

Environmental Assessment

Maison's Sierra

45635 Sierra Highway, Lancaster
Los Angeles County, California 93534



PLAN 2B

STREET VIEW

PLAN 2C

Determinations and Compliance Findings

for HUD-assisted Projects

24 CFR Part 58

November 2023



U.S. Department of Housing and Urban Development

451 Seventh Street, SW

Washington, DC 20410

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Environmental Assessment
Determinations and Compliance Findings for HUD-assisted Projects
24 CFR Part 58

Project Identification: Maison's Sierra Affordable Housing

Responsible Entity: California Housing Finance Agency

Preparer: Bay Desert, Inc.

Month/Year: November 2023

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24 CFR Part 58

Project Information

Project Name: Maison's Sierra Affordable Housing

Responsible Entity: California Housing Finance Agency
500 Capitol Mall, Suite 1400
Sacramento, CA 95814

Grant Recipient (if different than Responsible Entity):

State/Local Identifier:

Preparer: Cinnamon Crake, President, Bay Desert, Inc.

Certifying Officer Name and Title: Tiena Johnson Hall, Executive Director

Consultant (if applicable): Bay Desert, Inc.
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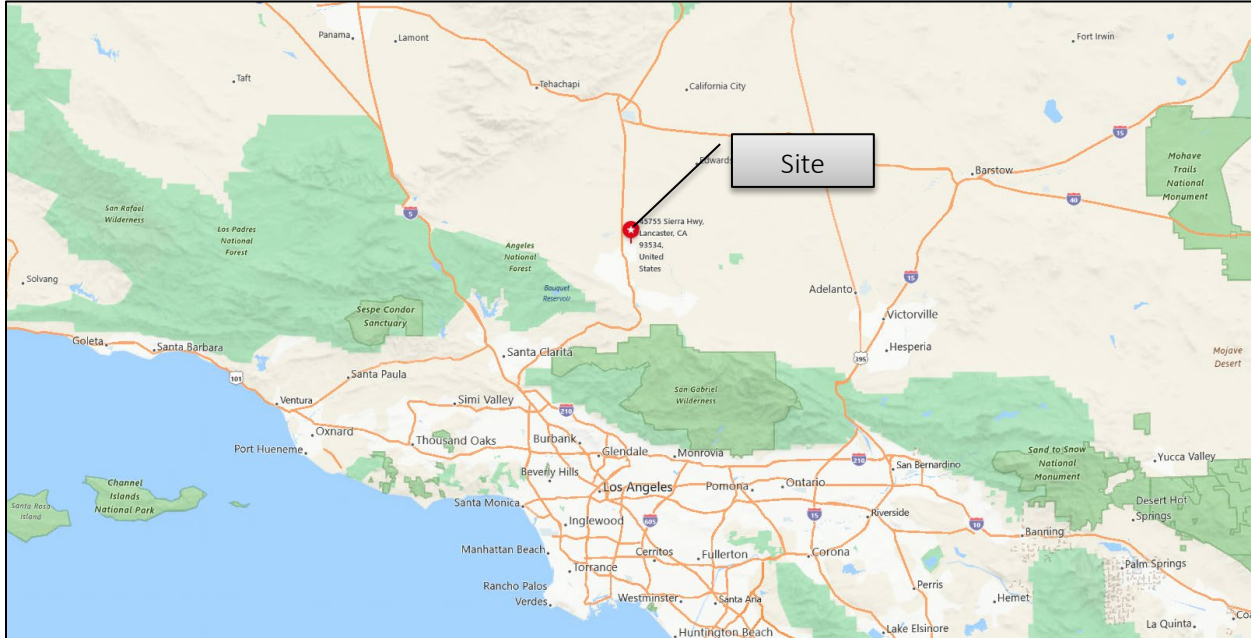
Direct Comments to: Mirna Ramirez, Loan Administrator
(916) 201-0033
MRamirez@CalHFA.ca.gov

Project Location: 45635 Sierra Highway, Lancaster, Los Angeles County,
California 93534 (25.28 acres of a larger 45.5-acre site)

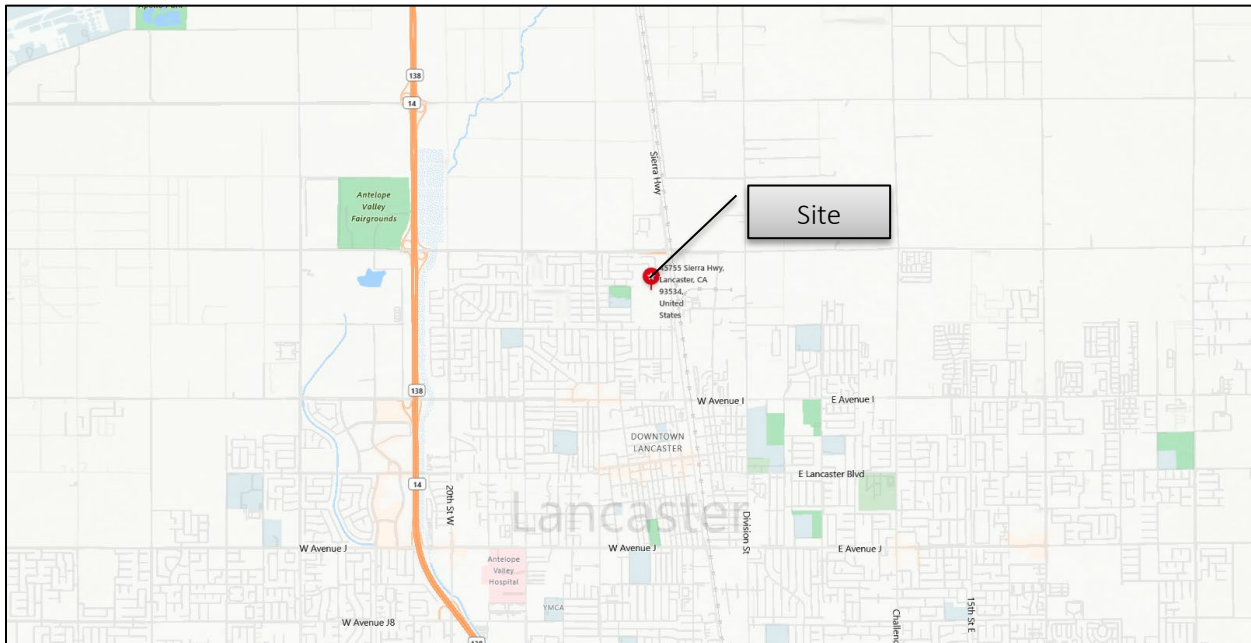
Project Location

Maison's Sierra

45635 Sierra Highway, Lancaster, Los Angeles County, California 93534



Map 1 Regional Setting

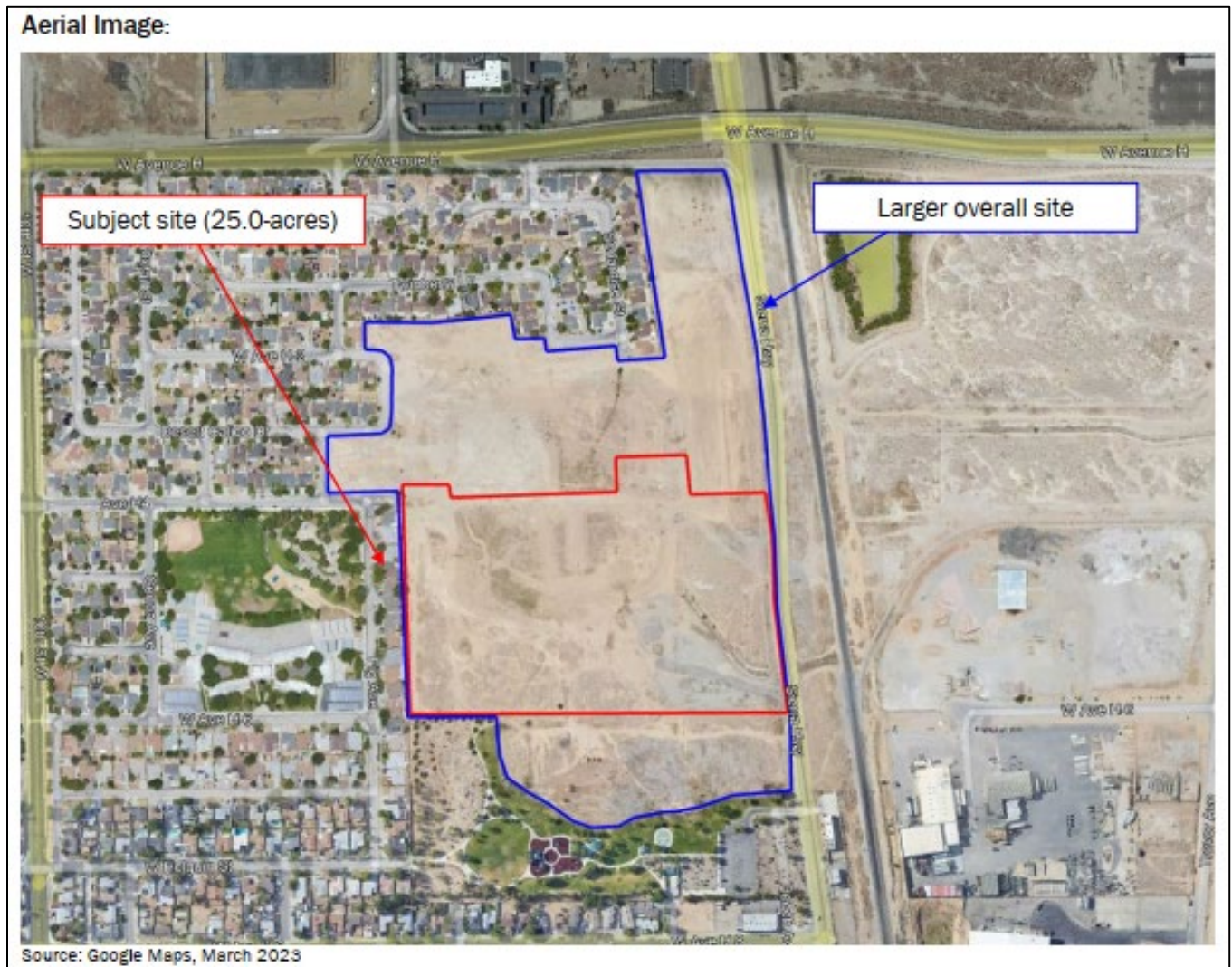


Map 2 Local Setting

Project Photograph

Maison's Sierra

45635 Sierra Highway, Lancaster, Los Angeles County, California 93534



Map 3 Aerial View (Courtesy of the project sponsor)

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

Maison's Sierra, 45635 Sierra Highway, Lancaster, Los Angeles County, California 93534 (25.28 acres of a larger 45.5-acre site):

The Maison's Sierra project proposes new construction of affordable housing project on a 25.28 acre portion of a larger 45.5-acre vacant parcel owned by the Housing Authority of the City of Lancaster. The project will construct 196 one-story single family homes. A total of 195 units will be income-restricted and one unit will be reserved for an onsite manager. The unit mix will be 40 one-bedroom homes (692 square feet), 78 two-bedroom homes (917 square foot), and 78 three-bedroom homes (1,251 square feet). All homes will include private yard space. Main housing units will include two attached private covered parking spaces and accessory units will include one adjacent private uncovered parking space. The project will provide a total of 325 parking spaces comprised of 196 private garage spaces and 129 surface parking spaces.

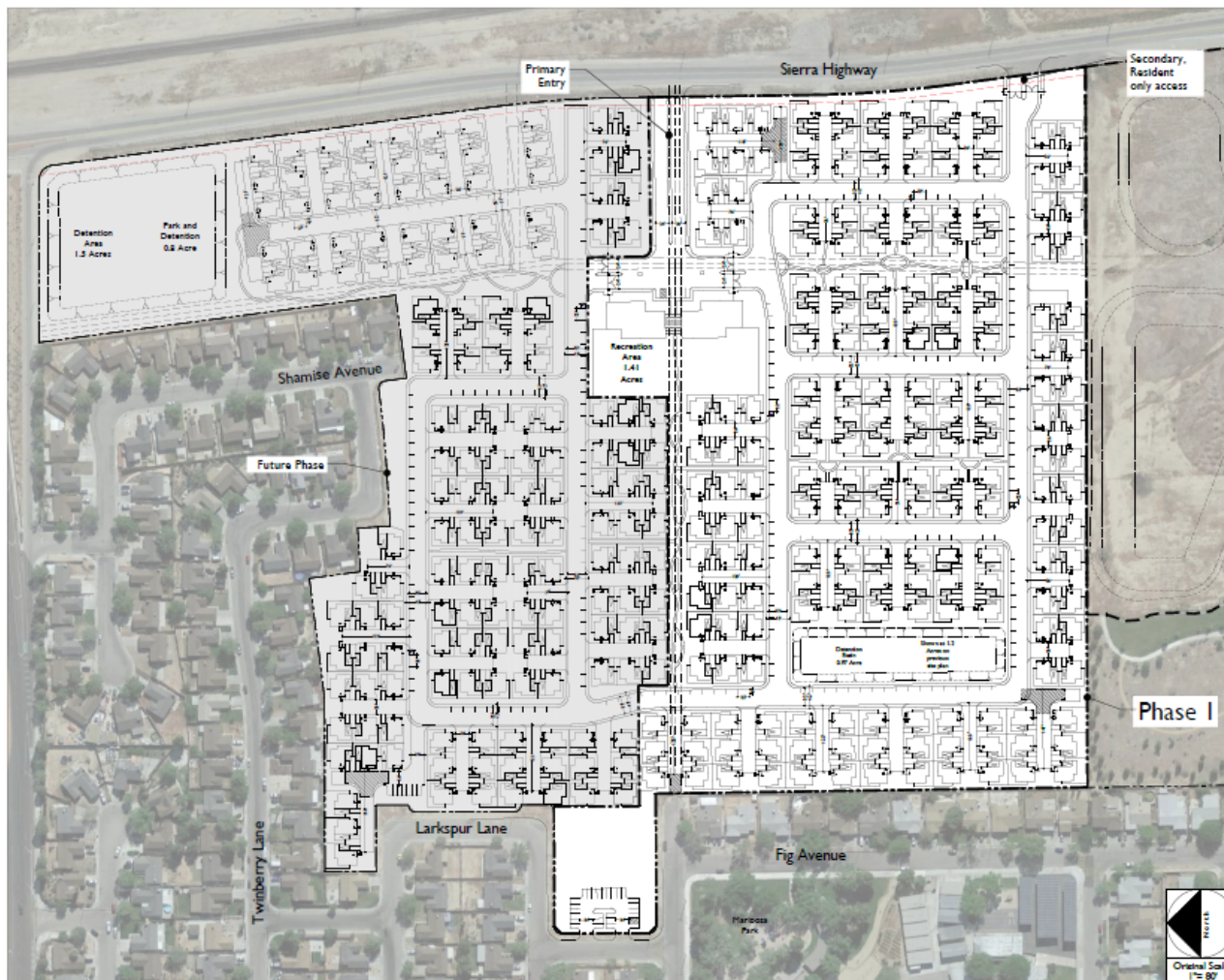
Amenities include three recreational spaces spread throughout the project with a recreation facility located at the main recreational area on the northeastern side of the community adjacent to the main project entry off of Sierra Highway. The recreation facility is 3,778 square feet with 2,791 square feet of total indoor area and includes a common meeting room, leasing office, fitness center, business center, centralized mail room, bathrooms and outdoor showers. Immediately adjacent to the recreation facility is a pool, spa, pool equipment structure maintenance facility and passive outdoor open space. The other two recreational spaces are located on the southern end of the project adjacent to Whit Carter Park and include children's play areas, dog parks and additional passive open spaces. Additionally, these recreational spaces will have a direct access to Whit Carter park.

There are three gated vehicular access points into project; two on the eastern side of the community and one on the western side. The main access will be located on Sierra Highway. A secondary access off of Sierra Highway further south will allow for entry to and exit from the community from the southbound lanes of Sierra Highway only. The third access point will be located on the northeastern side of the community and will allow for entry and exit to the community from Avenue H-4.

All infrastructure inside will be private with the exception of a public fire hydrant system. Major street improvements of Sierra Highway along the project frontage will be required as part of the project as well as park improvements to Whit Carter Park immediately adjacent to the southern boundary of the project. The internal circulation network of the project will consist of 32-foot-wide streets with parking available on one side of the street along with a four-foot-wide parkway and a 4.5-foot-wide sidewalk. Additionally, a private network of walking paths will link housing units to the main sidewalk network as well as traverse between residential structures in order to make the community more pedestrian friendly. Walking paths and sidewalks will be ADA accessible with ADA ramps at street intersections to allow for an accessible path of travel from residential housing units to open and amenity spaces and facilities.

Construction of the project will begin in March 2024 and will last for approximately 24-months. Home occupancies will occur in a phased manner throughout the course of the project with initial occupancies occurring approximately 9 to 12 months after construction starts and continuing until project completion.

The project is affordable to households earning between 30% and 80% of the Los Angeles County Area Median Income (AMI). Source: (1) (2) (3) (See Appendix A)



Site Summary

Total Homes:	196
Gross Site Area:	25.28 Acres
Gross Density:	7.75 DU/Acre

Unit Summary

Plan 1:	48 Homes
Plan 2:	75 Homes
Plan 3:	73 Homes
Total Homes:	196 Homes

Parking Required

Senior Apartments/Condominiums (per 17.08.100)	
1 Covered Resident Space/Unit:	196
0.25 Guest Spaces/Unit:	49
Total Parking Required:	245

Parking Provided

Garage Spaces:	196 (1:1)
Uncovered Spaces:	129 (0.66:1)
Total Spaces:	325 (1.66:1)

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 ARCHITECTURE + PLANNING + INTERIORS
 Conceptual Site Plan
 2023/05/15/2023, 10:00 AM
 Project Name: CA 024 - 0200
 Job #: 23-00000000
 Job #: 23-00000000

CONCEPTUAL SITE PLAN
SIERRA HIGHWAY
 Lancaster, California
 A 30.22282
 SCALE: 1" = 80'-0"

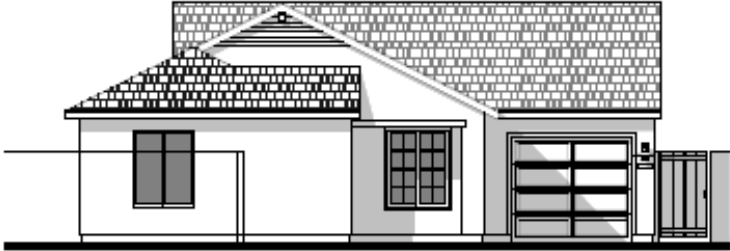
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Note:
 This plan was prepared for the purpose of submitting the application for a residential
 project and is not a final plan. It is subject to change without notice. The applicant
 shall be responsible for obtaining all necessary permits and approvals. The applicant
 shall be responsible for obtaining all necessary permits and approvals. The applicant
 shall be responsible for obtaining all necessary permits and approvals.

