

**CITY OF PALMDALE
LOS ANGELES COUNTY, CALIFORNIA
RESOLUTION NO. 93-10**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF PALMDALE CERTIFYING THE ENVIRONMENTAL IMPACT
REPORT FOR THE CITY OF PALMDALE DRAFT 1993
GENERAL PLAN, ADOPTING SAID GENERAL PLAN AND
REPEALING IN THEIR ENTIRETY RESOLUTION NOS. 76-12,
85-115 AND 88-93 PERTAINING TO THE CURRENT ADOPTED
GENERAL PLAN ELEMENTS, AND ANY AMENDMENTS THERETO

WHEREAS, Pursuant to Section 65300 of the State Planning and Zoning Law (Division 1 of Title 7 of the California Government Code), the City of Palmdale has prepared a Draft General Plan to provide comprehensive, long-range policy guidelines for future growth and development which incorporates the mandated elements, including Land Use, Circulation, Noise, Housing, Public Services, Safety, and Environmental Resources, and each element includes a profile report containing baseline data, a statement of issues, goals, objectives, policies, and implementation programs as required by State law; and

WHEREAS, An initial study was completed for the project by the Planning Department, pursuant to Section 15063 of the State CEQA Guidelines on November 10, 1987, which identified that there was substantial evidence that the project may have a significant impact on several environmental resources and public services. Pursuant to State CEQA Guidelines 15064 and 15081, a decision was made to prepare an EIR for the project; and

WHEREAS, On November 19, 1987, a Notice of Preparation for the EIR was prepared and sent to the State Clearinghouse in the Office of Planning and Research for the State of California and to other responsible agencies; and

WHEREAS, A screencheck General Plan and Draft EIR were prepared by a consultant retained and compensated by the City for the purpose of complying with Government Code Sections 65300, et seq. and the California Environmental Quality Act (CEQA), respectively; and

WHEREAS, Screencheck copies of the General Plan and Master Environmental Assessment were submitted to the City on March 1990 and September 1990 and copies of the screencheck documents were circulated to various departments and agencies for comment; and

WHEREAS, The Planning Commission conducted 23 duly noticed public hearings on the General Plan between the years of 1990 and 1991, held at times and places specified in the public notification for the meeting, in accordance with California Government Code Sections 65355 and 65090, and Public Resources Code Section 21092; and

WHEREAS, In 1992, City staff revised the General Plan in response to citizen and Commission input, and to update technical information relating to current conditions; and

WHEREAS, The Planning Commission conducted 10 duly noticed public hearings on the revised screencheck elements of the Draft General Plan between the months of March 1992 and July 1992, held at times and places specified in the public notification for those meetings, in accordance with California Government Code Sections 65355 and 65090, and Public Resources Code Section 21092; and

WHEREAS, The Draft General Plan dated July 27, 1992 was prepared pursuant to Government Code Sections 65300 et seq. and in accordance with General Plan Guidelines promulgated by the Governor's Office of Planning and Research; and

WHEREAS, On August 5, 1992, the Draft EIR was completed. Pursuant to State CEQA Guidelines Section 15085, the City prepared a Notice of Completion of the Draft EIR which was filed with the State Office of Planning and Research on August 6, 1992. The DEIR was circulated to interested agencies between August 10, 1992 and September 23, 1992 for a 45-day comment period pursuant to State CEQA Guidelines Section 15087. Comments were received and responses prepared and incorporated into the EIR. A copy of the Final EIR is on file in the office of the Planning Department; and

WHEREAS, The City has submitted the proposed General Plan to other public agencies for review as follows:

(a) The draft Housing Element was submitted to the California Department of Housing and Community Development (HCD) for review on August 7, 1992. On October 26, 1992, the Department of Housing and Community Development informed the City by letter that the Housing Element is in compliance with legal requirements.

(b) In June 1992, the City submitted the Preservation Amendment to the Housing Element to the Department of Housing and Community Development for review. On August 11, 1992, HCD informed the City by letter that the Preservation Amendment is in compliance with legal requirements.

(c) The City consulted with the Division of Mines and Geology of the Department of Conservation and the Office of Emergency Services for the purposes of including information known by and available to the Department and the Office required by Government Code Section 65302 (g). In addition, the proposed Safety Element was submitted to the Division of Mines and Geology for review of seismic safety policies. Comments were received on September 22, 1992 and the Safety Element has been amended in response to these comments and is consistent with their requirements.

(d) The proposed General Plan was distributed for review and comment pursuant to Government Code Section 65352 to interested parties including, but not limited to, the City of Lancaster, County of Los Angeles, local school districts, water purveyors, and other interested parties on August 10, 1992. The comments on the proposed General Plan received from these agencies are summarized in Attachment B of the Resolution (Response to Comments).

(e) The proposed General Plan was submitted to the Southern California Association of Governments (SCAG). On October 1, 1992, the Local Assistance and Compliance Committee of SCAG acted to recommend that the Plan was consistent with applicable regional plans including the State Implementation Plan and urged the City to prepare an Air Quality Element and to provide policies to address the phasing of jobs and housing development.

