific Railroad line and north of Newgrove Street.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the for the Amargosa Creek Specific Plan.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG’s Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The DEIR should reflect the most current adopted SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The adopted forecasts for your region, subregion, and City are as follows:

### Adopted SCAG Regionwide Forecasts

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<th>2015</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
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<td>Population</td>
<td>19,208,661</td>
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<td>21,137,519</td>
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<td>6,072,578</td>
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<td>6,865,355</td>
<td>7,263,519</td>
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<td>9,659,847</td>
<td>10,100,776</td>
<td>10,527,202</td>
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### Adopted North Los Angeles County (NLAC) Forecasts

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<th>2020</th>
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<td>Population</td>
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<tr>
<td>Employment</td>
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<td>253,417</td>
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</table>

DOCS# 138876v1
The project has the potential to provide a large number of employment opportunities for residents of the City of Lancaster and surrounding area (1,317,000 square feet of additional commercial area). Between 2010 and 2030 North Los Angeles County (NLAC) and City of Lancaster Adopted Employment Forecasts shows that the NLAC and the City will go from job rich to job poor areas. This project could aid this slowing this decline. Please address this in the DEIR.

**GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING**

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.04 **Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.**

3.05 **Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.**

3.08 **Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.**

3.09 **Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.**

3.10 **Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.**

**GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE**

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.11 **Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.**

3.12 **Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.**
3.13 Encourage local jurisdictions’ plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

3.14 Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.

3.15 Support local jurisdictions’ strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.

3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.

3.17 Support and encourage settlement patterns which contain a range of urban densities.

3.18 Encourage planned development in locations least likely to cause adverse environmental impact.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.

3.25 Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.

3.26 Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.

3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

AIR QUALITY CHAPTER

The Air Quality Chapter core actions related to the proposed project include:

5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/mission fees) so that options to command and control regulation can be assessed.
5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.

OPEN SPACE AND CONSERVATION CHAPTER

The Open Space and Conservation Chapter goals related to the proposed project include:

9.4 Maintain open space for adequate protection to lives and properties against natural and manmade hazards.
9.6 Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter goals related to the proposed project include:

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

REGIONAL TRANSPORTATION PLAN

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:
RTP G1 Maximize mobility and accessibility for all people and goods in the region.
RTP G2 Ensure travel safety and reliability for all people and goods in the region.
RTP G3 Preserve and ensure a sustainable regional transportation system.
RTP G4 Maximize the productivity of our transportation system.
RTP G5 Protect the environment, improve air quality and promote energy efficiency.
RTP G6 Encourage land use and growth patterns that complement our transportation investments.

GROWTH VISIONING

The eastern portion of the DLSP is located within a Compass 2% Strategy Area, where development is intended to balance employment, housing, and services to reduce vehicle trips and emissions, enhance livability, expand prosperity, and increase sustainability. The Strategy Area is approximately two (2) miles in diameter, with the Area centered at the Metrolink Station (44812 Sierra Highway). Please demonstrate how the DLSP does or does not support these principles. More information can be found at: http://www.compassblueprint.org/2percent.

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and
10 August 2007
Ms. Brigitte Ligons
Page 6

sustain for future generations the region’s mobility, livability and prosperity. The following “Regional Growth Principles” are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

**Principle 1: Improve mobility for all residents**
- GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.
- GV P1.2 Locate new housing near existing jobs and new jobs near existing housing.
- GV P1.3 Encourage transit-oriented development.
- GV P1.4 Promote a variety of travel choices

**Principle 2: Foster livability in all communities**
- GV P2.1 Promote infill development and redevelopment to revitalize existing communities.
- GV P2.2 Promote developments, which provide a mix of uses.
- GV P2.3 Promote “people scaled,” walkable communities.
- GV P2.4 Support the preservation of stable, single-family neighborhoods.

**Principle 3: Enable prosperity for all people**
- GV P3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- GV P3.2 Support educational opportunities that promote balanced growth.
- GV P3.3 Ensure environmental justice regardless of race, ethnicity or income class.
- GV P3.4 Support local and state fiscal policies that encourage balanced growth.
- GV P3.5 Encourage civic engagement.

**Principle 4: Promote sustainability for future generations**
- GV P4.1 Focus development in urban centers and existing cities.
- GV P4.2 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- GV P4.3 Utilize “green” development techniques

**CONCLUSION**

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.
Suggested Side by Side Format - Comparison Table of SCAG Policies

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggest format is as follows:

<table>
<thead>
<tr>
<th>SCAG RCPG (RTP and/or CGV) Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy Number</strong></td>
</tr>
<tr>
<td>-------------------</td>
</tr>
<tr>
<td>3.01</td>
</tr>
<tr>
<td>3.02</td>
</tr>
<tr>
<td>3.03</td>
</tr>
<tr>
<td>Etc.</td>
</tr>
</tbody>
</table>
August 16, 2007

Brigitte Ligons
City of Lancaster
44933 N. Fern Avenue
Lancaster, CA 93534

Dear Ms. Ligons:

Re: SCH# 200707114; Downtown Lancaster Specific Plan

The California Public Utilities Commission (Commission) has jurisdiction over the safety of
highway-rail crossings (crossings) in California. The California Public Utilities Code requires
Commission approval for the construction or alteration of crossings and grants the Commission
exclusive power on the design, alteration, and closure of crossings.