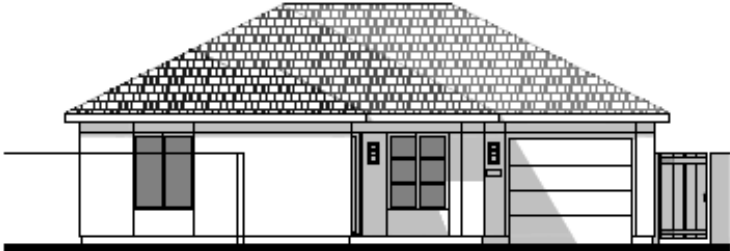
Figure 2 Project in White (above)



Figure 3 Plan 1 Elevations



ELEVATION 'A'



ELEVATION 'B'

Figure 4 Plan 3 Elevations



Figure 5 Community Building Rendering



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STREET SCENES
SIERRA HIGHWAY
Lancaster, California
A30.23001

STREET VIEW

SS.1

05.02.23

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Figure 6 Rendering

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The purpose of the proposal is to increase the number of affordable housing units in the City of Lancaster and Los Angeles County as a whole. An increase of 196 units of single family housing can be achieved by implementing the project. The type of product proposed, detached homes, will help provide a mix of affordable housing types, not just multifamily units.

The following comes from the City of Lancaster’s General Plan *Housing Element (2021-2029)*.

Between 2010 and 2020, as reported by the California Department of Finance, the population of Lancaster grew approximately 3.2 percent, from 156,633 to 161,699 residents. This growth rate was slightly less in Lancaster than in Los Angeles County as a whole (4.1 percent). The Southern California Association of Governments (SCAG) growth forecast predicts a steady increase in population through 2045. From 2020 to 2045, SCAG estimates that the Lancaster’s population will grow by nearly 32 percent, while countywide population is expected to increase by 14.8 percent. These population forecasts are linked to anticipated housing needs, determined by the California Department of Housing and SCAG.

Table 1 Population Growth and Projected Growth

	2010	2020	2045	% Change	
				2010-2020	2020-2045
Lancaster	156,633	161,699	213,300	3.2%	31.9%
Los Angeles County	9,758,256	10,172,951	11,677,000	4.1%	14.8%

Source: CA DOF E-5 Population and Housing Estimates, SCAG Growth Forecasts

In addition to population projections, several other demographic characteristics and trends can indicate housing needs. Among these characteristics are age composition, racial and ethnic composition, and employment.

Population age distribution serves as an important indicator of housing needs, because housing needs and preferences change as individuals or households grow older. Young families tend to focus more on cost and the ability to become first-time homebuyers. The table below shows the age groups of Lancaster residents. In 2018, residents between 25 and 44 years old represented the largest age group (28 percent). Residents within the age groups zero to 14 and 45 to 64 years old represented nearly a quarter of the population each. When compared with the Southern California region at large, Lancaster has a larger share of its population that is younger than 18 (28.7 percent compared to 23.4 percent). Lancaster’s seniors (65 and above) make up nearly 10 percent of the population, which is lower than the regional share of 13 percent. This younger demographic is also reflected in the median age; Lancaster’s median age is 32.4 years, compared with the County (36.2 years) and the state (36.3 years). The large population of children and young adults means that demand will likely continue to grow for larger family-sized units.

Hispanic (40 percent) and White (31 percent) residents make up the majority of the City’s population, followed by Black (21 percent), and Asian/Pacific Islander (four percent). When compared with Los Angeles County at large, Lancaster has fewer Hispanic residents (40 percent compared to 48 percent) and Asian residents (four percent compared to 14 percent), but more Black (21 percent compared to eight percent in the County) and White (31 percent compared to 26 percent) residents. Since 2010, the Hispanic population in Lancaster has increased five percent while the White and Black population decreased (four and one percent, respectively).

Lancaster has 56,103 workers living within its borders who work across 13 major industrial sectors. Many Lancaster residents work in educational services, health care and social assistance (27 percent), and retail trade (12 percent). Between 2010 and 2018, there was an increase in educational services, health care, and social assistance. At the same time retail trade decreased.

These trends are important to understand, as certain industries are generally associated with lower median earnings. In Lancaster, educational services, health care and social assistance workers have a median income of \$36,775, and those in retail trade have a median income of \$26,458, both below the City median of \$37,428.

According to the 2018 Economic Census prepared by the U.S. Census Bureau, 21 percent of employed residents work within Lancaster in local businesses. The aerospace industry, including Edwards Air Force Base, Lockheed Martin, and Northrop Grumman, continue to be the Antelope Valley's largest employers.

According to the 2018 American Community Survey, the median household income for Lancaster was \$52,504, which is lower than the County of Los Angeles median household income of \$64,251. Median household income differs significantly by tenure in Lancaster; owner households earn more than double what renter households make.

Source: (4)

Existing Conditions and Trends [24 CFR 58.40(a)]:

Existing Conditions

The City of Lancaster is located within the Antelope Valley, in North Los Angeles County, approximately 70 miles north of downtown Los Angeles. The City's incorporated boundaries encompass 94 square miles or approximately 60,160 gross acres of land. The City's sphere of influence extends from Avenue A in the north to Avenue N in the south and from 120th Street East in the east to 110th Street West in the west. The northern boundary of the area is adjacent to the Kern County line and includes a portion of Edwards Air Force Base and its dry lakebeds. The communities of Quartz Hill and Antelope Acres are also included. Air Force Plant 42 and the City of Palmdale border the area on the south.

Source: (5)

Site Characteristics

The project site is located in the northeastern portion of the City of Lancaster southeast of the intersection of Avenue H4 and Fig Avenue, in an area consisting of a mix undeveloped, vacant land, single-family homes and industrial uses, a park, commercial/retail uses and Sierra Highway.

The site is 25 acres of a larger 45.5-acre site with address 45635 Sierra Highway, Lancaster, Los Angeles County, California 93534. The site is vacant and undeveloped land.

Source: (6)



Figure 7 Existing Conditions (Courtesy BFSA)



Figure 8 Northwest portion of the site (Courtesy BFSA)

Trends

The cost of housing in a community is directly correlated to the number of housing problems and affordability issues. High housing costs can price low-income families out of the market, cause extreme cost burdens, or force households into overcrowded or substandard conditions. The Lancaster median home price in September 2020, based information provided by CoreLogic, was \$368,000, which is 18.7 percent higher than the median price in September 2019. As of January 2021, data reported by the Greater Antelope Valley Association of Realtors reported a median sales price of \$380,000, with 52 homes (37 percent) selling at a cost between \$300,000 and \$400,000. Many homes also sold at lower cost; 26 homes sold during January 2021 at prices between \$200,000 and \$299,999, and an additional four homes sold even lower. The median home price in Los Angeles County in September 2020 was \$710,000, nearly double the median price Lancaster at the same time.

According to the 2018 Census, 46.5 percent of Lancaster households live in rental housing. Census data shows that the average rent in Lancaster is \$1,162 per month with most (39.6 percent) paying between \$1,000 and \$1,499 in rent. The real estate website Zumper.com reports a median rent of \$1,395 for one-bedroom units, \$1,495 for two-bedroom units, and \$1,900 for three-bedroom units in Lancaster as of December 2020. As of July 2021, limited rentals were available, based on a search of the real estate website Zillow.com. Six apartments and townhomes were listed for rent in Lancaster and 13 single-family houses were listed for rent. One-bedroom units ranged from \$1,375 to \$1,728; two-bedroom apartments ranged from \$1,375 to \$1,750. Houses ranged from \$1,950 to \$3,200 with a median rent of \$2,437. The table below shows that the HUD-determined fair market rents for Los Angeles fall within the range of the rents within Lancaster. The rental rates in Lancaster generally are less than the HUD determined fair market rents, indicating that certain parts of Los Angeles County are potentially more expensive than local rents.

Table 2 Fair Market Rents in Los Angeles County

Year	Efficiency	One-Bedroom	Two-Bedroom	Three-Bedroom	Four-Bedroom
FY 2020 FMR	\$1,279	\$1,517	\$1,956	\$2,614	\$2,857

Sources: FY2020 Fair Market Rents. U.S. Department of Housing and Urban Development (HUD)

¹ These sales prices were recorded during the worldwide COVID-19 pandemic, which began in March 2020.

Source: (4)

These trends are likely to continue in the absence of the project. The project will help to stem the trends outlined above by providing affordable housing units.

Funding Information

Grant Number	HUD Program	Funding Amount
122-98049	YHC – 542(c) HFA Risk Sharing – FFB NC – CFDA No. 14.188	\$26,950,000

Estimated Total HUD Funded Amount: \$26,950,000

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$72,471,217

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>There are no major airports or military airfields within 15 miles of the project site. There are two minor airports within 15 miles of the project site. General William J. Fox Airfield (a County-owned public airport) is located 4.77 miles to the north-northwest of the site; Palmdale Regional airport lies 6.33 miles to the south.</p> <p>The project site does not lie within any airports clear zone or accident potential zone.</p> <p>Source Documentation: (6) (7) (8) (Appendix B)</p>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The Coastal Barrier Resources Act of the United States (CBRA, Public Law 97-348), enacted October 18, 1982, designated various undeveloped coastal barriers, depicted by a set of maps adopted by law, for inclusion in the John H. Chafee Coastal Barrier Resources System (CBRS). Areas so designated were made ineligible for direct or indirect Federal national security, navigability, and energy exploration. CBRS areas extend along the coasts of the Atlantic Ocean and the Gulf of Mexico, Puerto Rico, the U.S. Virgin Islands, and the Great Lakes, and consist of 857 units. There are no Coastal Barrier Resources in California.</p> <p>Source Documentation: (9)</p>
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project involves acquisition and development of real property. The entire project site is located in Zone X(Shaded), the 500-year floodplain. The site is not located within a Special Flood Hazard Area that would require insurance. The project is not a Critical Action.</p> <p>Flood insurance is encouraged but not required.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>[42 USC 4001-4128 and 42 USC 5154a]</p>		<p>Flood hazard designation is depicted on FIRM Map Number 06037C0410F, with an effective date of September 26, 2008.</p> <p>Flood insurance is not required. Compliance with Executive Orders for the protection of floodplains is not invoked.</p> <p>Source Documentation: (10) (Appendix C)</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5</p>		
<p>Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>NEPA Conformity Analysis</p> <p>In May 2023, an <i>Air Quality, TAC and GHG Emissions Analysis</i> was conducted for the project by Rincon Consultants, Inc. A summary follows.</p> <p>The air quality and GHG emissions analysis conducted by Rincon assessed the air quality impacts from short-term construction emissions and long-term operational emissions generated by the project and Toxic Air Contaminant (TAC) exposure of future residents of the project. The analysis also quantified operational greenhouse gas (GHG) emissions and discusses the project’s consistency with the 2022 California Air Resources Board (CARB) Scoping Plan.</p> <p><u>Significance Thresholds</u></p> <p>The Code of Federal Regulations (CFR) provides guidance to document Clean Air Act (CAA) Conformity Determination requirements. 40 CFR Part 93.153(b)(2) defines de Minimis levels, which are the minimum thresholds for which a conformity determination must be performed for criteria pollutants based on the federal attainment status of the pollutant in the air basin.</p>

Table 3 Construction and Operational Air Pollution Emissions

Pollutant	Maximum Construction and Operational Emissions (tpy)
	CAA Conformity Threshold
Ozone ¹	100
PM _{2.5}	100
CO	100
SO ₂	100
PM ₁₀	100

¹Highest of ozone precursors emissions (reactive organic gases or nitrogen oxides)
 tpy = tons per year

Methodology

The California Emissions Estimator Model (CalEEMod) version 2022.1 was used to estimate construction and operational emissions. Construction emissions modeled include emissions generated by on-site construction equipment and vehicle trips associated with construction, such as worker, vendor, and hauling trips. Project construction was analyzed based on the land use type and square footage provided by the applicant.

Operational emissions modeled include mobile source emissions and area source emissions. Mobile source emissions are generated by vehicle trips to and from the project site. In addition, consumer products and architectural coatings generate emissions attributed to area source emissions. The residential portion of the project would not consume natural gas energy and would include all electric appliances. The recreation center of the project would consume natural gas energy.

Construction Emissions

Emissions generated during construction of the project are shown in the table below. Emissions generated during project construction would not exceed the de Minimis threshold for ROG, NO_x, PM_{2.5}, CO, SO₂, and PM₁₀.

Table 4 Construction Air Pollution Emissions

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>																																																																
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<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>assessment be conducted for developments resulting in sensitive receptors being placed within 500 feet of an existing high-volume roadway. A high-volume roadway is defined as an urban roadway with more than 100,000 vehicles per day or a rural roadway with more than 50,000 vehicles per day (CARB 2005). The project would site new sensitive receptors, residential units, within 500 feet of Sierra Highway and West Avenue H. Sierra Highway is a rural road that is adjacent to the project’s eastern boundary. Future average daily traffic (ADT) volumes on Sierra Highway are projected to reach up to 18,000 ADT (City of Lancaster 2008). West Avenue H is a rural road that is adjacent to the project’s northern boundary. Future ADT volumes on West Avenue H are projected to reach up to 16,000 ADT (City of Lancaster 2008). ADT volumes on Sierra Highway and West Avenue H would not exceed 50,000 vehicles per day. In addition, the Title 24 standards would require new residential units to include MERV 13 standard air filtration (at a minimum) to reduce PM10 and PM2.5 emissions by at least 70 percent. Therefore, new residents sited by the project are not anticipated to be adversely affected by exposure to long-term vehicle exhaust/TACs.</p> <p>Greenhouse Gas Emissions</p> <p><u>Background</u></p> <p>Gases that trap heat in the atmosphere are known as GHGs. GHGs allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation that warms the air. The process is similar to the effect greenhouses have in raising the internal temperature of the structure. Both natural processes and human activities emit GHGs. The accumulation of GHGs in the atmosphere regulates the Earth’s temperature, but emissions from human activities (such as fossil fuel-based electricity production and the use of motor vehicles) have elevated the concentration of GHGs in the atmosphere.</p> <p>The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO2), methane (CH4), nitrous oxides (N2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). Water vapor is</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>																
		<p>excluded from the list of GHGs because it is short-lived in the atmosphere, and natural processes, such as oceanic evaporation, largely determine its atmospheric concentrations.</p> <p><u>Significance Thresholds</u></p> <p>Neither HUD, AVAQMD, nor the City of Lancaster have adopted a numerical significance threshold for assessing impacts related to GHG emissions or formally adopted a local plan for reducing GHG emissions. Therefore, it is recommended that the significance of the project’s potential impacts with regard to GHG emissions and climate change be based on consistency with relevant plans and polices adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. The project’s operational GHG emissions have been quantified for informational purposes but are not compared to a numeric threshold.</p> <p><u>GHG Emissions Generation</u></p> <p>GHG emissions are provided for informational purposes. Operation of the project would generate GHG emissions associated with area sources, energy and water usage, vehicle trips, wastewater and solid waste generation, and refrigerants. Operational GHG emissions associated with the project are shown in the table below. As shown, annual operational emissions from the project would be approximately 2,739 MT of CO_{2e} per year.</p> <p>Table 6 Annual Operational Emissions of Greenhouse Gases</p> <table border="1" data-bbox="581 1457 1455 1730"> <thead> <tr> <th>Emission Source</th> <th>Annual Emissions (MT CO_{2e})</th> </tr> </thead> <tbody> <tr> <td>Mobile</td> <td>1,657</td> </tr> <tr> <td>Area</td> <td>47</td> </tr> <tr> <td>Energy</td> <td>898</td> </tr> <tr> <td>Water</td> <td>74</td> </tr> <tr> <td>Solid Waste</td> <td>64</td> </tr> <tr> <td>Refrigerants</td> <td><1</td> </tr> <tr> <td>Total</td> <td>2,739</td> </tr> </tbody> </table> <p>MT CO_{2e} = metric tons of carbon dioxide equivalent Source: Attachment A for CalEEMod worksheets.</p>	Emission Source	Annual Emissions (MT CO _{2e})	Mobile	1,657	Area	47	Energy	898	Water	74	Solid Waste	64	Refrigerants	<1	Total	2,739
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<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>Conclusion No adverse impacts were identified. Source Documentation: (11) (12) (13) (Appendix D)</p>
<p>Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Regulatory Setting In partnership with local governments, the Coastal Commission plans and regulates development and natural resource use within the Coastal Zone. LCPs are the basic planning tools that carry out this partnership between the State and local governments in their shared stewardship of the coast. Each LCP is comprised of two components. The first component is a Land Use Plan (LUP), which designates land use classifications, type and density of allowable development, and goals and policies concerning development. The second component is a Local Implementation Plan (LIP), which consists of the zoning ordinances required to implement the LUP. Local governments prepare LCPs and submit them to the Coastal Commission for approval. LCPs must be certified by the Coastal Commission to be recognized as official regulatory documents. Once certified, permitting authority is transferred to the local government, which applies the requirements of the LCP in reviewing proposed new developments. The Commission retains permanent coastal permit jurisdiction over development proposed on tidelands, submerged lands, and public trust lands, and the Commission also acts on appeals from certain local government coastal permit decisions. The Commission reviews and approves any amendments to previously certified Local Coastal Programs. There are currently over 90 certified LCPs that cover over 87% of the geographic Coastal Zone.</p> <p>Project The City of Lancaster is located in the Los Angeles-San Bernardino Counties (West Mojave Desert) portion of Los Angeles County. In other words, although the project site located in Los Angeles County where a Local Coastal Program is in effect, the site itself is located in the Mojave Desert and not adjacent to the Pacific Ocean.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Five county coastal areas fall within Los Angeles County Planning:</p> <ul style="list-style-type: none"> • Marina del Rey • Santa Catalina Island • Santa Monica Mountains • San Clemente Island • Ballona Wetlands Area A <p>Conclusion</p> <p>The site does not fall into one of the coastal areas above. The site is not subject to the Local Coastal Plan, therefore, a Coastal Development Permit is not required.</p> <p>Source Documentation: (6) (7) (14)</p>
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>Phase I Environmental Site Assessment</p> <p>Partner Engineering and Science, Inc. (Partner) performed a Phase I Environmental Site Assessment (ESA) in March of 2023 and in accordance with the scope of work and limitations of ASTM E1527-13 and E1527-21, the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (AAI) (40 CFR Part 312) for the property located at Vacant land generally along the west side of Sierra Highway, between Avenue H and Avenue H-13 in Lancaster, Los Angeles County, California (the “subject property”). The Phase I Environmental Site Assessment is designed to provide Ravello Holdings Inc and HUD with an assessment concerning environmental conditions (limited to those issues identified in the report) as they exist at the subject property.</p> <p><u>Property Description</u></p> <p>The subject property is located on the southwest corner intersection of W Avenue H and Sierra Highway within a residential, commercial, and undeveloped area of Los Angeles County. Please refer to the table below for further description of the subject property:</p>

Table 7 Subject Property Data¹

<i>Subject Property Data</i>	
Address(es):	Vacant land generally along the west side of Sierra Highway, between Avenue H and Avenue H-13, Lancaster, California
Historical Address(es):	45755 Sierra Highway
Property Use:	Vacant land
Land Acreage (Ac):	44.738
Number of Buildings:	None
Parcel Number:	3135-001-903 through 3135-001-918
Site Assessment Performed By:	Ramiro Vejar
Site Assessment Conducted On:	March 13, 2023
Regulatory Radius Report Date:	March 08, 2023
Lien Search Date:	N/A
Report Date:	March 15, 2023
FOIAs Date:	March 2023

The subject property is currently vacant land. No improvements with the exception of stormwater utility manholes, a stormwater channel, stormwater ditches, and stormwater detention basins were observed during the site reconnaissance. Abandoned used tires, windblown trash, abandoned residential trash, and a mound of raw asphalt were also observed on the subject property.