(f) The General Plan was forwarded to the Los Angeles County Airport Land Use Commission. The Land Use Element has been found to be consistent with the Comprehensive Land Use Plan pursuant to Government Code Section 65302.3.

(g) The Noise Element was prepared consistent with the guidelines established by the Office of Noise Control in the State Department of Health Services.

(h) The Circulation Element is consistent with the currently applicable draft Congestion Management Plan prepared by the Los Angeles County Transportation Committee.

(i) Public input was received from surrounding town councils, property owners and citizen groups during review of the General Plan and the City incorporated many of the suggestions and recommendations into the Draft General Plan; and

WHEREAS, The Planning Commission conducted a duly noticed public hearing on the Draft General Plan and Draft EIR on October 22, 1992, held at a time and place specified in the public notification for the meeting, in accordance with California Government Code Sections 65355 and 65090, and Public Resources Code Section 21092. At that meeting, the Planning Commission by a vote of three in favor, zero against, and two absent, approved Planning Commission Resolution 92-64, recommending to the City Council, certification of the EIR pertaining to the General Plan and adoption of the General Plan; and

WHEREAS, The City Council conducted duly noticed public hearings on the Draft General Plan and Draft EIR on November 19, 1992, November 21, 1992, December 9, 1992, December 17, 1992, January 4, 1993, January 11, 1993 and January 25, 1993 and these meetings were held at a time and place specified in the public notification for the meeting in accordance with California Government Code Sections 65355 and 65090, and Public Resources Code Section 21092.

NOW, THEREFORE, it is hereby found, determined and resolved by the City Council of the City of Palmdale, as follows:

SECTION 1. The City Council hereby specifically finds that all of the facts set forth in the Recitals of this Resolution are true and correct.

SECTION 2. The City Council hereby finds that the Draft EIR, the comments to the EIR and the responses to those comments have been received by the Council, that the Council has reviewed and considered those documents prior to acting on the General Plan, and finds, pursuant to State CEQA Guidelines Section 15090, that the Final EIR has been completed in compliance with CEQA, the State CEQA Guidelines and the City's CEQA Guidelines. The City Council also finds that the Council has independently reviewed and analyzed the EIR and that the EIR reflects the independent judgement of the City Council.

SECTION 3. The City Council finds that the additional information provided in the staff report and any attachments accompanying the EIR does not represent significant new information so as to require recirculation of the EIR pursuant to Public Resources Code Section 21092.1.

SECTION 4. With respect to the potential significant environmental effects identified in the EIR, the City Council finds as follows:

A. DEGRADATION OF AIR QUALITY: The EIR identified that the implementation of the General Plan would result in a significant direct impact, as well as contributing to a larger, significant cumulative impact, to air quality in the Antelope Valley. Development according to the land uses identified on the General Plan Land Use Map would generate mobile source emissions of 35,545 lbs/day of Total Organic Compounds; 354,256 lbs/day of Carbon Monoxide; 68,172 lbs/day of Nitrogen Oxides; 274,983 lbs/day of 10-micron Particulate Material; and 7,731 lbs/day of Sulfur Oxides. In addition, significant emissions would be generated by stationary sources of emissions such as

industrial uses; by generation of dust from construction activities; by application of paints and asphalt; by combustion of natural gas; as well as a number of other sources. Changes or alterations have been required in, or incorporated into, the project which may avoid or substantially lessen this potentially significant environmental effect. The mitigation measures that will be implemented with respect to such effect include providing for a balanced residential community, which will minimize the need for and the length of vehicle trips to places of employment and other commercial uses; providing for alternative modes of transportation, including the development of bicycle and pedestrian transportation systems; encouraging the use of public transportation including the development of public transit facilities; and implementing measures to increase the capacity and service levels of the City's streets and highways. In addition, energy-saving measures will be required to be incorporated into new developments. In spite of the application of these mitigation measures, the EIR determined that total emissions load resulting from development permitted by the General Plan will exceed the thresholds recommended by the South Coast Air Quality Management District for determining significant air quality impacts.

B. IMPACTS TO BIOLOGICAL RESOURCES: Development of the planning area will result in significant direct and cumulative impacts to existing biological resources. These impacts will include the loss of Joshua trees and other native vegetation, destruction of habitat which supports rare and endangered species, disruption of wildlife movement corridors, and the introduction of imported plant and animal species. Since development is proposed for the majority of the Planning Area, most biological resources that are currently present will be lost as buildout of the community occurs. Changes or alterations have been required in, or incorporated into, the project which lessen this potentially significant environmental effect. The mitigation measures that will be implemented with respect to biological resources include designating open space areas and significant ecological areas within the General Plan. Additionally, individual projects will be evaluated for their potential impacts to wildlife habitats. Although General Plan policies will protect significant ecological areas and areas designated for open space, these mitigation measures will not reduce impacts to biological resources to less than significant levels.

C. CUMULATIVE IMPACTS TO WATER RESOURCES: The EIR identified that future development in the Antelope Valley would generate a demand for 293.43 million gallons of water per day. Mitigation measures include the encouragement of water conservation and recharge programs, and the pursuit of additional/import water from all available resources. In spite of the application of these mitigation measures, the EIR concluded that cumulative impacts to water resources could be significant.