The Commission’s Rail Crossings Engineering Section (RCES) is in receipt of the Notice of
Completion & Environmental Document Transmittal-Notice of Preparation from the State
Clearinghouse. RCES is concerned that future development at the intersection of Kettering, 10th
Street West, Newgrove Street and Milling Street (lat=34.694803 and long=-118.146629) may
increase traffic volumes not only on streets and at intersections, but also at the Avenue I (DOT#
750640U), Lancaster Boulevard (DOT# 750609H) and Avenue J (DOT# 750641B) crossings.

Safety factors to consider include, but are not limited to, the planning for grade separations for
major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in
traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-
way.

If you have any questions, please contact Varouj Jinbachian, Senior Utilities Engineer at 213-
576-7081, vsj@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Dan Miller, UP
    Rob Harris, Metrolink
August 23, 2007

Ms. Brigitte Ligons  
Assistant Planner  
City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534-2461

Dear Ms. Ligons:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT  
DOWNTOWN LANCASTER SPECIFIC PLAN  
CITY OF LANCASTER

Thank you for the opportunity to review the Notice of Preparation for the above Draft Environmental Impact Report (DEIR). We offer the following comments for your consideration.

Sewer

The Downtown Lancaster Specific Plan (DLSP) stated that further analysis will be required to determine the impact associated with the available capacity of the wastewater treatment facility; however, an analysis to determine the impact of the existing sewer lines was not mentioned in the report. The DLSP shall require a sewer area study be submitted to determine if the existing sewerage system servicing this project has adequate capacity to accept all tributary area sewer discharges. This tributary area shall include, but not limited to, the proposed flows from the project site and tributary flows from adjacent areas and, if applicable, all other tributary areas beyond the County’s boundaries. The sewer area study shall be approved by Public Works and/or agencies having jurisdiction of the tributary area. If the system is found to have insufficient capacity, upgrade of the existing sewerage system is required to the satisfaction of all affected agencies. In addition, the sewer deficiencies and any associated mitigation shall be addressed in the final environmental documents.
Traffic and Lighting

We believe the development has the potential to significantly impact the County and County/City roadways and intersections in the area. We would like the opportunity to review the Environmental Impact Report including the traffic impact study upon its completion. The traffic impact study shall address impacts to any County and County/City roadways and intersections. The County’s methodology shall be used when evaluating the County and County/City intersections. A copy of our Traffic Impact Analysis Report Guidelines may be obtained on our website at http://dpw.lacounty.gov/traffic/.

Waterworks

Page 39 of the Initial Study indicates that the water supplied to the project area is purchased by the Antelope Valley East Kern Water Agency from the State Water Project.

The DEIR for the project should indicate that the potable water for the project area is provided by the Los Angeles County Waterworks District No. 40, Antelope Valley. The District's water is supplied by two sources: imported water that is purchased from Antelope Valley East Kern Water Agency (the State Water Project Contractor for the Project area), and groundwater that the District pumps from its wells located throughout its service area. A Water Supply Assessment for the project will be prepared and adopted by the District for this project as requested by the City of Lancaster consistent with the requirements of California Water Code Section 10910. The Assessment should be used by the City when preparing the DEIR for this project.

When it is ready, please send three copies of the DEIR to:

Mr. Steve Burger  
County of Los Angeles  
Department of Public Works  
Land Development Division  
P.O. Box 1460  
Alhambra, CA 91802-1460

If the DEIR is available electronically or on-line, please forward it or the link to Mr. McNamara at sburger@dpw.lacounty.gov.
If you have any questions, please contact Mr. Burger at (626) 458-4907.

Very truly yours,

DONALD L. WOLFE
Director of Public Works

DENNIS HUNTER
Assistant Deputy Director
Land Development Division
October 11, 2007

Ms. Brigitte Ligons
City of Lancaster
44933 North Fern Avenue
Lancaster, California 93534

NOTICE OF PREPARATION FOR THE DOWNTOWN LANCASTER SPECIFIC PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT, SCH NO. 2007071114

Dear Ms. Ligons:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the project mentioned above.

Based on the review of the document, DTSC comments are as follows:

1. The Initial Study of the NOP states that the Project Site (Site) is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would potentially create a significant hazard to the public or the environment. DTSC recommends environmental investigation to evaluate further whether conditions at the Site pose a threat to human health or the environment.

2. All environmental investigation and/or remediation should be conducted under a Work Plan which is approved by a regulatory agency who has jurisdiction to oversee hazardous waste cleanups. Proper investigation and remedial actions should be conducted at the Site prior to its development.

3. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.
Ms. Brigitte Ligons  
October 11, 2007  
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC’s web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me at (818) 551-2980.

Sincerely,

Juli Oborne  
Unit Chief  
Southern California Cleanup Operations Branch – Glendale Office

cc: Governor’s Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Office of Environmental Planning and Analysis  
CEQA Tracking Center  
Department of Toxic Substances Control  
10011 Street, 22nd Floor, M.S. 22-2  
Sacramento, California 95814