According to available historical sources, the subject property was formerly undeveloped as early as 1928; developed with outbuildings associated with a south adjoining residence between 1940 and circa 1965; developed with a small commercial building along Sierra Highway between 1956 and 2009; and undeveloped since 2010. Tenants on the subject property have included Brakkes Inn (1975-2008).

Table 8 Adjoining Properties

<i>Adjoining Properties</i>	
North:	Single family residences and W Avenue H followed by Quinn Company Cat Construction (45601 Sierra Highway)
Northeast:	W Avenue H followed unimproved vacant land
East:	Unimproved vacant land and Endura Steel, Inc. (411 W Avenue H-6) across Sierra Highway
South:	Whit Carter Park (45635 Sierra Highway)
West:	Single family residences, Mariposa Park (45755 Fig Avenue), and Mariposa School (737 W Avenue H)

According to topographic map interpretation and a previous subsurface investigation conducted on a nearby property, the physical setting features of the subject property identify the terrain as sloping to the northwest with the depth to groundwater in the vicinity of the subject property inferred to be approximately 60 to 70 feet below ground surface (bgs) and groundwater flow inferred to be toward the northwest.

Findings and Opinions

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p><u>Recognized Environmental Condition</u></p> <p>A recognized environmental condition (REC) refers to the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. The following was identified during the course of this assessment:</p> <ul style="list-style-type: none"> • Partner did not identify any RECs during the course of the assessment. <p><u>Controlled Recognized Environmental Condition</u></p> <p>A controlled recognized environmental condition (CREC) refers to a REC affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations). The following was identified during the course of this assessment:</p> <ul style="list-style-type: none"> • Partner did not identify any CRECs during the course of the assessment. <p><u>Historical Recognized Environmental Condition</u></p> <p>A historical recognized environmental condition (HREC) refers to a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example,</p>

¹ Note that the larger project area was studied. However, the analysis is indeed applicable to the subject property and the project in general.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>activity and use limitations or other property use limitations). The following was identified during the course of this assessment:</p> <ul style="list-style-type: none"> • Partner did not identify any HRECs during the course of the assessment. <p><u>Conclusions and Recommendations</u></p> <p>The Phase I Environmental Site Assessment revealed no evidence of RECs, CRECs, HRECs, or BERs in connection with the subject property. Based on the conclusions of this assessment, Partner recommends no further investigation of the subject property at this time.</p> <p>Source Documentation: (15)</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Mark Hagan, Wildlife Biologist, conducted a <i>Biological Resource Assessment (BRA)</i> of the larger vacant 55-acre parcel of which this project is Phase I on a 25.28 acres of this site. The BRA was conducted in May 2023. Excerpts follow.</p> <p>Biological Resources Assessment</p> <p>Most annual vegetation is expected to have germinated and flowered at the time the field survey was conducted. The previous 2018 biological study noted that the study area was highly disturbed with individuals of native vegetation recolonizing scattered areas (Hagan 2018). More native annuals were noted during this 2023 survey but were low in number and sparsely distributed within the study area. Some of the non-native plant species noted in 2018 were no longer present such as the 5 species of cacti. However, there was not an appreciable change in the plant species presence that would be considered significant. Perennial pepperweed which was dominant in 2018 appeared to have increased in coverage. Although not observed, several wildlife species would be expected to occur within the proposed project area (Table 3).</p> <p>Impacts such as trash dumping, human and pet use within the study area are expected to continue. This study site has been irretrievably impacted by grading, soil compaction, basin development, and surrounding residential housing. The area surrounding the study site has been developed. Burrowing animals within the proposed project area are not expected to survive construction activities. More mobile species, such as lagomorphs</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>(rabbits and hares), coyotes (<i>Canis latrans</i>), and birds are expected to survive construction activities. Development of this site will result in a minimal loss of cover and foraging opportunities for the species occurring within and adjacent to the study area.</p> <p>The desert tortoise is a state endangered and federal listed threatened species. The proposed project area was located within the geographic range of the desert tortoise. The proposed project site was not located in critical habitat designated for the Mojave population of the desert tortoise. Suitable habitat for desert tortoise was not present within or adjacent to the study area. Desert tortoises do not inhabit the study area. No protection measures are recommended for desert tortoises.</p> <p>The Mohave ground squirrel (MGS) is a state listed threatened species. The proposed project site was located within the geographic range of the MGS. The western limit of the geographic range of the Mohave ground squirrel is currently thought to be Highway 14. Suitable habitat was not present within or adjacent to the study site. MGS do not inhabit the study area. No protection measures are recommended for MGS.</p> <p>Silvery legless lizards are considered a species of special concern by the California Department of Fish and Wildlife (CDFW). Soils within the study area are too compacted and very little of the area has enough moisture to support silvery legless lizards. No protection measures are recommended for silvery legless lizards.</p> <p>Burrowing owls are considered a species of special concern by the CDFW. No burrowing owls or their sign were observed within the study area. California ground squirrel burrows observed during the field survey would normally be expected to provide future cover sites for burrowing owls. Given the lack of burrowing owls during in both 2023 and 2018 it is considered this site is too impacted, lacks enough cover or forage, and is used too frequently by humans and pets to be suitable for burrowing owls. No protection measures are recommended for burrowing owls.</p> <p>Many species of birds and their active nests are protected under the Migratory Bird Treaty Act. A cottonwood tree and a few ornamental trees within the study site provide potential nesting sites migratory birds. No</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Swainson’s hawks were observed or documented as occurring within or around the study site. No Swainson’s hawk nest sites have been documented within 5 miles of the study site within the last 5 years. There is very little forage opportunity within the study area for Swainson’s hawks and other raptors. The small concentration of willows that were present in the northern basin in 2018 have been cut down and although resprouting do not at this time provide potential nesting or foraging habitat for smaller migratory birds.</p> <p>No suitable habitat for sensitive plant species was observed within the study site. Sometime prior to 2003 this area was probably clay pan and dunes that provided potential habitat for alkali mariposa lily. As noted in 2018 and still the case, the site has been graded, soils moved and compacted, and water diverted from the study site, making the habitat unsuitable for alkali mariposa lily populations or other sensitive plant species. Perennial pepperweed is rated by the California Exotic Pest Plant Council as CalEPPC A-1 (CalIPC 2018). The A rating documents aggressive invaders that displace natives and disrupt habitats. Perennial pepperweed as noted in 2018 has continued to colonize the study site and has effectively out-competed other plant species. Based on the results of the field survey sensitive plant species do not occur within the study area and no protection measures are recommended. No other state or federal listed species are expected to occur within the proposed project area (CDFW 2021, CDFW 2023, U.S. Fish & Wildlife Service 2016).</p> <p>There are no jurisdictional wetlands. See <i>Wetlands</i> section for further discussion.</p> <p>Conclusion</p> <p>Given the lack of sensitive species, adjacent land uses, and highly impacted condition of the study area this project is not expected to result in a significant adverse impact to biological resources.</p> <p>Landscape design should incorporate the use of native plants to the maximum extent feasible. Native plants that have food and cover value to wildlife should be used in landscape design (Adams and Dove 1989).</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations																								
		Diversity of native plants should be maximized in landscape design (Adams and Dove 1989). Source Documentation: (16) (Appendix E)																								
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Existing ASTs There are three (3) existing Above Ground Storage Tanks (ASTs) within one mile of the project site. None are within ½ mile of the subject property. All are described below. Table 9 ASTs within one mile of the Subject Property <table border="1" data-bbox="574 877 1455 1692"> <thead> <tr> <th>Name</th> <th>Address</th> <th>Distance from Subject Property</th> <th>Gallons Type of AST</th> <th>Covered by 24 CFR 51C?</th> <th>Outside ASD?</th> </tr> </thead> <tbody> <tr> <td>SA Recycling</td> <td>45565 N Division Street, Lancaster, CA</td> <td>2,754 feet East</td> <td>Not reported</td> <td>No</td> <td>N/A</td> </tr> <tr> <td>Petro Lock Inc</td> <td>45315 N Trevor Avenue, Lancaster, CA</td> <td>2,916 feet SSE</td> <td>Not reported</td> <td>No</td> <td>N/A</td> </tr> <tr> <td>Los Angeles County Fire Department Station #033</td> <td>44947 Date Avenue, Lancaster, CA</td> <td>5,156 feet South</td> <td>3,701 gallons Presumed diesel backup generator</td> <td>Yes</td> <td>Yes</td> </tr> </tbody> </table> <p>Of the three existing Above Ground Storage Tanks (ASTs), one is covered by 24 CFR 51 C. Los Angeles Fire Department, Station #033 has a diesel fuel AST to support operations. Therefore, HUD's <i>Acceptable Separation Distance Tool</i> was used to calculate the blast overpressure and thermal</p>	Name	Address	Distance from Subject Property	Gallons Type of AST	Covered by 24 CFR 51C?	Outside ASD?	SA Recycling	45565 N Division Street, Lancaster, CA	2,754 feet East	Not reported	No	N/A	Petro Lock Inc	45315 N Trevor Avenue, Lancaster, CA	2,916 feet SSE	Not reported	No	N/A	Los Angeles County Fire Department Station #033	44947 Date Avenue, Lancaster, CA	5,156 feet South	3,701 gallons Presumed diesel backup generator	Yes	Yes
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Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>radiation for both buildings and people for the AST. The subject property is well outside all of the distances calculated. No mitigation is required.</p> <p>Planned ASTs</p> <p>There are no planned ASTs near the site that were identified on the City of Lancaster’s active project GIS web-based mapping tool accessed on October 12, 2023.</p> <p>Conclusion</p> <p>The site and future residents are not within any blast radius of any current or planned Above-ground Storage Tank.</p> <p>Source Documentation: (17) (18) (19) (Appendix E)</p>
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>Prime farmland is land best suited for producing food, forage, fiber, and oilseed crops and also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land but not urban built-up land or water).</p> <p>According to the Web Soil Survey published by the Natural Resources Conservation Service and accessed on October 12, 2023, one soil type dominates the Study Area – Pond-Oban complex.</p> <p>No federally designated Farmlands have been identified within the project area. The project will not affect farmlands.</p> <p>Source Documentation: (6) (20) (Appendix H)</p>
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>The project involves acquisition and development of real property. The entire project site is located in Zone X(Shaded), the 500-year floodplain. The site is not located within a Special Flood Hazard Area that would require insurance. The project is not a Critical Action.</p> <p>Flood insurance is encouraged but not required.</p> <p>Flood hazard designation is depicted on FIRM Map Number 06037C0410F, with an effective date of September 26, 2008.</p> <p>Flood insurance is not required. Compliance with Executive Orders for the protection of floodplains is not invoked.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		Source Documentation: (10) (Appendix C)
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Undertaking</p> <p>The Maison's Sierra project proposes new construction of affordable housing project on a 25.28 acre portion of a larger 45.5-acre vacant parcel owned by the Housing Authority of the City of Lancaster. The project will construct 196 one-story single family homes. A total of 195 units will be income-restricted and one unit will be reserved for an onsite manager. The unit mix will be 40 one-bedroom homes (687 square feet), 58 two-bedroom homes (867 square feet), 20 two-bedroom homes (980 square feet) and 78 three-bedroom homes (1,296 square feet). All homes will include private yard space. Main housing units will include two attached private covered parking spaces and accessory units will include one adjacent private uncovered parking space. The project will provide a total of 388 parking spaces. Comprised of 196 private, covered parking spaces, 98 private uncovered parking spaces and 94 uncovered guest parking spaces located throughout the internal street network.</p> <p>Area of Potential Effects</p> <p>The Area of Potential Effect (APE) for the project includes the 25.28-acre project area to the depth required for construction of the project, and all adjacent and facing properties.</p> <p>Evaluation</p> <p>There are no historic buildings identified in the Area of Potential Effects of the Undertaking.</p> <p>Archaeology</p> <p>BFSA Environmental Services conducted a Section 106 (NHPA) Historical Resources Study for the Maison's Sierra Phase I Project in May, 2023. A summary follows.</p> <p><u>California Historic Resource Information System (CHRIS) Records Search</u></p> <p>BFSA conducted a Class I inventory at the South Central Coastal Information Center (SCCIC) at the California State University at Fullerton (CSU Fullerton) in order to assess previous archaeological studies and</p>


Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>identify any previously recorded archaeological sites within the subject property or in the immediate vicinity. The SCCIC reported that 142 previously recorded archaeological sites are present within the one-mile search radius, one of which (P-19-187612) was previously recorded within the eastern portion of the subject property. However, the single-story industrial building recorded as P-19-187612 was demolished and removed from the property circa 2011. Of the remaining 141 sites, one is prehistoric and 140 are historic, including one prehistoric lithic scatter, 54 historic commercial buildings, 46 historic single-family residences, 13 historic multi-family residences, eight historic ancillary buildings, six historic trash scatters, three historic churches, three historic foundations, one historic hotel, one historic community center/social hall, one historic government building, one historic educational building, one historic wall, one historic orchard, and one historic road.</p> <p><u>Field Survey</u></p> <p>The historical resources study of the Maison’s Sierra Phase I Project consisted of a Class III pedestrian survey of the entire 24-acre subject property. The study was conducted in conformance with Section 106 of the NHPA. Statutory requirements of Section 106 were followed for the identification of any historic resources. Specific definitions for historic resource type(s) used in this report are those established by the State Historic Preservation Office.</p> <p>Principal Investigator Tracy A. Stropes, M.A., RPA, directed the survey of the property on April 20, 2023, with assistance from field archaeologist Mary Chitjian. The archaeological survey of the property was an intensive reconnaissance consisting of a series of parallel survey transects spaced at approximately five-meter intervals. Generally, visibility throughout the property was excellent due to recent clearing and limited vegetation, which primarily consisted of introduced grasses.</p> <p>The survey of the APE did not result in the identification of any newly recorded historic resources. One previously recorded historic commercial building (P-19-187612) is recorded within the eastern portion of the APE</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>(see Figure below from BFSFA). The structure was identified by Tang et al. (2004) as a historic resource.</p> <p>The current survey did not identify any remaining portion of P-19-187612 within the subject property. A review of aerial photographs indicates that the structure was demolished circa 2011, as it is no longer visible on aerial imagery after that time. The historical aerial imagery, in combination with the current survey results, indicates that no elements of the resource remain in existence. No further indications of any historic or prehistoric use or occupation of the subject property were noted. From the perspective of the prehistoric occupation of the area in and around the Antelope Valley region, most prehistoric sites are associated with bedrock granite exposures or boulders and accessible water sources. While a limited number of these resources are within the subject property, evidence of prehistoric or historic use is absent.</p> <p><u>Native American Contacts</u></p> <p>On July 27, 2023, Bay Desert, Inc. contacted the Native American Heritage Commission (NAHC) to request a search of the Sacred Lands File inventory database. The search was conducted to determine if there are any Sacred Sites located within or near to the APE. The NAHC works to identify, catalogue, and protect places of special religious or social significance, graves, and cemeteries of Native Americans per the authority given the Commission in Public Resources Code §5097.9. The search returned negative results.</p> <p>There are two Federally recognized Native American Tribes listed by HUD for Los Angeles County. The four contacts provided were mailed a letter by CalHFA on July 28, 2023 via Certified Mail. The letter invited consultation under Section 106. To date (August 31, 2023) no responses have been received.</p> <p>Conclusion</p> <p>The result of study by BFSFA did not result in the identification of any National Register-listed or eligible cultural resources within or adjacent to the subject property. Furthermore, BFSFA determined that there is a low potential for buried prehistoric or historic-period archaeological resources</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>to be encountered during project-related ground disturbing activities. As such, BFSA recommends a finding of no historic properties affected for this Project, pursuant to 36 CFR 800.4(d)(1).</p> <p>Recommended Determination</p> <p>For purposes of Section 106 Review of this undertaking, Bay Desert, Inc. and BFSA recommended that the Agency Official, CalHFA, determine that no historic properties affected by the undertaking is the appropriate finding.</p> <p>CalHFA concurred with the recommended determination and submitted a request for Section 106 consultation to the State Historic Preservation Officer on September 21, 2023. On October 22, 2023, 30 days elapsed and the State Historic Preservation Officer was unable to provide comments in a timely manner. The agency official's responsibilities under section 106 are fulfilled per 36 CFR 800.3(c)(4), <i>Failure of SHPO to respond</i>.</p> <p>Mitigation Measures are included in the event of accidental discovery of buried cultural resources during construction.</p> <p><i>Mitigations Required:</i></p> <p>CR1. Post-review Discoveries. If an archaeological deposit is encountered during Project-related, ground-disturbing activities, all work within 50 feet of the discovery shall be redirected until a Secretary of Interior-qualified Archaeologist inspects the material, assess its historical significance, and provides recommendations for the treatment of the discovery. For this Project, potentially significant historic-era resources may include all by-products of human land use greater than 50 years of age, including subsurface deposits of domestic type material (e.g., glass, ceramic, metal, wood, faunal remains, brick, etc.), buried alignments of stone, brick, or foundation elements, or possible features associated with open workspaces or yard spaces (e.g., stone/brick foundations; chimney remains; ceramics; buttons; insignia; bullets; tools; and fragments of ceramics, glass, metal, wood, faunal, brick, concrete, coal, botanical remains, etc.). Potentially significant prehistoric resources include midden soils, artifacts such as faunal bone, ground-stone,</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>fire-affected rock (FAR), baked clay, modified bone and/or shell, flake stone debitage, flake stone tools, etc., and features such as house floors, cooking pits, deliberately interred burials, pre-internment burn pits, etc.</p> <p>CR2. Discovery of Human Remains. If human remains are encountered within the Project Area during Project-related ground-disturbing activities, all work must stop within 100 feet of the discovery area, and the area and associated spoils shall be secured to prevent further disturbance. The Los Angeles County Coroner must be notified immediately. It is important that the suspected human remains, the area around them, and the associated spoils are undisturbed and the proper authorities are called to the scene as soon as possible. The coroner will determine if the remains are prehistoric Native American remains or of modern origin and if there are any further investigation by the coroner is warranted. If the remains are suspected to be prehistoric Native American remains, the coroner shall contact the NAHC by telephone within 24-hours. The NAHC will immediately notify the person it believes to be the most likely descendant (MLD) of the remains. The MLD has 48 hours to make recommendations to the landowner for treatment or disposition of the human remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in the Project Area, in a location that will be secure from future disturbances. If the landowner does not accept the descendant's recommendations, the owner or the descendant may request mediation by NAHC. According to the California Health and Safety Code, six (6) or more human burials at one (1) location constitute a cemetery (Section 8100), and willful disturbance of human remains is a felony (Section 7052). A Secretary of Interior-qualified Archaeologist shall also evaluate the historical significance of the discovery, the potential for additional remains, and provide further recommendations for treatment of the site in coordination with the MLD.</p> <p>Source Documentation: (21) (22) (23) (24) (25) (26) (27) (28) (Appendix F)</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>Regulatory Setting</p> <p>HUD environmental noise regulations are set forth in 24 CFR Part 51B (Code of Federal Regulations). The following noise standards for new housing construction would be applicable to this project.</p> <ul style="list-style-type: none"> • 65 DNL or less – Acceptable. • Exceeding 65 DNL but not exceeding 75 DNL – Normally Unacceptable (appropriate sound attenuation measures must provide an additional 5 decibels of attenuation over that typically provided by standard construction in the 65 dBA Ldn to 70 dBA Ldn zone; 10 decibels additional attenuation in the 70 dBA Ldn to 75 dBA Ldn zone). • Exceeding 75 DNL – unacceptable. <p>HUD requires consideration of all noise sources that may adversely impact noise sensitive uses such as housing. In this regard, the three principal sources of noise to be considered include: airports within 15 miles, railroads within 3,000 feet and major roadways within 1,000 feet of the project site.</p> <p>A significant adverse effect will result if noise levels at the project site would exceed HUD Compatibility Guidelines for acceptability (exterior noise levels exceeding 65 dBA Ldn or interior noise levels exceeding 45 dBA Ldn).</p> <p>Noise Study</p> <p>Rincon Consultants, Inc. prepared a <i>Noise Study</i> for the project in May of 2023. Excerpts follow and the report is attached.</p> <p>To determine existing noise levels at various locations at the project site, Rincon conducted ambient noise monitoring. The noise monitoring included two short-term (ST) noise measurements. Short-term measurements were conducted during the afternoon peak commute period on Thursday, April 27, 2023. ST-1 was located approximately 50 feet from the edge of Sierra Highway to capture traffic noise at the future proposed residential units that would be located adjacent to Sierra</p>