D. IMPACTS DUE TO LOSS OF OPEN SPACE: The General Plan designates the majority of the planning area for urban uses. Since most of this area is presently vacant, development will replace open space throughout the planning area. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen this potentially significant environmental effect. The mitigation measures that will be implemented with respect to loss of open space include policies supporting transfer of development rights to create open space areas and by designating environmentally sensitive areas. In addition, implementation of hillside development regulations will encourage preservation of additional open space. The loss of this open space is considered an unavoidable significant impact that will occur with implementation of the proposed plan.

E. SIGNIFICANT RISKS ASSOCIATED WITH EARTHQUAKE HAZARDS: Due to the proximity of the San Andreas Fault Zone, severe seismic shaking, possible ground rupture, liquefaction and other related seismic hazards could occur in the event of a major earthquake. These conditions have the potential to cause significant damage throughout the planning area. Changes or alterations have been required to lessen the potentially significant environmental impact. The mitigation measures include the requirement of geotechnical investigations, strengthening of structures/slabs adjacent to fault lines and requiring setbacks from fault lines as delineated on the Hazards Overlay Map. Although the impact from seismic hazards can be reduced, the potential impacts can not be reduced to less than significant levels.

F. IMPACTS FROM FUTURE JOBS/HOUSING IMBALANCE: The General Plan designates a large portion of the planning area for commercial and industrial development. At buildout, the commercial and industrial sectors could generate over 600,000 jobs. With a potential housing capacity of 130,000 dwelling units under General Plan buildout, the planning area's jobs/housing balance could be as high as 4.3 jobs/dwelling unit. This jobs-rich situation could create significant traffic and air quality impacts by drawing employees from the surrounding areas, if development is not managed to coordinate jobs development with housing development. Therefore, significant impacts are anticipated.

G. SIGNIFICANT TRAFFIC IMPACTS AT ELEVEN (11) ROADWAY LINKS: Buildout of the proposed land use plan would generate as many as 3.5 million vehicle trips daily. The circulation plan has been designed to accommodate the bulk of these trips; out of 260 roadway links analyzed, only 11 were expected to exceed acceptable levels of service. However, even with implementation of transportation demand management programs, those items listed in paragraph A above and the incorporation of policies requiring adequate infrastructure prior to development approval, the levels of service on these eleven roadway links can not be improved to acceptable levels. Therefore, this represents a significant traffic impact.

SECTION 5. With respect to the significant impacts included in Sections A. through G. that cannot be mitigated to a level of insignificance, the City Council finds, pursuant to Public Resources Code Section 21081(c), that the benefits of adopting and implementing the General Plan as specified within Section 6. below outweigh the unavoidable impacts associated with the implementation of the General Plan.

SECTION 6. The City Council finds that individual and cumulative adverse impacts generated by the project will be mitigated to the extent feasible through the Mitigation Measures as contained in the Environmental Impact Report. Irrespective of these measures, the City Council finds that some impacts cannot be feasibly mitigated to a level of insignificance. In addition, the City Council finds that the Project may result in significant individual or cumulative impacts which have not been identified at this time. The City Council finds that the benefits provided by the project, as contained in the General Plan, will outweigh any adverse impacts caused by the project. These benefits are determined by the City Council to include the following:

1. The General Plan will promote the development of diverse housing stock able to provide housing opportunities for a variety of income groups.

2. The General Plan includes policies which ensure the protection of public safety including but not limited to noise, seismic safety, and crime.
3. The development of the commercial and industrial areas under General Plan buildout will result in the creation of approximately 600,000 permanent jobs and numerous construction jobs which will contribute to the expansion and improvement of the economy of the Antelope Valley.
4. The General Plan will provide for orderly, functional, balanced growth throughout the community, ensuring that required infrastructure and public services are present to serve proposed development.
5. The land use plan reserves land for public uses including recreation, community and public facilities, and schools.
6. The plan contains policies aimed at preserving open space areas, protecting significant ecological resources and ecosystems, preserving hillside areas, protecting historical and cultural resources, conserving groundwater resources, and protecting air and water quality, so as to preserve and enhance the environment for present and future generations.
7. The plan contains policies for the protection of mineral resource areas and provisions for their continued use.
8. The General Plan contains a Master Plan for Circulation which will ensure adequate service levels and sizing for major streets throughout the planning area.
9. The General Plan contains policies which will encourage redevelopment of the downtown area and development of a variety of industrial projects within the City.

SECTION 7. The City Council has reviewed and considered the alternatives to the project discussed in the EIR. Those alternatives are: (1) a "No Project" alternative (page 9-3); (2) an "Existing General Plan" alternative (page 9-15); (3) a "Low Density Land Use Plan" alternative (page 9-35), (4) an "Urban Boundary" alternative" and; (5) a "Future Update" alternative (page 9-51).

With respect to these alternatives to the project, the City Council finds, pursuant to Public Resources Code Section 21081, that there are economic, social and other considerations of the project that make these alternatives infeasible. Specifically, the City Council finds that the Low Density Land Use alternative is the environmentally superior alternative to the project, but is not feasible as it would limit the City's ability to comply with State housing goals relating to providing housing for all income groups.

In addition to the general reasons stated above, the Council specifically finds the following: (1) that alternative 1, "No Project" alternative is not feasible as it would not allow the City to fulfill the goals stated within the General Plan, does not respond to growth and migration, and does not allow the City to respond to development pressure or to remain economically viable; (2) that alternative 2, "Existing General Plan" alternative is not feasible as impacts associated with development would be substantially the same and none of the

beneficial goals of the General Plan would be fulfilled, including those policies which relate to social and infrastructural needs of the community; (3) that alternative 3, "Low Density Land Use" alternative (the environmentally superior alternative) is not feasible because this alternative would not allow the City to fulfill the goals stated within the General Plan including those relating to the provision of housing opportunities for all persons and the alternative would discourage industrial expansion and development of industry; (4) that alternative 4, "Urban Boundary" alternative is not feasible as it would not allow the City to fulfill the goals stated within the General Plan and the same impacts would likely occur, although on a delayed basis; (5) that alternative 5, "Future Update" alternative is infeasible as impacts associated with development would be substantially the same as under the "Existing General Plan" alternative and none of the beneficial goals of the General Plan would be fulfilled. Additionally, this alternative would not be in compliance with State law which would further reduce the potential to attain the basic objectives of the General Plan.

SECTION 8. The City Council hereby certifies the Final EIR pertaining to the 1992 General Plan which consists of the Draft EIR, any comments received, any responses of the City to the comments received, and other materials as set forth in the staff reports dated November 6, 1992, and December 2, 1992 and contained in Exhibits A, B and C of this resolution.

SECTION 9. The City Council has reviewed and considered the Mitigation Monitoring Program contained in Exhibit D of this resolution and finds that the program has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and that such Program is designed to ensure compliance with the mitigation measures during project implementation. The City Council therefore adopts the Mitigation Monitoring Program for the General Plan EIR.

SECTION 10. The City Council has reviewed the Housing Element Guidelines adopted by HCD pursuant to Section 50459 of the Health and Safety Code and finds that the housing goals, objectives, and policies stated in the revised Housing Element are appropriate for the City of Palmdale and will contribute to the attainment of the state housing goal. The City Council further finds that the adoption of the revised Housing Element will aid the City's efforts to assist in the development of housing for all economic and demographic segments of the community and that the Housing Element reflects the requirements of Government Code Section 65583(b). The revised Housing Element has been amended to reflect the comments of the State Department of Housing and Community Development as noted in Section 3(a) of this resolution and complies with the requirements of Article 10.6 of Division 1 of Title 7 of the Government Code.

SECTION 11. The City Council hereby adopts the 1993 General Plan consisting of the text of the Land Use, Circulation, Environmental Resources, Public Services, Safety, Noise and Housing Elements, the Land Use Plan, Circulation Plan, Noise Contour and Overlay Maps, as amended by Exhibit E hereto, copies of which are available in the office of the City Clerk.

SECTION 12. The City Council hereby repeals in their entirety Resolution Nos. 76-12, 85-115 and 88-93 pertaining to the current adopted general plan elements, and any amendments thereto.

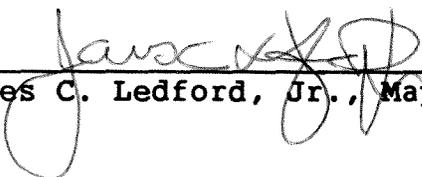
SECTION 13. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED and ADOPTED this 25th day of January, 1993, by the following vote:

AYES: Councilmembers Myers Davies, Jones, Root & Mayor Ledford

NOES: None

ABSENT: None ABSTAIN: None


James C. Ledford, Jr., Mayor

ATTEST:


Victoria L. Denham, City Clerk

Approved as to form:

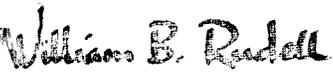

William B. Rudell
City Attorney

EXHIBIT A

NOTICE OF COMPLETION

CITY OF PALMDALE
OFFICE OF THE
PLANNING DEPARTMENT

M E M O R A N D U M

TO: All Interested Parties

FROM: Planning Department

SUBJECT: REQUEST FOR REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE CITY OF PALMDALE GENERAL PLAN

DATE: August 6, 1992

The attached Draft Environmental Impact Report for the City of Palmdale General Plan has been forwarded to you for review and comment. Comments will be received by the Planning Department until 5:00 p.m. on September 21, 1992. Comments should be directed to: Laurie Lile, City of Palmdale Planning Department, 38306 9th Street East, Palmdale, CA 93550 or telephone (805) 272-9613.