<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>																					
		<p>Highway. ST-2 was located in the approximate center of the site, approximately 555 feet from Sierra Highway to capture ambient noise levels at the future proposed recreation center outdoor use area of the project. Traffic from Sierra Highway was the primary influence on the noise measurements.</p> <p>Table 10 Short-Term Noise Level Measurement Results</p> <table border="1" data-bbox="581 737 1458 961"> <thead> <tr> <th>Measurement Location</th> <th>Measurement Location</th> <th>Sample Times</th> <th>Approximate Distance to Primary Noise Source</th> <th>L_{eq} (dBA)</th> <th>L_{min} (dBA)</th> <th>L_{max} (dBA)</th> </tr> </thead> <tbody> <tr> <td>ST-1</td> <td>Northern property boundary, adjacent Sierra Highway</td> <td>3:45 – 4:00 p.m.</td> <td>Approximately 50 feet to the edge of Sierra Highway</td> <td>70</td> <td>45</td> <td>91</td> </tr> <tr> <td>ST-2</td> <td>Approximate center of the project site</td> <td>3:21 – 3:36 p.m.</td> <td>Approximately 555 feet to edge of Sierra Highway</td> <td>50</td> <td>42</td> <td>62</td> </tr> </tbody> </table> <p>dBA = A-weighted decibels; L_{eq} = equivalent noise level; L_{min} = minimum noise level, L_{max} = maximum noise level Detailed sound level measurement data are included in Attachment A.</p>  <p>Figure 9 Noise Measurement Locations</p>	Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)	ST-1	Northern property boundary, adjacent Sierra Highway	3:45 – 4:00 p.m.	Approximately 50 feet to the edge of Sierra Highway	70	45	91	ST-2	Approximate center of the project site	3:21 – 3:36 p.m.	Approximately 555 feet to edge of Sierra Highway	50	42	62
Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)																	
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Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p><u>Exterior Noise</u></p> <p>The nearest proposed building façade and private backyards would be located approximately 55 feet from the nearest Sierra Highway travel lane centerline. Exterior noise at these outdoor living areas of the project would be approximately 72 dBA DNL, which would exceed HUD’s standard of 65 dBA DNL.</p> <p>To meet HUD’s 65 dBA DNL exterior noise standard, the construction of barriers are recommended along the property line of the first row of residential backyards with direct line-of-sight to Sierra Highway. The barriers should be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of four pounds per square foot. A barrier height of 7 feet, as measured from the base elevation, would be sufficient. With implementation of the barrier, as described in Mitigation Measure NOI-1, exterior noise levels at the proposed outdoor living areas of the project would be in compliance with HUD’s exterior noise standard for residences.</p> <p>Traffic noise from Sierra Highway is estimated to attenuate to 66 dBA DNL at the second row of houses with no shielding. For backyards and communal outdoor areas beyond the first row of residential buildings, the residential buildings in the first row would provide at least 5 dBA reduction from shielding. Therefore, noise levels at outdoor areas behind the first row of buildings would attenuate to 61 dBA DNL or less, and no barriers or other measures are needed to meet HUD’s exterior noise standard.</p> <p><u>Interior Noise</u></p> <p>Future noise levels affecting the compatibility of the project site were estimated using the HUD DNL Calculator, which uses traffic noise-reference levels and algorithms, in comparison with measured noise levels during ambient noise monitoring. No train noise is present in the vicinity of the project site. All project traffic was modeled on the proposed adjacent roadway, with noise levels calculated at the proposed backyards and at the nearest building façade. Future exterior roadway noise levels at the project site would range up to 72 dBA DBL at the nearest building façade.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Therefore, portions of the project site closest to Sierra Highway would be within HUD’s “Normally Unacceptable” range for exterior noise levels (above 65 dBA DNL). This indicates that interior noise levels could exceed the acceptable limit of 45 dBA DNL without sufficient noise insulation. Implementation of Mitigation Measures (see below) would ensure that interior noise levels are less than 45 dBA DNL. With implementation of Mitigation Measures, the project would include modern building features such as double-paned windows and interior noise levels would be reduced to approximately 42 dBA DNL or less, which would not exceed the HUD “Acceptable” range of up to 45 dBA DNL for residential units.</p> <p>Since the project would not expose residents to excessive interior noise with mitigation, the project would not conflict with noise control standards. Therefore, interior noise levels would meet the HUD interior noise standard of 45 dBA DNL and interior noise exposure would be acceptable.</p> <p>Conclusion</p> <p>The site is exposed to a Future Noise Environment of up to 72 dBA CNEL, which is considered “Normally Unacceptable” by HUD Standards. Mitigation is required.</p> <p>Common outdoor space is expected to be well below 65 dBA CNEL; therefore the common outdoor space meets HUD standards.</p> <p><i>Mitigations Required:</i></p> <p>N1. Provide 7-foot-high barriers (as measured from the base elevation) along the eastern property line for all residential backyards with direct line-of-sight to Sierra Highway. The barriers should be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of four pounds per square foot.</p> <p>N2. Provide mechanical ventilation so that windows may be left closed by occupants. This can be achieved passively with z-ducts, fresh air ducts, or an approved equal.</p> <p>N3. Exterior walls shall meet a Sound Transmission Class (STC) rating of at least 46. One method to achieve this would be standard exterior walls with 6-inch studs, R-13 insulation or thicker, a minimum 7/8-</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>inch exterior surface stucco plaster, and interior finish with 5/8-inch drywall.</p> <p>N4. All windows shall be rated STC 26 (assumed to be standard dual-pane windows required per Title 24 energy standards) or higher.</p> <p>N5. All exterior doors shall be rated STC 26 or higher.</p> <p>N6. All entry doors shall be insulated against weather and sound with nonporous seals. Caulk entry door thresholds as they are placed.</p> <p>N7. Use permanently nonhardening sealant around perimeters of window frames.</p> <p>N8. Window assemblies shall be constructed with effective nonporous gaskets or weatherstripping to minimize air infiltration and sound leakage.</p> <p>N9. Provide airtight construction at all exterior walls with acoustical or other nonhardening sealant at floor plates.</p> <p>N10. Use door jamb and head gasketing and door bottom gasketing at entry doors to seal the solid core doors against weather and sound.</p> <p>Source Documentation: (29) (Appendix G)</p>
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>The project activities do not affect a sole source aquifer, as there are no aquifers subject to a MOU between EPA and HUD on or near the project site.</p> <p>Source Documentation: (30) (Appendix H)</p>
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Wetland Survey A preliminary jurisdictional wetland (waters) delineation looks for features which would require a permit from the US Army Corps of Engineers, State Water Board, or the California Department of Fish and Wildlife.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>An area is wetland if, under normal circumstances the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and the area’s vegetation is dominated by hydrophytes or the area lacks vegetation (State Water Resources Control Board (SWRCB) 2020). All artificial wetlands that are less than an acre in size and subject to operations and maintenance are not considered Waters of the State (SWRCB 2020). Being characterized as a wetland does not necessarily mean the wetland is jurisdictional. “Waters of the state” means any surface water or groundwater, including saline waters, within the boundaries of the state as defined within Porter-Cologne Act.</p> <p>During the field survey, basins, a constructed channel, depressions, and artificial wetlands were observed. Water was only observed within the artificial wetlands. These artificial wetlands were <1 acre and based on SWRCB Implementation Guide are not considered regulated wetlands or waters of the state. None of the pre-construction topography remains within the study site. Aerial photography shows that the detention ponds and the constructed channel observed during this field survey were already present in 1994. Water flow does seem to be present in a 1994 photograph. Representative photographs of the different water features were taken and are presented in the attached report.</p> <p>The 3 basins which occur within the study site are shown in map locations 10, 11, and 15 (see below). These basins do not appear to receive flow from naturally occurring waters of the state but were designed as water control structures to control development runoff during rainfall events and overwatering situations. The constructed channel shown in map location 1 appears to have operated as the main flow source for the largest basin in 1994 but no longer appears to have a connection to that or any basin at this time. The shallow swales and small depressions appear to be developing from the overwatering occurrences at the Whit Carter Park. All of these swales were dominated by weedy species very similar to the larger basins and surrounding study site.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>This area was engineered to move water flow created by development prior to 1994. It is expected the City of Lancaster already has a channel maintenance agreement from the Regional Water Quality Control Board. None of these features appear to be jurisdictional wetlands which would be regulated by the US Army Corps of Engineers or under Porter-Cologne and regulated by the State Water Board. The features within the study site would not be expected to require a Lake and Streambed Agreement regulated by the California Department of Fish and Wildlife. The only flow into this area appears to be from Whit Carter Park and housing irrigation and stormwater runoff from residential housing surfaces and the 1 constructed channel which runs under Sierra Highway which was intended to drain runoff between the Highway and the railroad tracks.</p>  <p>Figure 10 Site features discussed in Preliminary Wetland Delineation</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		Conclusion There are no jurisdictional wetlands on the site. There are no impacts to wetlands anticipated as a result of the project. Source Documentation: (16) (31) (Appendix C)
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	No wild and scenic rivers are located in or near Lancaster, California. Source Documentation: (32) (Appendix H)
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project would introduce an environmental justice population to the area through the development of affordable housing, this analysis further considered project impacts and their potential to disproportionately affect the project’s introduced environmental justice population. The low-income residents of the project site are considered an Environmental Justice (EJ) population who, if disproportionately affected by environmental conditions would create adverse effect. Income and Housing The project is estimated by CalEEMod to have a population of 561 people, the EJ population. The City of Lancaster had a population of 169,185 people as of the US Census 2020 with a poverty rate of 19.9% compared to 14.1% in Los Angeles (LA) County as a whole. The median household income is \$61,454 for the city of Lancaster and \$76,367 for LA County while the median home value of owner-occupied units was \$303,400 for Lancaster and \$647,000 for LA County. The data appear to show that housing in Lancaster is generally more affordable than Los Angeles County as a whole.

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>Demographics</p> <p>The demographic makeup of the population of the city of Lancaster is 48.7% white, 20.5% Black, 1.1% American Indian, 4% Asian, 0.1% Native Hawaiian or Pacific Islander, 13.5% of two or more races, 44.8% Hispanic or Latino and 27.3% white alone, not Hispanic or Latino.</p> <p>The demographic makeup of the population of Los Angeles County is 70.0% white, 9% Black, 1.5% American Indian, 15.8% Asian, 0.4% Native Hawaiian or Pacific Islander, 3.4% of two or more races, 49% Hispanic or Latino and 25.2% white alone, not Hispanic or Latino.</p> <p>The city of Lancaster appears to have a slightly more diverse population than Los Angeles as a whole.</p> <p>Analysis of Environmental Impacts</p> <p>The analysis conducted in this <i>Environmental Assessment</i> determined that Mitigation Measures are required for noise abatement at the site. The site is located in the “Normally Unacceptable” Future Noise Environment, due to the site location along Sierra Highway. However, with Mitigation, the future residents can be provided with a relatively noise-free environment and the common outdoor space meets HUD standards.</p> <p>As the noise environment can be adequately Mitigated, the EJ population (future residents) are not disproportionately affected by noise.</p> <p>Conclusion</p> <p>The project will not raise environmental justice issues and has no potential for new or continued disproportionately high and adverse human health and environmental effects on minority or low-income populations. The project is suitable for its proposed use.</p> <p>Source Documentation: (6) (29) (33) (34)</p>

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

(1) Minor beneficial impact

(2) No impact anticipated

(3) Minor Adverse Impact – May require mitigation

(4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
<p>Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design</p>	3	<p>General Plan Land Use and Zoning</p> <p>The current zoning of the site is MDR – Moderate Density Residential, with an allowed density of 6.6 to 15 units per acre; the project proposes a density of 7.75 dwelling units per acre. The current zoning and land use designation appear to allow the project.</p> <p>Scale and Urban Design</p> <p>The project proposes low-rise development. One-story detached homes are proposed. This is consistent with the surrounding area. The proposed scale is appropriate for the location.</p> <p>Conclusion</p> <p>The City of Lancaster indicated in a letter dated July 7, 2023 titled “Verification of Zoning and Land Use Entitlements for Maison’s Sierra Development” that the project will require a Tentative Map, along with the preparation of an Initial Study/Mitigated Negative Declaration (IS/MND) to comply with the California Environmental Quality Act (CEQA). The letter from Ms. De La Cruz, Director of Community Development further states that The public hearing dates for these applications have been tentatively scheduled for November 2023 and fall within the 180-day window post bond award notification of August 2023 and should not affect the issuance of building permits and readiness to proceed at the end of the 180-day timeframe, so long as all proper plan check and construction related documents are submitted and approved prior to that timeframe.</p> <p><i>Mitigations Required:</i></p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>LU1. The applicant shall obtain the appropriate local approvals and environmental clearances under State of California law. This approval is conditioned on the fact that local entitlements can be obtained without any material change in the project description analyzed here.</p> <p>Source Documentation: (2) (6)</p>
<p>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</p>	<p>3</p>	<p>Soil Suitability</p> <p>A <i>Geotechnical Engineering Report</i> was prepared for the project site by GeoSoils Consultants Inc. in May 2023. A summary of the report follows.</p> <p>The purpose of the report was to provide general geologic and geotechnical engineering data and recommendations to aid in the development of the subject site. The following discussion provides a summary of subsurface exploration, laboratory testing, general geologic and geotechnical engineering conditions, and recommendations for site grading, fill placement, and foundations.</p> <p><u>Site Description</u></p> <p>The subject site is located within the City of Lancaster to the west of Sierra highway and to the south of W. Avenue H². The site is almost 45.5 acres and has a roughly rectangular shape. The site is currently vacant and surrounded by parks and similar residential developments on its south and west side. The site is currently covered with low grass. We note that a 5 feet high cross shaped levee was built within the site with some drainage outlet built into them.</p> <p><u>Local Geologic Setting</u></p> <p>The subject site is located within the Antelope Valley and is underlain by deep deposits of alluvium. Alluvium typical of Lancaster area consists of brown to yellowish, silty sand and silty clay that is dry to moist and dense.</p> <p><u>Groundwater</u></p> <p>Historic high groundwater levels are at depths of at least 100 feet below the ground surface.</p> <p><u>Hydro Collapse</u></p>