Copies sent to:

City of Palmdale

City Council
Planning Commission
City Administrator
City Departments
Planning Counter Copy
City Hall Counter Copy
Library

Federal Agencies

U.S. Fish and Wildlife Service
Federal Aviation Administration
U.S. Forest Service
Department of the Air Force
(Plant 42)

State Agencies

State Clearinghouse
Caltrans
Lahontan RWQCB
Department of Water Resources
Department of Conservation
Air Resources Board
Department of Fish and Game
Dept. of Housing and Community
Development

School Districts

Palmdale School District
Westside Union School District
A. V. Union High School District

County of Los Angeles

L.A.Co. Dept. of Public Works
L.A.Co. Regional Planning
L.A.Co. Sheriff's Dept.
L.A.Co. Fire Dept.
L.A.Co. Sanitation Districts
L.A.Co. Waterworks Districts

Utilities/Services

Palmdale Water District
AVEK Water Agency
A.V. United Water Purveyors

Other

City of Lancaster
City of Santa Clarita
SCAG
SCAQMD
City of L.A. Dept. of Airports
Leona Valley Town Council
Acton Town Council
Agua Dulce Town Council
Littlerock Town Council
A.V. Archaeological Society
San Bernardino County Museum
West A.V. Historical Society
Palmdale Community Assoc.
Building Industry Association

Notice of Completion

Appendix F

See page below

Matthio State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

SCH # 37120908

Project Title: City of Palmdale General Plan DEIR

Lead Agency: City of Palmdale

Contact Person: Laurie Lile

Street Address: 38306 9th Street East

Phone: (805) 272-9613

City: Palmdale

Zip: 93550

County: Los Angeles

Project Location

County: Los Angeles

City/Nearest Community: Palmdale

Cross Streets:

Total Acres: 111,527

Assessor's Parcel No.

Section: Twp. Range: Base:

Within 2 Miles: State Hwy #: 14, 138

Waterways: California Aqueduct, natural drainages

Airports: USAF Plant 42

Railways: Southern Pac. Schools: numerous

Document Type

- CEQA: [] NOP [] Early Cons [] Neg Dec [x] Draft EIR

- [] Supplement/Subsequent [] EIR (Prior SCH No.) [] Other

- NEPA: [] NOI [] EA [] Draft EIS [] FONSI

- Other: [] Joint Document [] Final Document [] Other

Local Action Type

- [x] General Plan Update [] General Plan Amendment [] General Plan Element [] Community Plan

- [] Specific Plan [] Master Plan [] Planned Unit Development [] Site Plan

- [] Rezone [] Prezone [] Use Permit [] Land Division (Subdivision, Parcel Map, Tract Map, etc.)

- [] Annexation [] Redevelopment [] Coastal Permit [] Other

Development Type

- [] Residential: Units Acres [] Office: Sqft. Acres Employees [] Commercial: Sqft. Acres Employees [] Industrial: Sqft. Acres Employees [] Educational [] Recreational

- [] Water Facilities: Type MGD [] Transportation: Type [] Mining: Mineral [] Power: Type Waas [] Waste Treatment: Type [] Hazardous Waste: Type [x] Other: GENERAL PLAN UPDATE

Project Issues Discussed in Document

- [x] Aesthetic/Visual [] Agricultural Land [x] Air Quality [x] Archeological/Historical [] Coastal Zone [x] Drainage/Absorption [x] Economic/Job [] Fiscal

- [x] Flood Plain/Flooding [x] Forest Land/Fire Hazard [x] Geologic/Seismic [x] Minerals [x] Noise [x] Population/Housing Balance [x] Public Services/Facilities [x] Recreation/Parks

- [x] Schools/Universities [] Septic Systems [x] Sewer Capacity [x] Soil Erosion/Compaction/Grading [x] Solid Waste [x] Toxic/Hazardous [x] Traffic/Circulation [x] Vegetation

- [x] Water Quality [x] Water Supply/Groundwater [] Wetland/Riparian [x] Wildlife [x] Growth Inducing [x] Landuse [x] Cumulative Effects [] Other

Present Land Use/Zoning/General Plan Use Various

Project Description The General Plan for the City of Palmdale covers 111,527 acres, consisting of the City and its sphere of influence, located in the Antelope Valley. Elements of the General Plan include: Land Use, Noise, Housing, Circulation, Public Services, Environmental Resources, and Safety.

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. from a Notice of Preparation or previous draft document) please fill it in. Revised October 1985

EXHIBIT B

COMMENTS ON THE DRAFT EIR
AND THE CITY'S RESPONSE TO THOSE COMMENTS



PALMDALE WATER DISTRICT

Board of Directors

LESLIE O. CARTER

Division 1

WALTER M. DAHLITZ

Division 2

J.B. FREEMAN

Division 3

JOHN M. SIDWELL

Division 4

NOLAN NEGAARD

Division 5

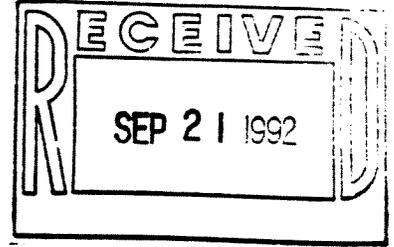
2005 East Avenue Q · Palmdale, California 93550 · Telephone 947-4111

FAX 947-8604

LAGERLOF, SENECA, DRESCHER & SHIFF
Attorneys



September 18, 1992



Ms. Laurie Lile
City of Palmdale
Planning Department
38306 Ninth Street East
Palmdale, CA 93550

SUBJECT: DRAFT EIR - PALMDALE GENERAL PLAN

Dear Ms. Lile:

I have talked to various members of the staff, and it would appear that your consultant has not contacted us in preparing various sections of the City of Palmdale draft General Plan. In the hopes that I can clarify a few points and, by so doing, improve the work your consultants have compiled, I am submitting the following comments on your draft.

On Page PS-21, as a factual matter, Los Angeles County Water Works District is not a participant in the California State Water Project, and you might state that "the concern of the Palmdale Water District about the overdraft conditions has led to a legal challenge of Los Angeles County Water Works proposed ground water pumping practices. Palmdale Water District encourages all water suppliers to maximize the use of imported water."

On Page PS-22, it is incorrect to say there is a lack of capacity in the aqueduct. The remainder of the statement is correct.

On Page PS-25, you go on at some length as to the capacity of the AVEK water treatment plants. It should be recognized that these plants serve a large area including Lancaster, Rosamond, Lake Los Angeles, and so on. There has been no mention of the Palmdale Water District treatment plant. I would suggest a statement to the effect that "the Palmdale Water District water treatment plant was constructed in 1987 for a production rate of 12MG/day and is currently being expanded to a capacity of 30MG/day for the exclusive use of the Palmdale service

area. The AVEK plants are committed to service many other areas besides Palmdale."

Further down the page on PS-25, you say that the Palmdale Water District has a direct entitlement of 1,275.6 MGD from the State Water Project. This is entirely incorrect in that it states that we would be able to get over a billion gallons a day. May I suggest you change this statement to "Palmdale Water District has a direct entitlement of 17,300 acre feet per year from the State Water Project, and in addition, receives about 5,000 acre feet a year from the Littlerock creek for processing at its water treatment plant."

On Page PS-27, once again, you have quoted the number of 1,275.6 MGD. This is entirely wrong, and it should state "17,300 acre feet". Also on that page, you say that AVEK encourages the use of imported water to help recharge ground water. The term "recharge" is incorrect and should be "conserve". Further in that paragraph, you say that ground water wells continue to be the main source - 80% of the water supply in Palmdale. I would suggest this to say that "ground water wells continue to be a major source - 50% of the water supply in Palmdale."

On Page PS-28, it would be well to check the status of the Water Districts. Both Palmdale Water District and Littlerock Creek Irrigation District are public agencies. Also, the entire text should show that "Littlerock" is one word.

On Page PS-29, you have listed a ground water contaminate of nitrates due to septic tank leakage and septic tank age. I think you will find that the leakage and age of septic tanks has very little to do with the creation of nitrates in ground water but that nitrates are a natural by-product of septic tank disposal.

On Page 3-197, the total State Water Project entitlement to the Palmdale planning area is not 158,000 acre feet per year. AVEK has an area of 2,383 square miles, which is 1,525,120 acres. Your report states on Page 1-13 that your planning area is 111,527 acres. This would indicate that Palmdale's share of the AVEK entitlement is 10,091 acre feet, not 138,400 acre feet.

On Page 3-200, it should be noted that our existing water consumption is an average of 760 gpd/du.

Also on Page 3-200 in the section on Water Treatment, there is no mention of the Palmdale Water District plant built in 1987 and now being enlarged to 30 MGD.

EIR
Comments
↓

PWD
#1

PWD #2

PWD
#3

Ms. Laurie Lile
City of Palmdale
Planning Department

-3-

September 18, 1992

On Page 3-203, we pay \$68.00 per acre foot of untreated water, and we do not buy treated water.] PWD #4

On Page 3-204, it should be noted that we now have a 29 MG capacity of treated water storage in twelve reservoirs.] PWD #5

On Page 4-173, we are currently using 760 gallons per dwelling per day.] PWD #6

The analysis on page 4-172 should be reworked completely since the Palmdale share of AVEK is only 10,091 acre feet although it might be safe to assume a higher value, such as 15,000 acre feet, which added to the Palmdale Water District 17,300 acre feet and Littlerock Creek Irrigation District 2,300 acre feet would amount to potentially 35,000 acre feet of State Project Water. In addition to that, there is about 5,000 acre feet that can be provided by Littlerock Creek Irrigation District and Palmdale Water District from the Littlerock Dam. The ground water could be estimated at approximately 10,000 acre feet a year for this area. When you look at all these numbers, you can see that we have a great concern about getting the message out to the general public that the water resources are a very limiting factor on the future of the Antelope Valley. With this in mind, the Board of Directors of the Palmdale Water District has contacted San Luis Obispo County in an attempt to acquire the rights to additional State Water Project entitlement.

PWD #7

I would sincerely like to spend some time with you so that we might correct any erroneous data and have your document stand up to any challenges that may occur. Please contact me if you have any questions.