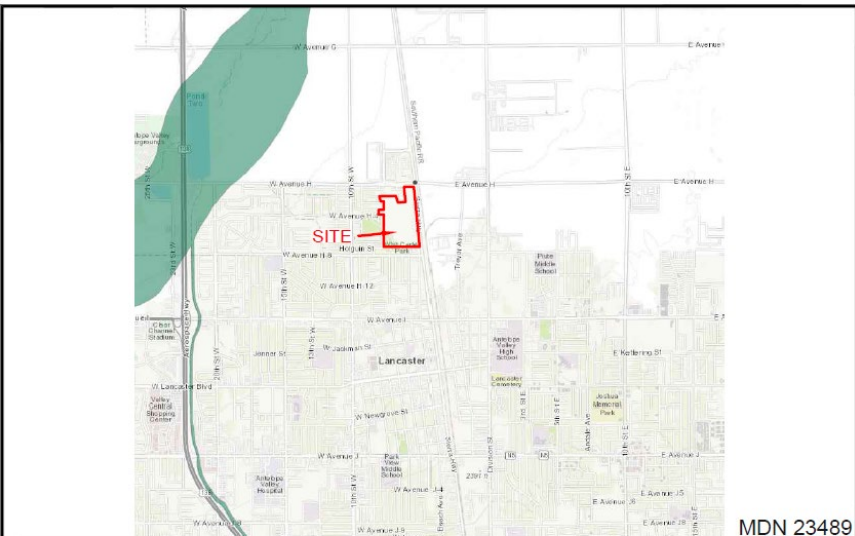
² Please Note: The entire development site, 45.5 acres, including the proposal was reviewed in the Geotechnical report.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Hydro-collapse is a condition where dry or moist soils undergo settlement upon being wetted. In many cases no additional surcharge load is necessary to trigger the Hydro-collapse.</p> <p>The potential for Hydro-collapse has been evaluated based upon observations, the results of Swell/Collapse or Consolidation tests, and moisture-density determinations for samples taken from the field. Los Angeles County, Department of Public Works, Materials Engineering Division consider potentially collapsible soils as generally having (a) low moisture contents (<8%), (b) low in-situ density(<108pcf), and (c) subject to 2 or greater collapse potential.</p> <p>A total of six collapse/swell tests with inundation (hydro collapse test) at 1.0 tsf load were performed on samples from upper 15 feet and are presented on the enclosed plates CS-1 through CS-6 in Appendix B. All the samples, except sample B-1 at 2.5 feet have volume changes from -0.0 to -2.0%, which is considered non-collapsible. In our opinion Sample B-1 at 2.5 feet was disturbed and considering the upper 5 feet of soil will be removed, the on-site soil remaining in-place poses a low potential for Hydro-collapse.</p> <p><u>Conclusion</u></p> <p>From a geotechnical standpoint, the site can be developed as planned, provided the recommendations presented in the <i>Geotechnical Engineering Report</i> are incorporated into the project plans and specifications and implemented during construction.</p> <p><i>Mitigation Required:</i></p> <p>G1. Follow all recommendations laid forth in the <i>Geotechnical Engineering Report</i> prepared for the project by GeoSoils Consultants Inc. and dated May 3, 2023 or later (see Appendix H).</p> <p>Slope</p> <p>The subject property and surrounding areas are generally flat. The potential for landslides or slope instabilities to occur at the site is considered negligible.</p> <p>Erosion</p> <p>The site as it exists now is not subject to erosion. However, if not properly managed, erosion could occur during construction of the project.</p> <p>Plans demonstrating the Best Management Practices for erosion control, sedimentation and water quality impacts to the maximum extent practicable must be submitted for review and approval by the City of Lancaster.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>At a minimum, appropriate filter materials shall be provided at nearby catch basins to prevent debris and dirt from flowing into the storm drain system.</p> <p>Drainage/Storm Water Runoff</p> <p>D&D Engineering, Inc. prepared a <i>Preliminary Hydrology Report</i> in June 2023. A summary follows.</p> <p>The purpose of the Hydrology Study is to determine the existing and proposed hydrologic conditions for the proposed project and analyzes the storm drain infrastructure necessary to accommodate the proposed runoff. The report determined the hydrology subareas and peak runoff flows for the 25-year, 10-year, and 2-year storm events.</p> <p><u>Project Site</u></p> <p>The project site consists of approximately 25 acres and is located about 1,200 feet south of the intersection of Avenue H and Sierra Highway in the City of Lancaster, CA. The project site is presently vacant with native desert vegetation. The project site is currently bound by undeveloped land to the north, undeveloped land and Whit Carter Park to the south, Sierra Highway to the east, and a residential development to the west. Based on existing topography, onsite storm runoff generally sheet flows in a northwesterly direction. There is an existing, approximately 8 feet deep basin in the center of the project site which will be filled and graded for future development. This basin also overflows in a northwesterly direction.</p> <p><u>Hydrologic Summary and Calculations</u></p> <p>Per the Los Angeles County Department of Public Works (LACDPW) Hydrology Manual and the City of Lancaster Engineering Design Guidelines, the project site shall be designed to provide the Urban Design Flood level of protection, defined as the runoff from a 25-year frequency storm event. The 25-year storm peak flow will be contained within the street right-of-way, and the 10-year storm peak flow will be contained at or below the street curbs, with a 12-foot dry lane in the center of the roadway. Per the City of Lancaster Engineering Design Guidelines, detention basins will be designed so that no more than 85% of the pre-developed peak flow rates for the 2-year, 10-year, and 25-year storm will discharge downstream.</p> <p>The 25-year, 10-year, and 2-year storm peak flow was determined in accordance with the LACDPW Hydrology Manual, which allows the use of the LACDPW HydroCalc software for single subareas. Per the LACDPW Hydrology Map, the 50-</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation																																																																																								
		<p>year Isohyet for the project site is 2.77 inches and the entire project site is within soil type 120. LA County impervious data factors of 2% (Vacant Area) and 42% (High Density Single Family Residential) were used for existing and proposed conditions respectively.</p> <p>Table 11 Existing Conditions – Runoff</p> <table border="1"> <thead> <tr> <th></th> <th><i>Tributary Area [Ac.]</i></th> <th><i>25-Year Peak Flow [CFS]</i></th> <th><i>10-Year Peak Flow [CFS]</i></th> <th><i>2-Year Peak Flow [CFS]</i></th> </tr> </thead> <tbody> <tr> <td><i>Area E1</i></td> <td>1.02</td> <td>0.07</td> <td>0.06</td> <td>0.03</td> </tr> <tr> <td><i>Area E2</i></td> <td>11.05</td> <td>0.80</td> <td>0.65</td> <td>0.35</td> </tr> <tr> <td><i>Area E3</i></td> <td>13.32</td> <td>0.97</td> <td>0.79</td> <td>0.43</td> </tr> <tr> <td>TOTAL</td> <td>25.4</td> <td>1.84</td> <td>1.50</td> <td>0.81</td> </tr> <tr> <td>85% x Pre-Developed Peak Flow</td> <td>-</td> <td>1.56</td> <td>1.28</td> <td>0.69</td> </tr> </tbody> </table> <p>Table 12 Proposed Conditions – Runoff</p> <table border="1"> <thead> <tr> <th></th> <th><i>Tributary Area [Ac.]</i></th> <th><i>25-Year Peak Flow [CFS]</i></th> <th><i>10-Year Peak Flow [CFS]</i></th> <th><i>2-Year Peak Flow [CFS]</i></th> </tr> </thead> <tbody> <tr> <td><i>Area P1</i></td> <td>1.01</td> <td>0.54</td> <td>0.31</td> <td>0.13</td> </tr> <tr> <td><i>Area P2</i></td> <td>9.37</td> <td>2.64</td> <td>2.08</td> <td>1.13</td> </tr> <tr> <td><i>Area P3</i></td> <td>7.30</td> <td>2.16</td> <td>1.62</td> <td>0.88</td> </tr> <tr> <td><i>Area P4</i></td> <td>7.72</td> <td>2.14</td> <td>1.71</td> <td>0.93</td> </tr> <tr> <td>TOTAL</td> <td>25.4</td> <td>7.48</td> <td>5.72</td> <td>3.07</td> </tr> </tbody> </table> <p>As shown in the tables above, the post-developed runoff for each of the analyzed storm events is higher than the pre-developed runoff. A network of two detention basins will be used to mitigate this runoff increase. Proposed subareas P2, P3, and P4 will drain to Detention Basin 1. The outflow from Detention Basin 1 will flow to Detention Basin 2, which also receives runoff from subarea P1. The outflows for Detention Basins 1 and 2 have been modeled as 6" and 4" standpipe risers, respectively.</p> <p>Table 13 Onsite Detention Basin Calculations</p> <table border="1"> <thead> <tr> <th></th> <th><i>25-Year Peak Flow [CFS]</i></th> <th><i>10-Year Peak Flow [CFS]</i></th> <th><i>2-Year Peak Flow [CFS]</i></th> </tr> </thead> <tbody> <tr> <td><i>Inflow to Detention Basin 1 (Subarea P2-P4)</i></td> <td>6.94</td> <td>5.41</td> <td>2.93</td> </tr> <tr> <td><i>Outflow from Detention Basin 1</i></td> <td>1.43</td> <td>1.26</td> <td>0.87</td> </tr> <tr> <td><i>Inflow to Detention Basin 2 (Detention Basin 1 Outflow + Subarea P1)</i></td> <td>1.79</td> <td>1.42</td> <td>0.94</td> </tr> <tr> <td><i>Outflow from Detention Basin 2</i></td> <td>0.74</td> <td>0.66</td> <td>0.47</td> </tr> <tr> <td><i>Allowable Flow from Table 1</i></td> <td>1.56</td> <td>1.28</td> <td>0.69</td> </tr> <tr> <td>Remaining Capacity (Allowable – Proposed)</td> <td>0.82</td> <td>0.62</td> <td>0.22</td> </tr> </tbody> </table>		<i>Tributary Area [Ac.]</i>	<i>25-Year Peak Flow [CFS]</i>	<i>10-Year Peak Flow [CFS]</i>	<i>2-Year Peak Flow [CFS]</i>	<i>Area E1</i>	1.02	0.07	0.06	0.03	<i>Area E2</i>	11.05	0.80	0.65	0.35	<i>Area E3</i>	13.32	0.97	0.79	0.43	TOTAL	25.4	1.84	1.50	0.81	85% x Pre-Developed Peak Flow	-	1.56	1.28	0.69		<i>Tributary Area [Ac.]</i>	<i>25-Year Peak Flow [CFS]</i>	<i>10-Year Peak Flow [CFS]</i>	<i>2-Year Peak Flow [CFS]</i>	<i>Area P1</i>	1.01	0.54	0.31	0.13	<i>Area P2</i>	9.37	2.64	2.08	1.13	<i>Area P3</i>	7.30	2.16	1.62	0.88	<i>Area P4</i>	7.72	2.14	1.71	0.93	TOTAL	25.4	7.48	5.72	3.07		<i>25-Year Peak Flow [CFS]</i>	<i>10-Year Peak Flow [CFS]</i>	<i>2-Year Peak Flow [CFS]</i>	<i>Inflow to Detention Basin 1 (Subarea P2-P4)</i>	6.94	5.41	2.93	<i>Outflow from Detention Basin 1</i>	1.43	1.26	0.87	<i>Inflow to Detention Basin 2 (Detention Basin 1 Outflow + Subarea P1)</i>	1.79	1.42	0.94	<i>Outflow from Detention Basin 2</i>	0.74	0.66	0.47	<i>Allowable Flow from Table 1</i>	1.56	1.28	0.69	Remaining Capacity (Allowable – Proposed)	0.82	0.62	0.22
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Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The proposed site runoff will be captured by onsite catch basins and conveyed via a network of 12", 18", and 24" underground storm drain pipe to two proposed detention basins on the northwest portion of the project site. Overflow from these basins will flow via underground storm drain to an existing 42" storm drain along Avenue H-4 in accordance with the City of Lancaster Master Plan of Drainage.</p> <p><u>Offsite Storm Runoff</u></p> <p>An existing 8'W x 2'H culvert crosses under Sierra Highway and discharges to the project site at the southeast corner of the project site. This culvert conveys runoff from an area east of Sierra Highway, including flow from a diversion structure. The runoff from the Sierra Highway culvert will be redirected to a proposed retention basin to the south of the project site, between the project site and Whit Carter Park.</p> <p><u>Conclusion</u></p> <p>The proposed peak flow for the 25-year storm from this site will be 7.48 CFS, which is an increase of 5.64 CFS from the existing condition of 1.84 CFS. The proposed runoff will be captured by an onsite storm drain system and sent to a proposed network of two detention basins. Per City of Lancaster Engineering Design Guidelines, the outflow from the detention basins shall not exceed 85% of the existing condition, which is $(1.84 \text{ CFS} \times 85\%) = 1.56 \text{ CFS}$. As shown above, the proposed detention basins will have a 25-year storm outflow of 0.74 CFS, which is less than the allowable flow. The onsite storm drain system and streets will have the capacity to carry the developed runoff from the project site. In addition, offsite runoff from the Sierra Highway culvert will be intercepted and routed to a proposed retention basin to the south of the project, and the existing 24" storm drain line from the south will be intercepted, either by routing through the onsite storm drain system, or by routing to the large proposed offsite retention basin.</p> <p>No adverse impacts were identified. No adverse impacts to the 500-year floodplain will result. The project will not cause offsite flooding or sheet flow.</p> <p>Source Documentation: (2) (6) (35) (36) (Appendix H)</p>
Hazards and Nuisances including Site Safety and Noise	3	<p>Site Safety</p> <p>The project will not create a risk of explosion, release of hazardous substances or other dangers to public health. The project is not located near any hazardous operations. The project will provide a safe place for residents.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation							
		<p>Faulting and Seismicity</p> <p>The project site is not located within an Alquist-Priolo Earthquake Fault Zone and there are no active faults on or adjacent to the property (Figure 4)3. Although there are no faults on or adjacent to the property, there are faults near the site that can cause moderate to intense ground shaking during the lifetime of the proposed development. Therefore, earthquake resistant design is recommended. The closest active fault to the site is the San Andreas Fault located approximately 9.3 miles to the south.</p> <div data-bbox="516 667 1365 1304" style="border: 1px solid black; padding: 5px;">  <table border="1" data-bbox="516 1199 1365 1304"> <tr> <td rowspan="2" style="text-align: center;">GSC GeoSoils Consultants Inc. <small>geotechnical · geology</small></td> <td>W.O. NO.:</td> <td rowspan="2" style="text-align: center;">7829</td> <td rowspan="2" style="text-align: center;">SEISMIC HAZARD ZONE MAP SIERRA HIGHWAY LANCASTER, CALIFORNIA KB HOME</td> <td rowspan="2" style="text-align: center;">FIGURE 4</td> </tr> <tr> <td>DATE:</td> <td style="text-align: center;">5/2023</td> </tr> </table> </div> <p>Figure 11 Seismic Hazard Zone Map</p> <p><u>2022 California Building Code (CBC) Seismic Design Criteria</u></p> <p>The 2022 CBC (California Building Code) seismic coefficient criteria are provided in the table below for structural design consideration. Under the Earthquake Design Regulations of Chapter 16, Section 1613 of the CBC 2022, the following coefficients apply for the proposed Type II structures at the site. Site Class D-Default should be used for the site. The following seismic data is presented for preliminary design purposes. Ground motion parameters based on the Mapped Risk-Targeted Maximum Considered Earthquake (MCEr) were determined and adhere to requirements discussed in ASCE 7-16 referenced by the 2022 California Building Code. The parameters include 5% critical damping for 0.2- and 1.0-</p>	GSC GeoSoils Consultants Inc. <small>geotechnical · geology</small>	W.O. NO.:	7829	SEISMIC HAZARD ZONE MAP SIERRA HIGHWAY LANCASTER, CALIFORNIA KB HOME	FIGURE 4	DATE:	5/2023
GSC GeoSoils Consultants Inc. <small>geotechnical · geology</small>	W.O. NO.:	7829		SEISMIC HAZARD ZONE MAP SIERRA HIGHWAY LANCASTER, CALIFORNIA KB HOME				FIGURE 4	
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Environmental Assessment Factor	Impact Code	Impact Evaluation																				
		<p>second time periods. A summary of parameters is provided in the table below for a Site Class D-Default designation.</p> <p>Table 14 CBC Seismic Parameters</p> <table border="1" data-bbox="516 464 1458 751"> <thead> <tr> <th>Description</th> <th>Value</th> </tr> </thead> <tbody> <tr> <td>Mapped Response (0.2 second), S_s</td> <td>1.472</td> </tr> <tr> <td>Mapped Spectral Response (1.0 second), S_1</td> <td>0.6</td> </tr> <tr> <td>Short Period Site Coefficient, F_a</td> <td>1.2</td> </tr> <tr> <td>1-second Period Site Coefficient, F_v</td> <td>null</td> </tr> <tr> <td>Adjusted Maximum Considered Earthquake Spectral Response (0.2 second), S_{MS}</td> <td>1.766</td> </tr> <tr> <td>Adjusted Maximum Considered Earthquake Spectral Response (1.0 second), S_{M1}</td> <td>null</td> </tr> <tr> <td>5-percent Damped Design Spectral Response (0.2 second), S_{D5}</td> <td>1.178</td> </tr> <tr> <td>5-percent Damped Design Spectral Response (1.0 second), S_{D1}</td> <td>null</td> </tr> <tr> <td>Maximum Considered Earthquake Geometric Mean Peak Ground Acceleration, PGA_M</td> <td>0.634</td> </tr> </tbody> </table> <p>*Site Coordinates: Latitude: 34.715177°, Longitude: -118.142013°</p> <p><u>Secondary Earthquake Effects</u></p> <p>Ground shaking produced during an earthquake can result in a number of potentially damaging phenomena classified as secondary earthquake effects. These secondary effects include ground rupture, landslides, seiches and tsunamis, seismically induced settlement, and liquefaction. Descriptions of each of these phenomena and how it could potentially affect the proposed site are described below.</p> <p><u>Ground Rupture</u></p> <p>Ground rupture occurs when movement on a fault breaks the ground surface and usually occurs along pre-existing fault traces where zones of weakness already exist. The State has established Earthquake Fault Zones for the purpose of mitigating the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults.</p> <p>Earthquake fault zones are regulatory zones that encompass surface traces of active faults with a potential for future surface fault rupture. The site is not located within a State established Earthquake Fault Zone and there are no known active faults within the limits of the property; therefore, the ground rupture hazard potential for the site is considered remote.</p> <p><u>Landsliding</u></p> <p>Landslides are slope failures that occur where the horizontal seismic forces act to induce soil and/or bedrock failures. The most common effect is reactivation or movement on a pre-existing landslide. Typically, existing slides that are stable under static conditions (i.e., factor-of-safety above one) become unstable and move during strong ground shaking. The site is flat and not subject to landslides.</p>	Description	Value	Mapped Response (0.2 second), S_s	1.472	Mapped Spectral Response (1.0 second), S_1	0.6	Short Period Site Coefficient, F_a	1.2	1-second Period Site Coefficient, F_v	null	Adjusted Maximum Considered Earthquake Spectral Response (0.2 second), S_{MS}	1.766	Adjusted Maximum Considered Earthquake Spectral Response (1.0 second), S_{M1}	null	5-percent Damped Design Spectral Response (0.2 second), S_{D5}	1.178	5-percent Damped Design Spectral Response (1.0 second), S_{D1}	null	Maximum Considered Earthquake Geometric Mean Peak Ground Acceleration, PGA_M	0.634
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Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p><u>Seiches and Tsunamis</u></p> <p>A seiche is the resonant oscillation of a body of water, typically a lake or swimming pool caused by earthquake shaking (waves). The hazard exists where water can be splashed out of the body of water and impact nearby structures. No bodies of constant water are near the site, therefore, the hazards associated with seiches are considered low.</p> <p>Tsunamis are seismic sea waves generated by undersea earthquakes or landslides. When the ocean floor is offset or tilted during an earthquake, a set of waves are generated similar to the concentric waves caused by an object dropped in water.</p> <p>Tsunamis can have wavelengths of up to 120 miles and travel as fast as 500 miles per hour across hundreds of miles of deep ocean. Upon reaching shallow coastal waters, the once two-foot-high wave can become up to 50 feet in height causing great devastation to structures within reach. Tsunamis can generate seiches as well. Due to the distance of the site relative to the ocean, seiches and tsunamis are not considered a hazard to the site.</p> <p><u>Dry Sand Settlement</u></p> <p>Dry sand settlement can occur during moderate and large earthquakes when loose, natural or fill sandy soils are densified and settled, often unevenly across a site. In order for dry sand settlement to occur, the following four factors are required: 1) Relatively dry soil or soil situated above the groundwater table; 2) undrained loading (strong ground shaking), such as by earthquake; 3) contractive soil response during shear loading, which is often the case for a soil which is initially in a loose or uncompacted state; and 4) susceptible soil type; such as clean, uniformly graded sands. Structures situated above seismically densifying dry sandy soils may experience settlement. Based on site exploration, this site is underlain by predominantly dense sandy soil. The weaker layers, especially in Borings B-2 and B-8, are silty and clayey sand layers with 30 to 45 percent fine content that exhibit considerable cohesion.</p> <p>Considering the potential presence of some lenticular weak sandy layers with low fine content, in our opinion, the site has low susceptibility to dry sand settlement and as a conservative assumption we anticipate up to 0.5-inch total seismic settlement to occur in a maximum considered earthquake.</p> <p><u>Liquefaction</u></p> <p>Sand-like behavior liquefaction is a soil softening dynamic response, by which an increase in the excess pore water pressure results in partial to full loss of soil</p>