Very truly yours,



HAROLD M. FONES,
General Manager

HMF/dtr

cc: Board of Directors



PALMDALE WATER DISTRICT

Board of Directors

2005 East Avenue Q · Palmdale, California 93550

Telephone 947-4111

FAX 947-8604

LAGERLOF, SENECAL, DRESCHER & SWIFT
Attorneys

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Division 1

ALTER M. DAHLITZ

Division 2

J.B. FREEMAN

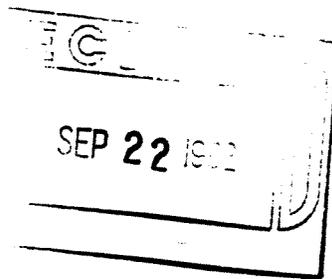
Division 3

JOHN M. SIDWELL

Division 4

NOLAN NEGAARD

Division 5



September 21, 1992

Ms. Laurie Lile
City of Palmdale
Planning Department
38306 Ninth Street East
Palmdale, CA 93550

SUBJECT: GENERAL PLAN EIR

Dear Ms. Lile:

In my letter Friday, I failed to take into account that AVEK does not serve the entire Palmdale planning area. It would seem that about 35,000 acres are not under AVEK with the net effect that the Palmdale planning area is 5.02% of the AVEK service territory.

PWD2
#1

The incorrect use of the word "recharge" has been common in this area. Recharge is when water is brought from the outside and spread onto the ground or injected in wells to recharge the ground water aquifer. It is incorrect to call "bringing water into the area and using it" recharge.

PWD2
#2

Very truly yours,

HAROLD M. FONES,
General Manager

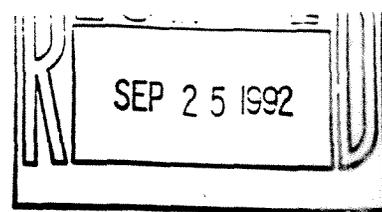
HMF/dtr

cc: Board of Directors



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100



THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

September 22, 1992

P-4

IN REPLY PLEASE
REFER TO FILE

Ms. Laurie Lile
City of Palmdale
Planning Department
38306 9th Street East
Palmdale, CA 93550

Dear Ms. Lile:

RESPONSE TO A DRAFT ENVIRONMENTAL IMPACT REPORT
CITY OF PALMDALE GENERAL PLAN

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for the City of Palmdale General Plan. Although, we have not completed the review of the DEIR, we offer the following comments. We will forward additional comments when we complete our review.

Traffic/Circulation

We believe a traffic study should be prepared for each major development to identify the traffic impacts and ensure that appropriate mitigation measures are proposed. The study should also address the cumulative impacts generated by the proposed development and other nearby developments and include level of service analyses for affected intersections and freeway interchanges. If traffic signals or other mitigation measures are warranted at the affected intersections, the developer should contribute to the cost. In addition, the developer should determine his proportionate share of signal or other mitigation costs and submit this information to this Department for review and approval.

LAPW
#1

We agree with the report's conclusion that even with the increased roadway capacities in the recommended circulation element and the transportation demand management measures outlined, many arterial segments within the City and unincorporated areas are projected to operate at LOS D or worse at the year of land use buildout. It may be necessary to reduce land use densities in certain areas, so that the entire roadway network will operate at acceptable levels of service.

LAPW
#2

If you have any questions regarding these comments, please contact Ms. Emiko Kanayama of our Traffic Investigations and Studies Section at (818) 458-5909.

Sewer Maintenance

Section 3.11.2 of DEIR should be expanded to include the following statement:

There are approximately 242 miles of local sewers within the jurisdiction of the City of Palmdale which discharge into the County Sanitation District 20 facilities. These sewers are owned by the City but are operated by the Consolidated Sewer Maintenance District (CSMD) of this Department. Therefore, future development will be required to annex to the CSMD for operational and maintenance purposes.

LAPW
#3

If you have any questions regarding these comments, please contact Mr. Norman Cortez of our Waterworks and Sewer Maintenance Division at (818) 458-7188.

Waterworks

Extensive comments are enclosed as Attachment 1. If you have any questions regarding these comments, please contact Mr. Nicholas Agbobu of our Waterworks and Sewer Maintenance Division at (818) 458-7159.

Questions regarding the environmental reviewing process of this Department can be directed to Ms. Clarice Nash at the letterhead address or at (818) 458-4334.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works


CARL L. BLUM
Assistant Deputy Director
Planning Division

MA:aa
WP/161

Enc.

ATTACHMENT 1

1. Page PS-21, First Paragraph

The third sentence of this paragraph should be changed to indicate that the ground water movement is northwesterly towards the pumping depression in Lancaster.

The data in the fourth sentence of this paragraph appears to be inconsistent. It states that Exhibit PS-1 shows the approximate ground water surfaces in the Spring of 1984 and that Table PS-1 shows the approximate depth of ground water for ten different locations as derived from Exhibit PS-1. However, Table PS-1 is the same as Table 3-9 which indicates that the source of information was from the Waterworks Districts in 1990 rather than 1984.

The last sentence of this paragraph states that overdrafting has caused the water levels to decline in recent years. This statement may be true for the period between 1920 to 1977. However, between 1977 to 1986, the water levels stabilized and between 1986 to 1992, they have risen. See Long Term Hydrograph, Appendix C, Law Environmental Inc., Report (November 25, 1991) which correlates USGS 20 years of USGS water well monitoring for AVEK with well records of the Waterworks Districts.