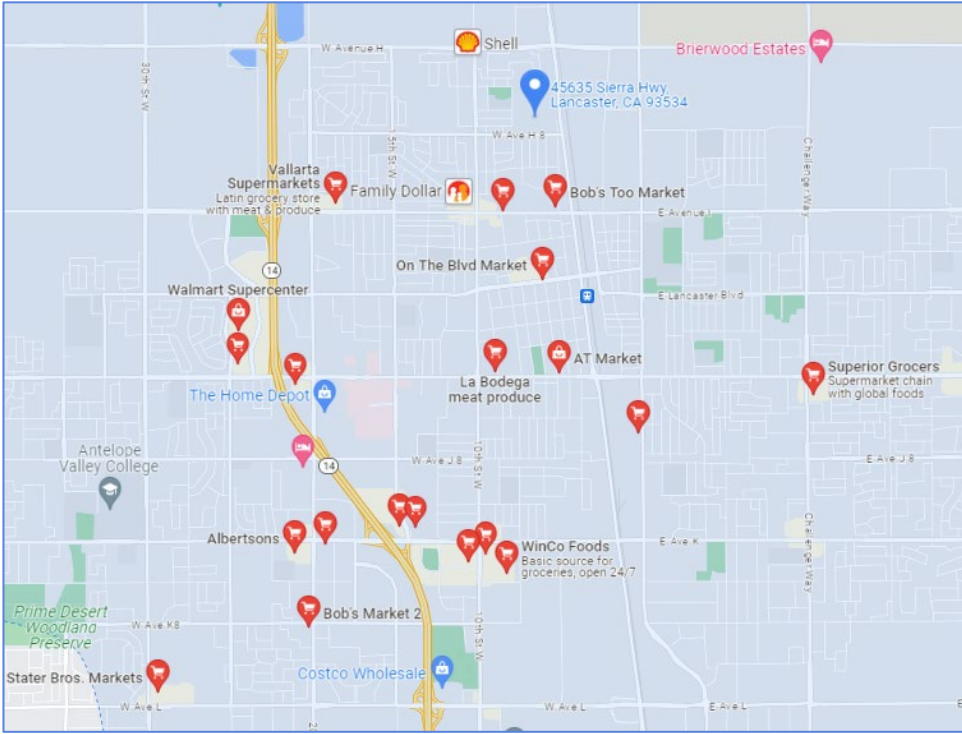
Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>shear strength and post-liquefaction dissipation of this pore water pressure results in ground settlement shortly after the earthquake. In order for liquefaction to occur, the following four factors are required: 1) saturated soil or soil situated below the groundwater table; 2) undrained loading (strong ground shaking), such as by earthquake; 3) contractive soil response during shear loading, which is often the case for a soil which is initially in a loose or uncompacted state; and 4) susceptible soil type; such as clean, uniformly graded sands, non-plastic silts, or gravels. Based on site exploration, historic high ground water is below 100 feet, therefore the site is not considered susceptible to liquefaction.</p> <p><u>Conclusion</u></p> <p>From a geotechnical standpoint, the site can be developed as planned, provided the recommendations presented in the <i>Geotechnical Engineering Report</i> are incorporated into the project plans and specifications and implemented during construction.</p> <p><i>Mitigation Required:</i></p> <p>VW1. Follow all recommendations laid forth in the <i>Geotechnical Engineering Report</i> prepared for the project by GeoSoils Consultants Inc. and dated May 3, 2023 or later (see Appendix H).</p> <p>Noise</p> <p>The project will generate temporary construction noise. Standard permit conditions for hours and days construction noise is permissible will ensure the project construction does not have an adverse effects on nearby land uses.</p> <p>As a residential housing project, the project does not involve noise generating activities, only automobile traffic generated by the project.</p> <p>Source Documentation: (6) (7) (35) (Appendix G and H)</p>
Energy Consumption	1	<p>The project will include the following green design features:</p> <ul style="list-style-type: none"> • Solar • Low Flow Toilets and plumbing fixtures • MWELo landscape design • Electric Vehicle (EV) charging Circuit future • LED Lighting • Energy Star Exhaust Fans/ventilation

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<ul style="list-style-type: none"> Electric Tier 3 heat pump tanked water heater <p>A small benefit has been identified.</p> <p>Source Documentation: (6) (37)</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	2	<p>The project will house about 580 people, according to Rincon Consultants, Inc.. The City of Lancaster had a population of 169,185 as of the 2020 Census. The project represents 0.3% of the population. The project is not large enough in scale to have any significant effects to employment and income patterns.</p> <p>Source Documentation: (6) (13) (33)</p>
Demographic Character Changes, Displacement	2	<p>Demographic Character Changes</p> <p>As stated above, the project represents only 0.3% of the local population (Lancaster). The project is not large enough in scale to have any significant effects to demographics of the city of Lancaster.</p> <p>Displacement</p> <p>The Uniform Relocation Act (URA), passed by Congress in 1970, establishes minimum standards for federally-funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act’s protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally-funded projects.</p> <p>Section 205 of the URA requires that, “Programs or projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion.”</p> <p>The project site is vacant and contains no structures or renters. A relocation plan is not required.</p> <p>Source Documentation: (6) (33)</p>
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>Educational Facilities</p> <p>The project by its definition is to provide affordable housing for individuals and families with an estimated population of 580 people, which will include school-aged children.</p> <p>The analysis provided here and in the following sections come from the Environmental Impact Report conducted for the City of Lancaster <i>General Plan 2030</i>.</p> <p><u>Lancaster Unified School District (LUSD)</u></p> <p>The Lancaster Unified School District (LUSD) covers an area of approximately 88 square miles and serves students from kindergarten through 8th grade (K-8). In addition, LUSD operates preschool programs for children with disabilities from ages three to four. The majority of students served by LUSD live within the area bounded by Avenue H to the north, 20th Street East to the east, Avenue L to the south, and 50th Street West to the west. A smaller percentage of students served by LUSD live in parts of unincorporated Los Angeles County. LUSD operates five middle schools (6th-8th grades) and 12 elementary schools (K-5th grade). Additionally, LUSD operates an alternative education and special education school for kindergarten through 8th graders.</p> <p>LUSD has taken a number of steps to address continued enrollment growth, which includes the conversion of traditional classes to year round schedule, enlarging class sizes, and constructing temporary classrooms. Currently nine of the 19 schools in the LUSD operate year round. Despite these efforts, schools remain overcrowded and with nearly all schools within the district surpassing their originally designed capacity. The LUSD has a total of 290 permanent classrooms at this baseline capacity and 270 relocatable classrooms. Any</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>continued growth in LUSD will require new facilities to accommodate the student population.</p> <p>Generation rates are the most common method used by a school district to project future enrollment. LUSD calculates these rates using single-family and multi-family housing unit construction from the previous five years, over the increase in student enrollment experienced during that same period. This ratio is then applied to the anticipated future residential development for the district in the next five years to project 5-year enrollment. Generation rates are derived based on elementary school and middle school student projections. Student generation rates for elementary students are 0.336 students per single-family unit and 0.280 students per multi-family unit. Student generation rates for middle school students are 0.077 students per single-family unit and 0.080 students per multi-family unit.</p> <p>To accommodate new district growth, in addition to Level I developer fees for commercial development established by the State Allocation Board, new residential development within the LUSD jurisdiction is qualified to pay a higher Level II developer fee of \$2.75 per square foot or Level III fee of \$5.49 per square foot, as permitted by SB 50.</p> <p><u>Project Impacts</u></p> <p>According to the City of Lancaster, the project will house an estimated 66 students. The project will be required to pay fees to help pay for additional facilities needed. As the General Plan estimates that population growth will require new schools with or without the project, the project in itself will not cause the need for the construction of new facilities.</p> <p>Cultural Facilities</p> <p>The proposed project is located within Los Angeles County, an area rich in cultural facilities. These facilities are accessible by public transit and the addition 580 people will not cause the need for new facilities or cause adverse demand.</p> <p>Source Documentation: (5) (6) (7)</p>
Commercial Facilities	2	A full service grocery store is not within walking distance; however, a convenience market is located directly south and is a 12 minute walk. As shown below, there are about 18 grocery stores within about seven miles.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		 <p>Figure 12 Grocery Stores within 7 miles</p> <p>In addition, delivery service is available. Stores are a short distance south in downtown. Grocery is accessible by public transit. The project site is not located in a food desert. There is no impact in this regard.</p> <p>Source Documentation: (6) (7)</p>
<p>Health Care and Social Services</p>	<p>2</p>	<p>Health Care</p> <p>The nearest hospital to the site with a full-service 24-hour emergency room is Antelope Valley Medical Center, 1600 W Avenue J, Lancaster, three miles south and a 10 minute drive away. Antelope Valley Medical Center, is the only full-service, acute-care hospital in the Antelope Valley and opened in 1955. Each year, Antelope Valley Medical Center has more than 220,000 patient visits, delivers nearly 4,500 babies, conducts 7,500 surgeries, receives over 130,000 ER visits, treats 1,300 traumas, cares for 1,145 pediatric patients, and sees 1,100 inpatient behavioral health patients.</p> <p>Other nearby hospitals include Palmdale Regional Medical Center, 38600 Medical Center Drive, in Palmdale, 11 miles south. Palmdale Regional Medical</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Center is a General Hospital and is also open 24 hours. The Hospital has 400 doctors, 1,350 employees and 20 volunteers. For Kaiser Permanente members, an Outpatient Procedure Suite is located a 615 W Avenue L in Lancaster.</p> <p>Other clinics in the vicinity include Family Urgent Care and Industrial Medical Clinic, HMG Health Care, Family First Medical Practice, Antelope Valley Health Center and High Desert Medical Group.</p> <p>There are no significant impacts to healthcare facilities or delivery systems anticipated as a result of the proposed project.</p> <p>Social Services</p> <p>The County of Los Angeles, Department of Public Social Services provides social services to county residents by providing health care, financial assistance, food assistance and tailored programs for homeless persons and veterans. A variety of children and family services are provided, including child protective services, child care, youth services and other resources for children and families. Employment and community resources are also provided. Applications are taken online and via a call center. Services and assistance is available in several languages.</p> <p>There are two offices in the city of Lancaster. Lancaster – 34 is located at 349B E. Avenue K-6, Lancaster and offers CalWORKS, CalFresh and Medi-Cal programs. The Lancaster General Relief Sub Office – 67 is located at 337 E Ave. K-10, Lancaster and offers CalFresh, General Relief, Medi-Cal and START programs. Both locations are accessible by transit.</p> <p>The project does not represent a significant social services impact beyond what is already provided. There is no impact in this regard.</p> <p>Source Documentation: (6) (7) (38) (39) (40)</p>
Solid Waste Disposal / Recycling	2	<p>WM (formerly Waste Management) is the exclusive provider of waste and recycling collection services to residents and businesses in the City of Lancaster. As a WM customer, Lancaster residents receive a variety of benefits with their service, including bulky item collection, holiday tree collection and electronic landfill vouchers. As of October 1, 2022, most City of Lancaster single family residential properties are billed annually for Residential Standard Service through their Los Angeles County Property Tax Bill.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>WM states they are North America’s leading provider of comprehensive environmental solutions — with the largest disposal network and collection fleet in North America, providing collection, recycling and disposal services to millions of residential, commercial, industrial and municipal customers throughout the U.S. and Canada. WM states they are committed to integrity as “we enable sustainability progress for businesses and cities”.</p> <p>The <i>2030 General Plan EIR</i> analyzed the potential increase in solid waste generation that would result from buildout of the Plan and assessed impacts on local landfills and disposal services. The analysis considered existing landfill capacity and estimated solid waste generation at buildout. It was determined that the Plan is not expected to impact solid waste disposal capacity or violate regulations related to solid waste.</p> <p>Project impacts have been accounted for in the Plan Area where this project is located. There is no impact in this regard.</p> <p>Source Documentation: (5) (6) (41) (42) (43)</p>
Waste Water / Sanitary Sewers	2	<p>The following is a discussion from the 2030 General Plan environmental review document conducted under CEQA.</p> <p>Antelope Valley is located in a desert environment and underlain by a closed groundwater basin. The two primary sources of supply to the valley are imported water from the State Water Project (SWP) via the California aqueduct and groundwater extracted from the Antelope Valley groundwater basin. Wastewater flow collected within the valley is treated at wastewater reclamation plants, and a portion of the treated effluent is reused. Due to significant growth projections for the valley and the City of Lancaster, the efficient use, reuse, and availability of water are crucial to meeting future demands.</p> <p>Collection, treatment, and disposal of wastewater within the City of Lancaster and adjacent unincorporated areas are under the jurisdiction of County Sanitation District No. 14 of Los Angeles County (District No. 14). District No. 14 owns and maintains the trunk sewers and Lancaster Wastewater Reclamation Plant (LWRP), which convey and treat wastewater generated by residential, commercial and industrial areas of the City of Lancaster, as well as portions of the City of Palmdale and unincorporated County.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Wastewater collected in the City of Lancaster initially flows through the local sewer pipelines owned and maintained by the City of Lancaster. At the locations of significant flow confluence, connection is made with the regional trunk sewers owned, operated and maintained by District No. 14. The District No. 14 trunk main network consists of approximately 14 miles of pipeline.</p> <p>The majority of wastewater generated by the City of Lancaster is treated at the Lancaster Water Reclamation Plant (LWRP), located near Avenue D and east of 20th Street West. The plant is located on approximately 560 acres and includes four effluent storage reservoirs and the Antelope Valley Tertiary Treatment Plant (AVTTP). A maximum of 0.5 million gallons per day (mgd) of the LWRP's overall effluent is tertiary treated for use as recycled water by the AVTTP. In winter of 2007, the tertiary treatment at the LWRP was increased to 1.5 mgd upon the completion of a Membrane Bioreactor (MBR) at the plant. The present permitted capacity for the LWRP is 16.0 mgd. In 2006, the plant treated an average flow of 14.615 mgd.</p> <p>Wastewater generated within the Antelope Valley has historically been disposed of through treatment and spreading. As the Antelope Valley is a closed basin (no ocean outfall), wastewater effluent from the Lancaster and Palmdale Water Reclamation Plants has been routed to storage reservoirs on the treatment plant property or other locations. The Lancaster Wastewater Reclamation Plant directs effluent flow to the four on-site storage reservoirs (160 acres of storage), Nebeker Ranch, Piute Ponds, Impoundment Areas and Apollo Lakes Regional County Park.</p> <p>In June 2004 the County Sanitation Districts of Los Angeles County certified the <i>Lancaster Water Reclamation Plant 2020 Facilities Plan and EIR</i>. The report indicates that the LWRP capacity needs to be expanded to 26.0 mgd to treat the estimated flows of 2020. Expansion of the plant is proposed to occur in three phases. The first expansion will result in a capacity of 18 mgd by late 2010. The second expansion is planned to achieve a 21 mgd capacity by 2013. The third phase, needed for the projected flows of 26 mgd in 2020, will be completed by 2014.³</p>

³ This report assumes that upgrades to sewage treatment facilities have been made as planned in the 2030 General Plan.

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		<p>Wastewater flows by gravity to the LWRP through the 66-inch Rosamond Outfall Relief Trunk Sewer pipeline from the south. Treatment at the LWRP consists of primary and secondary treatment. Primary treatment is performed through sedimentation (settling). Secondary treatment utilizes oxidation ponds and aeration. Upon reaching the LWRP, wastewater is pumped through comminutors and grit chambers to the primary sedimentation tanks. Effluent then gravity flows to oxidation ponds, some of which are equipped with surface aerators. A small portion of the effluent is routed to the Antelope Valley Tertiary Treatment Plant where it is treated for recycled water use. Sludge is collected from the primary sedimentation tanks and conveyed to the sludge digesters. Bio-solids (treated sludge) are initially stockpiled at the treatment plant and are then transported to San Joaquin Composting Facility (to become fertilizer amendment).</p> <p>Project Impacts</p> <p>The project will be required by the City of Lancaster to comply with the following Mitigation Measures/Conditions of Approval that ensure the project will not have adverse impacts to sewer facilities:</p> <ul style="list-style-type: none"> • For each site specific development, prior to issuance of a Permit to Connect, the Developer shall pay the required connection fees to the County Sanitation District of Los Angeles. • For each site specific development, prior to issuance of building permits, the Developer shall provide evidence that the County Sanitation District of Los Angeles has sufficient wastewater transmission and treatment plant capacity to accept sewage flows from the buildings which building permits are being requested. • For each site specific development, prior to issuance of building permits, the Developer shall provide engineering studies to the City of Lancaster's Public Works Department verifying that the sewer system has adequate capacity to serve the project. If additional improvements are required, the applicant shall pay the necessary fees required for sewer system improvements. <p>Conclusion</p> <p>The project in-of itself will not require the need for additional facilities for the processing of effluent. No adverse impact was identified.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		Source Documentation: (5) (6)
Water Supply	2	<p>The following is a discussion from the 2030 General Plan environmental review document conducted under CEQA.</p> <p>Water supply to the Antelope Valley is primarily via imported water from the State Water Project and groundwater drawn from the Antelope Valley basin. Water service to the City of Lancaster is provided by numerous retail water agencies. Each water retail agency within the City is unique, yet all water provided is from either groundwater, imported water from the Antelope Valley-East Kern Water Agency (AVEK), or a combination of both. The largest purveyor serving the City is the Los Angeles County Waterworks Division 40.</p> <p>The City of Lancaster is located in the Antelope Valley north of the San Gabriel Mountains and south of the Tehachapi Mountains within the western portion of the Mojave Desert. Within the Antelope Valley are the Portal Wash, Little Rock, Neenach and Palmdale watersheds. Alluvial fans that extend north from the San Gabriel Mountains primarily make up the Antelope Valley drainage basin. As the alluvial fans were naturally formed, no well-defined channels exist. During heavy rainstorms runoff from the San Gabriel Mountains creates streams (or washes). Another source of stream flow is the melting of snowpack from the local mountains. Once the streams reach the valley floor, the runoff percolates into the ground, continues on as temporary streams or results in sheet flow. No perennial streams exist within the Antelope Valley.</p> <p>The availability of water is a growth constraint to the City of Lancaster. Water supply service depends on the availability of potable water within reasonable location to the demand. The availability of water to Lancaster and the study area will largely depend on the size of safe yields of groundwater, achieving full entitlement from the State Water Project, and the construction of adequate facilities in which to store the full entitlement.</p> <p>Project Impacts</p> <p>The project will be required by the City of Lancaster to comply with the following Mitigation Measures/Conditions of Approval that ensure the project will not have adverse impacts to sewer facilities:</p> <ul style="list-style-type: none"> • For each site-specific development, prior to issuance of building permits, the project applicants shall pay all applicable developer fees described in

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		<p>the adopted Rules and Regulations, Part 4, for the Los Angeles County Waterworks District No. 40, (i.e., groundwater supply fee, groundwater bank, additional wells, additional treatment capacity/facilities, recycled water fee, etc.).</p> <ul style="list-style-type: none"> • Prior to issuance of building permits, the project applicant shall obtain verification from District 40 confirming that adequate water supply and water systems would be available to adequately serve the project in which building permits are being issued. • For each site-specific development, the project applicants shall incorporate water conservation measures into the design of the project. Such methods include using xeriscaping, low water-use turf, or a synthetic grass substitute in landscaped areas to minimize or eliminate the irrigation demand, and install weather-sensitive irrigation timers to ensure all landscaping receives only necessary amount of water. <p>Conclusion</p> <p>The project in-of itself will not cause adverse impacts to potable water supply or cause the need to develop additional water sources. No adverse impact was identified.</p> <p>Source Documentation: (5) (6)</p>
<p>Public Safety - Police, Fire and Emergency Medical</p>	<p>2</p>	<p>The following is a discussion from the 2030 General Plan environmental review document conducted under CEQA.</p> <p>Police</p> <p>Police protection, crime prevention and traffic enforcement services for the Antelope Valley, which includes the cities of Lancaster, Palmdale and unincorporated areas of Los Angeles County, are provided on a contractual basis through the Los Angeles County Sheriff’s Department (LACSD). The Antelope Valley is located in the Los Angeles County Sheriff’s Department Field Operations Region I, which includes Altadena, Crescenta Valley, East Los Angeles, Malibu/Lost Hills, Santa Clarita Valley, Palmdale, Lancaster, and portions of unincorporated Los Angeles County. Two patrol stations are located within the Antelope Valley. These include the Palmdale station located at 750 East Avenue Q in the City of Palmdale and the Lancaster station located at 501 West Lancaster Boulevard in downtown Lancaster.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The Lancaster Station serves a population of over 190,000 residents within an area of approximately 600 square miles, which represents approximately 15 percent of Los Angeles County. This encompasses the City of Lancaster and the communities of Lake Los Angeles, Quartz Hill and Antelope Acres. Existing personnel at the Lancaster Station includes 205 sworn officers and 61 civilian personnel. Officers are comprised of the Station Captain, seven Lieutenants, 24 Sergeants, 148 Deputies, and 25 Investigators. Station Detectives (21) within this staff handle the largest caseload in Los Angeles County, an average of 30 cases per month. Civilian employees consist of law enforcement technicians, community service assistants and additional Station staff. Additional assistance is provided through 266 public safety employees who serve the Station, 50 Sheriff Reserve Deputies and 136 Sheriff volunteers. The Station is assigned 104 vehicles, which includes patrol cars, unmarked patrol cars, jeeps, rescue vehicles, Community Services Officer vehicles, and a mobile command post. A helicopter with advanced equipment, which includes satellite Global Positioning Systems (GPS) and a Forward Looking Infrared (FLIR) device, is assigned to the Lancaster Station.</p> <p>Development of the project and the related increase in population would result in an increased demand for police protection. It is expected that the Los Angeles County Sheriff's Department will continue to serve the project without requiring additional facilities beyond those already planned. As such, impacts on police protection services are considered <i>less than significant</i>.</p> <p>Fire Protection and Emergency Services</p> <p>The Los Angeles County Fire Department (LACFD) provides fire protection services to the Antelope Valley, which includes the City of Lancaster and the surrounding unincorporated area. The LACFD was formed to provide wildland and structural fire protection. The City of Lancaster is a member of the consolidated Fire Protection District and maintains a contract with the County of Los Angeles to receive staff and fire protection services.</p> <p>LACFD's goal is to have a fire station within 1.5 miles of all fully developed urban areas. The nationally recognized guideline is a five-minute response time in urban areas, which is usually achieved within a 1.5-mile distance. LACFD has plans to expand fire protection service, including paramedic staffing, as the City's population grows.</p>

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		<p>Fire protection services for the area appear to be adequate at this time with the City's current level of development. However, Lancaster has large amounts of undeveloped land, which will continue to receive a suburban or rural level of fire protection as appropriate until these areas become more urbanized. Increased demand for fire protection services will occur as residential development concentrated in the outlying areas of the City increases and the population increases.</p> <p>Development of the project and the related increase in population is expected to result in an increased demand for fire protection. As required by the California Fire Code, the project would be required to include site-specific design features such as ensuring appropriate emergency access, requiring structures to be built with approved building materials, and installation of fire sprinklers as applicable. Conformance with this code reduces the risks associated with fire hazards. No adverse impacts were identified.</p> <p>Source Documentation: (5) (6)</p>
Parks, Open Space and Recreation	2	<p>The following is a discussion from the 2030 General Plan environmental review document conducted under CEQA.</p> <p>Parks and recreational facilities are made available to Lancaster residents through the Department of Parks, Recreation, and Arts. The State of California, County of Los Angeles, the City of Lancaster, and private groups provide and operate recreation facilities in the north Antelope Valley area, which includes the City of Lancaster.</p> <p>State park facilities located within the area include the California Poppy Reserve, the Arthur B. Ripley Desert Woodland, the Saddleback Butte State Park and the Antelope Valley Indian Museum. The Area Headquarters for the California State Parks Department is located in Lancaster at Avenue G and 40th Street West. The Antelope Valley Fairgrounds, located at Division Street and Avenue I, is part of the California State Fair System.</p> <p>The Los Angeles County Department of Parks and Recreation is responsible for Apollo Park and George Lane Park, which are located within Lancaster's sphere of influence.</p> <p>The City of Lancaster Parks, Recreation and Arts Department supervise and maintain park, recreational and cultural facilities in Lancaster. The Department is committed to providing adequate recreational facilities and a diverse variety</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>of activities, programs, classes, day camps and special events. The City currently maintains 13 City parks and recreational facilities, which consist of approximately 448 acres of developed and undeveloped park and recreation land. Approximately 100 acres of these facilities are pending completion as funds become available.</p> <p>The project itself will provide a community pool and building for residents’ use. Whit Carter Park is adjacent to the southern property line.</p> <p>The project will not have adverse effects to parks, open space and recreation.</p> <p>Source Documentation: (5) (6)</p>
<p>Transportation and Accessibility</p>	<p>2</p>	<p>Transportation</p> <p><u>Public Transit Network</u></p> <p>The project site is served by local public transit service provided by Antelope Valley Transit Authority. South at Avenue I and Sierra Highway lies The Boulevard Transit Center, where connections to all routes can be made. Metrolink trains provide regional service with Tier 4 locomotives serving southern California. The Metrolink station is located at 44812 Sierra Highway, a 30 minute walk from the site and accessible by transit.</p> <p>Bicycle and pedestrian facilities are complete near the site.</p> <p><u>Project Trip Generation</u></p> <p>A <i>Traffic Impact Study</i> was conducted by General Technologies and Solutions in October 2023.</p> <p>Existing weekday average daily traffic (ADT) volumes were collected at Sierra Highway south of W Avenue H over a 24-hour period on Tuesday, September 26, 2023. It was found that the ADT fronting the project site is about 6,510 vehicles with 3,341 vehicles (51%) traveling northbound and 3,169 vehicles (49%) heading southbound.</p> <p>When fully built the project is expected to generated 126 AM peak hour trips and 117 PM peak hour trips. Year 2027 is assumed to be the full build-out year where Phase 1 and 2 are both opened. Year 2027 without project traffic volumes were forecasted based on applying an annual growth rate of 1.5% on the existing traffic volumes. The study intersection is forecast to continue to operate at acceptable LOS during the AM and PM peak hours. There would be</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>no significant traffic impacts at the study area intersections with the addition of project traffic.</p> <p>A Vehicle Miles Traveled (VMT) Analysis Screening document submitted to the City shows that the project is both located in Low VMT area and is exempt as affordable housing.</p> <p>No adverse impacts to traffic were identified.</p> <p>Accessibility</p> <p>The project is required to meet HUD requirements for accessible units and provide at a minimum, 10% of the units as accessible units.</p> <p>The single family homes are one-story, so all of the units could be adapted for ADA. All tenant common areas and the site circulation will be compliant with current Americans with Disabilities Act (ADA) standards and current building code for disabled access.</p> <p>Source Documentation: (6) (7) (44) (45) (46) (47) (Appendix G)</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>There are no unique natural features or water resources on the site.</p> <p>There is no impact in this regard.</p> <p>Source Documentation: (6)</p>
Vegetation, Wildlife	3	<p>There are no trees on the site, but there are trees on adjacent properties that could have nesting birds protected by the Migratory Bird Treaty Act.</p> <p><i>Mitigation Required:</i></p> <p>VW1. If possible, removal of vegetation will occur outside the breeding season for migratory birds. Breeding generally lasts from February to July but may extend beyond this time frame. If vegetation removal will occur</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>during or close to the nesting season, a qualified biologist will survey all potential nesting areas to be disturbed as close as possible but no more than one week prior to removal. If active bird nests are found, impacts to nests will be avoided by either delaying work or establishing initial buffer areas of a minimum of 500 feet (161 m) around raptor nests, and 50 feet (16.1 m) around active migratory non-raptor bird species nests. The project biologist will determine if the buffer areas should be increased or decreased based on the nesting bird response to disturbances.</p>
Other Factors	1	<p>The project will provide much needed affordable housing for individuals and families in a product type that is not commonly constructed in California – single family housing – for affordable units. The proposed project is beneficial to both residents and the community.</p> <p>Source Documentation: (6)</p>
Climate Change	1	<p>According to The Climate Explorer (https://crt-climate-explorer.nemac.org/), top regional hazards for Lancaster, CA, according to the 2018 National Climate Assessment are as follows. These statements compare projections for the middle third of this century (2035-2064) with average conditions observed from 1961-1990.</p> <ul style="list-style-type: none"> • An average of 1 fewer dry spell — a period of consecutive days without precipitation — is projected per year. Historically, Lancaster averaged 13 dry spells per year. • Wildfire risk may change as the length of dry spells changes. Dry spells are projected to increase by 7 days. Historically, the longest yearly dry spell in Lancaster averaged 97 days. • Frequency of coastal flooding may increase as global sea level rises 0.5 - 2 feet • Ocean warming and acidification may affect homes and other coastal infrastructure, marine flora and fauna, and people who depend on coastal resources. • Extreme temperatures on the hottest days of the year are projected to increase by 5°F. Historically, extreme temperatures in Lancaster averaged 97°F.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The project is in an advantageous location given potential climate change impacts in Los Angeles County.</p> <p>The project will provide on-site electric generation with solar. There is a small benefit in this regard.</p> <p>Source Documentation: (48)</p>

Additional Studies Performed:

See Source Documentation List

Field Inspection (Date and completed by):

March 13, 2023 – Ramiro Vejar, Partner Environmental

October and November 2023 – Cinnamon Crake, President, Bay Desert, Inc. (via Google Earth)

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

See Source Documentation List

List of Permits Obtained:

No permits have been obtained yet. The moment the use of Federal funds was contemplated, all project actions were halted to conduct this environmental review.

Public Outreach [24 CFR 50.23 & 58.43]:

The project results in a Finding of No Significant Impact (FONSI) which will be published in the newspaper and circulated to public agencies, interested parties, and landowners/occupants of parcels located within the project's Area of Potential Effects (APE). Information about where the public may find the Environmental Review Record pertinent the project will be included in the FONSI Notice.

Cumulative Impact Analysis [24 CFR 58.32]:

Cumulative impacts have been analyzed for the larger *2030 General Plan* (Plan) area, which includes the proposal. Some significant impacts were identified, but can be mitigated. The proposal is consistent with the Plan and therefore cumulative impacts are not adverse.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

Alternatives for this proposal were conducted during CalHFA's program activities whereby project applicants are selected for HUD Loan Risk-Sharing.

No Action Alternative [24 CFR 58.40(e)]:

The site could be acquired or developed as affordable housing, market-rate housing or other land use as permitted by the City of Lancaster or remain the real property of the current owner. The project site may continue in its current state. The impacts discussed in this Environmental Assessment would not occur.

Summary of Findings and Conclusions:

The project is suitable, even preferable, from an environmental standpoint. As long as the mitigation measures are adhered to, there is no anticipated significant impact or adverse impact from the project.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
Geotechnical	G1. Follow all recommendations laid forth in the <i>Geotechnical Engineering Report</i> prepared for the project by GeoSoils Consultants Inc. and dated May 3, 2023 or later (see Appendix H).
Historic Preservation	<p>CR1. Post-review Discoveries. If an archaeological deposit is encountered during Project-related, ground-disturbing activities, all work within 50 feet of the discovery shall be redirected until a Secretary of Interior-qualified Archaeologist inspects the material, assess its historical significance, and provides recommendations for the treatment of the discovery. For this Project, potentially significant historic-era resources may include all by-products of human land use greater than 50 years of age, including subsurface deposits of domestic type material (e.g., glass, ceramic, metal, wood, faunal remains, brick, etc.), buried alignments of stone, brick, or foundation elements, or possible features associated with open workspaces or yard spaces (e.g., stone/brick foundations; chimney remains; ceramics; buttons; insignia; bullets; tools; and fragments of ceramics, glass, metal, wood, faunal, brick, concrete, coal, botanical remains, etc.). Potentially significant prehistoric resources include midden soils, artifacts such as faunal bone, ground-stone, fire-affected rock (FAR), baked clay, modified bone and/or shell, flake stone debitage, flake stone tools, etc., and features such as house floors, cooking pits, deliberately interred burials, pre-internment burn pits, etc.</p> <p>CR2. Discovery of Human Remains. If human remains are encountered within the Project Area during Project-related ground-disturbing activities, all work must stop within 100 feet of the discovery area, and the area and associated spoils shall be secured to prevent further disturbance. The Los Angeles County Coroner must be notified immediately. It is important that the suspected human remains, the area around them, and the associated spoils are undisturbed and the proper authorities are called to the scene as soon as possible. The coroner will determine if the remains are prehistoric Native American remains or of modern origin and if there are any further investigation by the coroner is warranted. If the remains are suspected to be prehistoric Native American remains, the coroner shall contact the NAHC by telephone within 24-hours. The NAHC will immediately</p>

Law, Authority, or Factor	Mitigation Measure
	<p>notify the person it believes to be the most likely descendant (MLD) of the remains. The MLD has 48 hours to make recommendations to the landowner for treatment or disposition of the human remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in the Project Area, in a location that will be secure from future disturbances. If the landowner does not accept the descendant's recommendations, the owner or the descendant may request mediation by NAHC. According to the California Health and Safety Code, six (6) or more human burials at one (1) location constitute a cemetery (Section 8100), and willful disturbance of human remains is a felony (Section 7052). A Secretary of Interior-qualified Archaeologist shall also evaluate the historical significance of the discovery, the potential for additional remains, and provide further recommendations for treatment of the site in coordination with the MLD.</p>
<p>Land Use</p>	<p>LU1. The applicant shall obtain the appropriate local approvals and environmental clearances under State of California law. This approval is conditioned on the fact that local entitlements can be obtained without any material change in the project description analyzed here.</p>
<p>Noise Abatement</p>	<p>N1. Provide 7-foot-high barriers (as measured from the base elevation) along the eastern property line for all residential backyards with direct line-of-sight to Sierra Highway. The barriers should be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of four pounds per square foot.</p> <p>N2. Provide mechanical ventilation so that windows may be left closed by occupants. This can be achieved passively with z-ducts, fresh air ducts, or an approved equal.</p> <p>N3. Exterior walls shall meet a Sound Transmission Class (STC) rating of at least 46. One method to achieve this would be standard exterior walls with 6-inch studs, R-13 insulation or thicker, a minimum 7/8-inch exterior surface stucco plaster, and interior finish with 5/8-inch drywall.</p> <p>N4. All windows shall be rated STC 26 (assumed to be standard dual-pane windows required per Title 24 energy standards) or higher.</p> <p>N5. All exterior doors shall be rated STC 26 or higher.</p> <p>N6. All entry doors shall be insulated against weather and sound with nonporous seals. Caulk entry door thresholds as they are placed.</p>

Law, Authority, or Factor	Mitigation Measure
	<p>N7. Use permanently nonhardening sealant around perimeters of window frames.</p> <p>N8. Window assemblies shall be constructed with effective nonporous gaskets or weatherstripping to minimize air infiltration and sound leakage.</p> <p>N9. Provide airtight construction at all exterior walls with acoustical or other nonhardening sealant at floor plates.</p> <p>N10. Use door jamb and head gasketing and door bottom gasketing at entry doors to seal the solid core doors against weather and sound.</p>
Vegetation, Wildlife	<p>VW1. If possible, removal of vegetation will occur outside the breeding season for migratory birds. Breeding generally lasts from February to July but may extend beyond this time frame. If vegetation removal will occur during or close to the nesting season, a qualified biologist will survey all potential nesting areas to be disturbed as close as possible but no more than one week prior to removal. If active bird nests are found, impacts to nests will be avoided by either delaying work or establishing initial buffer areas of a minimum of 500 feet (161 m) around raptor nests, and 50 feet (16.1 m) around active migratory non-raptor bird species nests. The project biologist will determine if the buffer areas should be increased or decreased based on the nesting bird response to disturbances.</p>

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]

The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.

Preparer Signature: _____

Date: November 20, 2023

Name/Title/Organization: Cinnamon Crake, President
Bay Desert, Inc.

Certifying Officer Signature: _____

Date: _____

Name/Title: Tiena Johnson Hall, Executive Director
California Housing Finance Agency

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

Maison's Sierra Source Documentation

November 2023

1. *Project Description: Maison's Sierra*. 2023.
2. Bassesnian Lagoni. *Sierra Highway, Lancaster, California*. Newport Beach, CA : s.n., May 2, 2023. Plans & Drawings.
3. *Landscape Entitlement Design, Maison's Sierra Lancaster, CA*. October 12, 2023.
4. City of Lancaster. *Lancaster General Plan, Housing Element (2021 to 2029)*. Adopted June 14, 2022.
5. —. *General Plan 2030 Master Environmental Assessment*. Final April 2009.
6. Crane, Cinnamon. President. *Report Preparer/Professional Knowledge*. s.l. : Bay Desert, Inc., September 2023. Report Preparer/ Site Visits.
7. Alphabet. Google Earth Professional. *Computer Program*. 2023.
8. Los Angeles County Airport Land Use Commission. *General William J. Fox Airfield Land Use Compatibility Plan*. December 1, 2004.
9. United States Government. The Coastal Barrier Resources Act of the United States. Enacted October 18, 1982. CBRA, Public Law 97-348.
10. U.S. Department of Homeland Security. *Flood Insurance Rate Map (FIRM)*. s.l. : Federal Emergency Management Agency, Effective Date September 26, 2008. FIRM Panel No. 06037C0410F.
11. United States Environmental Protection Agency. Nonattainment Areas for Criteria Pollutants (Green Book). [Online] [Cited: September 28, 2023.] <https://www.epa.gov/green-book>.
12. —. *General Conformity De Minimus Tables*.
13. Rincon Consultants, Inc. *Air Quality, TAC, and GHG Emissions Analysis for the Maison's Sierra Project, Lancaster, Los Angeles County, California*. May 3, 2023. Rincon Project No. 23-14483.
14. Los Angeles County. Welcome to the Department of Regional Planning's Coastal Planning website! [Online] Department of Regional Planning. <https://case.planning.lacounty.gov/coastal#:~:text=Here%20you%20will%20find%20general%20information%20about%20coastal,that%20govern%20land%20use%20in%20each%20coastal%20area..>
15. Partner Engineering and Science, Inc. *Phase I Environmental Site Assessment, Maison's at Sierra, Vacant land generally along the west side of Sierra Highway, between Avenue H and Avenue H-13 Lancaster, California 93534*. Report Date: March 15, 2023. Partner Project No. 23-401953.1.
16. Hagan, Mark. *2023 Biological Resource Assessment of 55 Acre Parcel Lancaster, California*. Lancaster, CA : s.n., May 1, 2023.
17. Environmental Data Resources. *The EDR Radius Map Report Maison's Sierra*. October 12, 2023.

18. U.S. Department of Housing and Urban Development. *Acceptable Separation Distance (ASD) Electronic Assessment Tool*. s.l. : Bay Desert, Inc., October 12, 2023.
19. City of Lancaster. Proposed Projects/Active GIS. [Online] [Cited: October 12, 2023.] <https://www.cityoflancasterca.org/our-city/departments-services/development-services/planning/current-planning>.
20. United States Department of Agriculture. *Custom Soil Resource Report for Antelope Valley Area, California, Maison's Sierra*. s.l. : Natural Resources Conservation Service, October 12, 2023.
21. BFA Environmental Services. *A Section 106 (NHPA) Historical Resources Study for the Maison's Sierra Phase I Project*. Poway, California : s.n., May 2, 2023.
22. Green, Andrew. *Letter to Cinnamon Crake, Bay Desert, Inc. in re: Maison's Sierra Project, Los Angeles County*. West Sacramento, CA : Native American Heritage Commission, August 24, 2023.
23. U.S. Department of Housing and Urban Development. *Tribal Directory Assessment Tool*. Accessed on July 27, 2023.
24. Brown, Kevin. *Letters to Native America tribes in re: Maison's Sierra, 45635 Sierra Highway, Lancaster, Los Angeles County, California 93534, HUD Loan Risk-Sharing Program*. Sacramento, CA : California Housing Finance Agency, July 28, 2023.
25. Bay Desert, Inc. *Historic & Cultural Resources Evaluation, Historic Resources Evaluation for Section 106 Review: Maison's Sierra*. September 2023.
26. Brown, Kevin. *Letter to Julianne Polanco, State Historic Preservation Officer in re: Maison's Sierra, 45635 Sierra Highway, Lancaster, Los Angeles County, California 93534*. Sacramento, CA : California Housing Finance Agency, September 18, 2023.
27. Ramirez, Mirna. *SHPO - Request for Section 106 Review: HUD Risk SHaring Loan Program - 106 HUD Maison's Sierra*. [E-mail] September 21, 2023 : California Housing Finance Agency.
28. Pries, Shannon. *E-mail to Mirna Ramirez, CalHFA in re: SHPO Request for Section 106 Review: HUD Risk-Sharing Loan Program - 106 HUD Maison's Sierra (CalHFA)*. [E-mail] s.l. : California Office of Historic Preservation, November 16, 2023.
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34. *SB35 Disadvantaged Communities*. [Online] CalEnviroScreen 3.0 Results. <https://www.arcgis.com/apps/View/index.html?appid=c3e4e4e1d115468390cf61d9db83efc4>.
35. GeoSoils Consultants Inc. *Geologic and Geotechnical Engineering Report, Proposed Residential Development, HNR-4 100% Affordable Senior Housing Project, Southwest Corner of W. Avenue H and Sierra Highway, Lancaster, California*. May 3, 2023. W.O. 7829.
36. D&D Engineering, Inc. *Preliminary Hydrology Report*. June 26, 2023.
37. Brown, Kevin. *E-mail to Cinnamon Crake, Bay Desert, Inc. in re: Maison's Sierra green building features*. [E-Mail] s.l. : CalHFA, November 8, 2023.
38. Antelope Valley Medical Center. All the Care You Need. [Online] [Cited: November 14, 2023.] <https://www.avmc.org/>.
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40. LACOUNTY.GOV. Department of Public Social Services. [Online] [Cited: November 14, 2023.] <https://dpss.lacounty.gov/en.html>.
41. City of Lancaster. WM (formerly Waste Management). [Online] [Cited: November 14, 2023.] <https://www.cityoflancasterca.org/our-city/about-us/sustainability/green-practices/illegal-dumping-proper-waste-disposal/waste-management>.
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43. —. *2023 Sustainability Report, Innovating for Tomorrow*.
44. Antelope Valley Transit Authority. *Local Transit Service Map*. Accessed on November 14, 2023.
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47. City of Lancaster. *VMT Analysis Screening - Preliminary Review No. 23-08*.
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Appendix A – Project Description

- *Project Description: Maison's Sierra. 2023.*
- **Bassesian Lagoni.** *Sierra Highway, Lancaster, California.* Newport Beach, CA : s.n., May 2, 2023. Plans & Drawings.
- *Landscape Entitlement Design, Maison's Sierra Lancaster, CA.* October 12, 2023.

Appendix B – Airport Clear Zones

Maison's Sierra

45635 Sierra Highway, Lancaster, Los Angeles County, California 93534

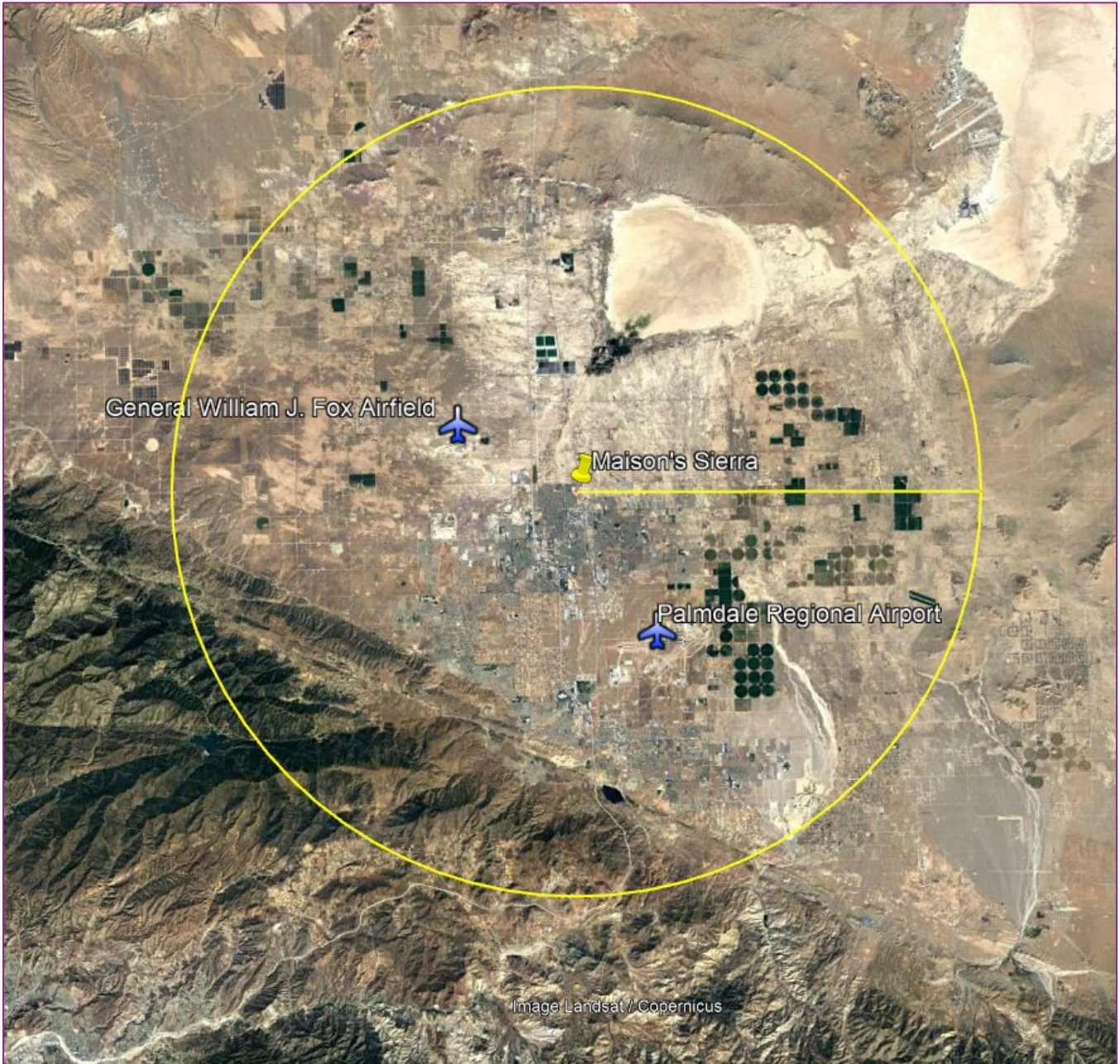


Figure 13 Airports within 15 miles of the subject site

Table 15 Distance to nearby airports

Airport type	Name	Distance from subject (Miles)	Airport Clear Zone
Major Airport	None	N/A	N/A
Military Airfield	None	N/A	N/A
Minor Airport	General William J. Fox Airfield	4.77 miles north-northwest	No
Minor Airport	Palmdale Regional Airport	6.33 miles south	No

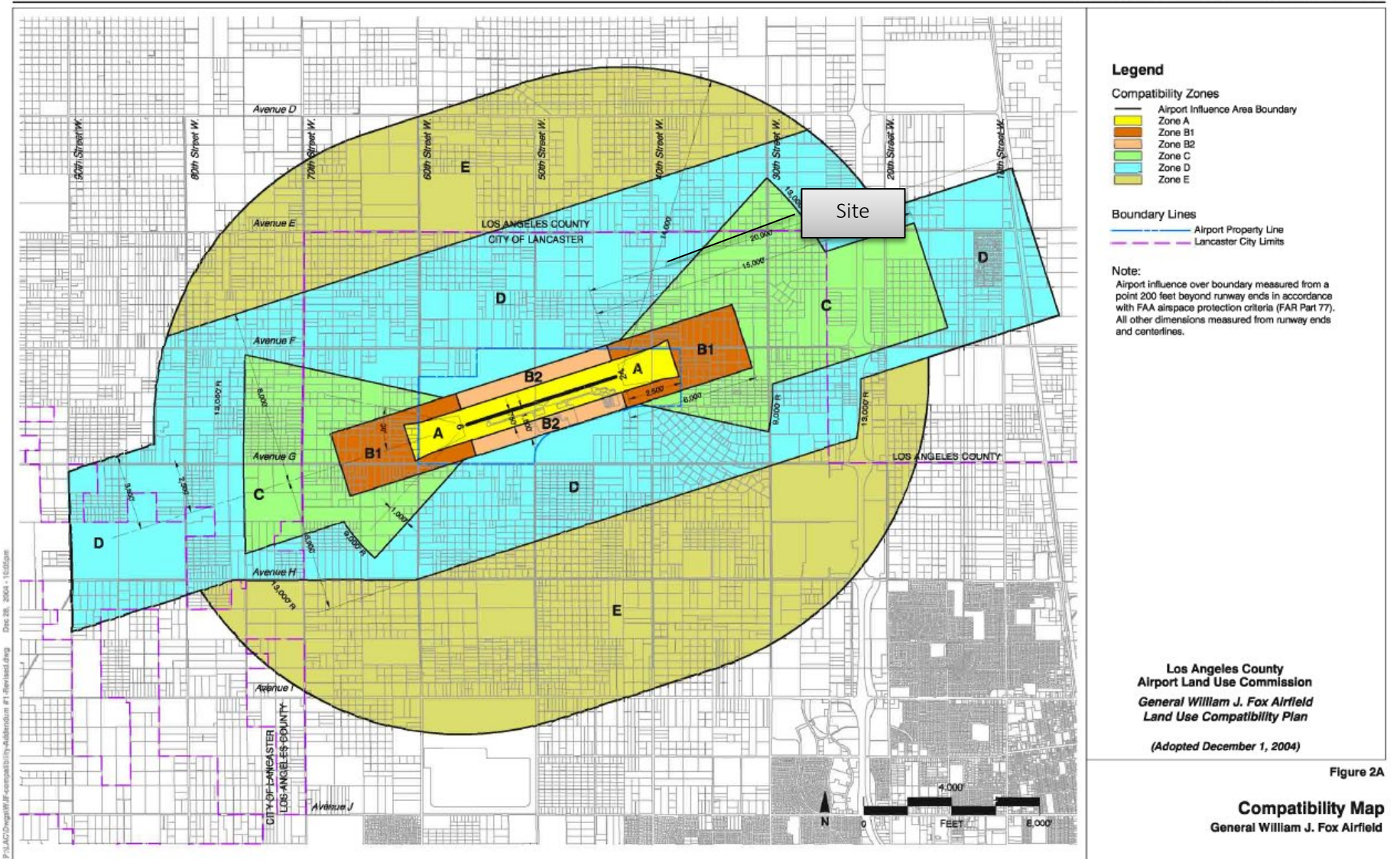


Figure 14 Sonoma County Airport Safety Compatibility Zones

Appendix C – Floodplains, Wetlands & Endangered Species

- **U.S. Department of Homeland Security.** *Flood Insurance Rate Map (FIRM)*. s.l. : Federal Emergency Management Agency, Effective Date September 26, 2008. FIRM Panel No. 06037C0410F.
- **Hagan, Mark.** *2023 Biological Resource Assessment of 55 Acre Parcel Lancaster, California*. Lancaster, CA : s.n., May 1, 2023.
- **U.S. Fish and Wildlife Service.** *National Wetlands Inventory, Maison's Sierra*. October 12, 2023.
- **D&D Engineering, Inc.** *Preliminary Hydrology Report*. June 26, 2023.

Appendix D – Air Quality

- **Rincon Consultants, Inc.** *Air Quality, TAC, and GHG Emissions Analysis for the Maison’s Sierra Project, Lancaster, Los Angeles County, California.* May 3, 2023. Rincon Project No. 23-14483.

Appendix E – Contamination and Toxic Substances

- **Partner Engineering and Science, Inc.** *Phase I Environmental Site Assessment, Maison's at Sierra, Vacant land generally along the west side of Sierra Highway, between Avenue H and Avenue H-13 Lancaster, California 93534.* Report Date: March 15, 2023. Partner Project No. 23-401953.1.
- **Environmental Data Resources.** *The EDR Radius Map Report Maison's Sierra.* October 12, 2023.
- **U.S. Department of Housing and Urban Development.** *Acceptable Separation Distance (ASD) Electronic Assessment Tool.* s.l. : Bay Desert, Inc., October 12, 2023.
- **City of Lancaster.** Proposed Projects/Active GIS. [Online] [Cited: October 12, 2023.] <https://www.cityoflancasterca.org/our-city/departments-services/development-services/planning/current-planning>.

Appendix F – Historic Preservation

- **Pries, Shannon.** *E-mail to Mirna Ramirez, CalHFA in re: SHPO Request for Section 106 Review: HUD Risk-Sharing Loan Program - 106 HUD Maison's Sierra (CalHFA).* [E-mail] s.l. : California Office of Historic Preservation, November 16, 2023.
- **Ramirez, Mirna.** *SHPO - Request for Section 106 Review: HUD Risk SHaring Loan Program - 106 HUD Maison's Sierra.* [E-mail] September 21, 2023 : California Housing Finance Agency.
- **Brown, Kevin.** *Letter to Julianne Polanco, State Historic Preservation Officer in re: Maison's Sierra, 45635 Sierra Highway, Lancaster, Los Angeles County, California 93534.* Sacramento, CA : California Housing Finance Agency, September 18, 2023.
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- **BFSA Environmental Services.** *A Section 106 (NHPA) Historical Resources Study for the Maison's Sierra Phase I Project.* Poway, California : s.n., May 2, 2023.
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- **Green, Andrew.** *Letter to Cinnamon Crake, Bay Desert, Inc. in re: Maison's Sierra Project, Los Angeles County.* West Sacramento, CA : Native American Heritage Commission, August 24, 2023.
- **U.S. Department of Housing and Urban Development.** *Tribal Directory Assessment Tool.* Accessed on July 27, 2023.

Appendix G – Noise and Traffic

- **Rincon Consultants, Inc.** *Acoustical Analysis for the Maison’s Sierra Project in Lancaster, California.* Los Angeles, CA : s.n., May 3, 2023. Rincon Project No. 23-14483.
- **General Technologies and Solutions.** *Traffic Impact Study for the Maison Sierra Housing Development.* October 24, 2023.
- **City of Lancaster.** *VMT Analysis Screening - Preliminary Review No. 23-08.*

Appendix H – Soils and Miscellaneous

- **United States Department of Agriculture.** *Custom Soil Resource Report for Antelope Valley Area, California, Maison's Sierra.* s.l. : Natural Resources Conservation Service, October 12, 2023.
- **United States Environmental Protection Agency.** Sole Source Aquifers. *Source Water Protection.* [Online] [Cited: October 12, 2023.] <https://www.epa.gov/dwssa>.
- **National Wild and Scenic Rivers System.**
- **United States Census Bureau.** 2020 Census. [Online] [Cited: November 6, 2023.] <https://www.census.gov/quickfacts/>.
- **SB35 Disadvantaged Communities.** [Online] CalEnviroScreen 3.0 Results. <https://www.arcgis.com/apps/View/index.html?appid=c3e4e4e1d115468390cf61d9db83efc4>.
- **GeoSoils Consultants Inc.** *Geologic and Geotechnical Engineering Report, Proposed Residential Development, HNR-4 100% Affordable Senior Housing Project, Southwest Corner of W. Avenue H and Sierra Highway, Lancaster, California.* May 3, 2023. W.O. 7829.