2. Page PS-22, Last Paragraph

This paragraph states that the State provides less than half of AVEK's total entitlement each year and that this level of delivery is due to lack of capacity in the aqueduct relative to downstream use. This statement appears to be incorrect. It is our understanding that the aqueduct has adequate capacity, if the restriction at the Banks pumping plant in the Sacramento River delta region was eliminated, and additional seasonal storage south of the delta was constructed. To solve these problems, the DWR installed four pumps increasing the total capacity to 10,300 cfs or 60,000 Ac-Ft. These pumps would be utilized during high flow winter months and would be used to meet entitlement deliveries. DWR is also proceeding with the scheduled completion of the 300,000 Ac-Ft Kern Water Bank Recharge and Extraction Facilities and completion of the 300,000 Ac-Ft Los Banos Grandes Reservoir.

The last sentence of this paragraph states that if the drought continues the entitlement could be reduced to the 1985 level when AVEK did not receive any water from the state. This statement should also be verified. According to DWR bulletin 132-87, AVEK received 37,000 Ac-Ft that year. The procedure utilized to allocate deliveries during droughts is described in article 18 of the state contract. Interpretation of this provision, specifically whether reductions should be based on entitlement or deliveries, is the subject of ongoing discussions. Historically, the reduction was based on the ratio of contractor's entitlement to the total project entitlement.

prorated reductions were then subtracted from the contractor's demand. Delivery reductions are determined by DWR each year using a risk analysis.

3. Page PS-25, First Paragraph, Fourth Sentence

This sentence states that the AVEK Eastside Treatment Plant is working at its maximum capacity of 10 MGD, with no plans for expansion. Our information from AVEK is that this plant will be expanded to 28 MGD in the future when the need arises. At this time, Waterworks District No. 4 is aware of developments on the eastside of Lancaster which may require the enlargement of this plant.

It should be noted that in a conjunctive use program such as the "In lieu of Pumping" program, water levels may sometimes decline, especially during drought conditions. However, this should not be considered as overdrafting of the basin. This is due to the fact that recovery will take place during the next wet climatic cycle.

4. Page PS-27, Fourth Paragraph

Hydrographs of over 200 water wells in the basin, monitored over 20 years, indicate that ground water levels have since 1986 generally stabilized and are now rising even during this drought period. Therefore, we suggest that the word "Continued" in the first sentence of this paragraph be omitted.

"The 80 percent of the water supply of Palmdale" as being ground water should be verified. According to our data, the total ground water extractions amounted to approximately 45 percent in 1989. This fluctuates yearly, depending on agricultural demands, growth, and drought.

5. Page PS-27, Last Paragraph

This presents the worst and most improbable scenario. Although many of the water purveyors who rely totally on the ground water supply and do not make the most efficient conjunctive use of the Valley Resources, existing data confirms the decrease in agricultural use and the "In lieu of Pumping" program, recommended by DWR and adopted by the Waterworks Districts, Quartz Hill Water District, and Palm Ranch Water District have contributed to the stabilization and rise of water levels. Claims that the current ground water extractions are still exceeding the natural recharge are refuted by the fact that the water levels of over 200 water wells stabilized and rising. Claims that some water wells are declining may be from over-pumping of the wells over long periods of time and the resultant creation of a localized pumping trough.

6. Page PS-28

Table PS-2 should be revised to show that Palmdale Water District, Palm Ranch Irrigation District, Quartz Hill Water District, and Littlerock Creek Irrigation District are public water agencies and are not private.

↓
EIR
Comments

7. Page 3-62, Second Paragraph

The data shown is not entirely correct. An average annual recharge of 40,700 Ac-Ft was estimated by Durbin (1978) as part of the comprehensive study made by USGS and DWR. From the USGS mathematical model, DWR estimated the storage capacity of 68,000,000 Ac-Ft. The source of 88 million Ac-Ft should be further verified. It should also be noted that the Department of Public Works has not estimated the average annual recharge, but has been using the 58,000 Ac-Ft estimated by R.M. Bloy, Jr. of USGS in 1967.

LAPW/
WTRWKS
7

8. Page 3-62, Third Paragraph

The first sentence of this paragraph, "Subsurface flows from adjoining areas is the least probable means of recharge" should be further expanded or clarified. Subsurface flows include stream flow infiltration which is an important source of recharge.

LAPW/
WTRWKS
8

9. Page 3-63, Third Paragraph

Regarding the disagreement on storage and extraction figures, it is our opinion that there is no basis for disagreement. DWR is the only agency that has estimated the storage capacity of the groundwater basin. This estimate was based on the data generated by USGS and DWR for the comprehensive study of the basin. The disagreement on extraction figures is that these figures do not reflect extractions for the same period, or conditions. Considering that drought conditions persisted and that state water was cut back, agriculture as well as others had to extract larger amounts of ground-water. Therefore, there is no basis for this either.

LAPW/
WTRWKS
9a

The word "safely" in the third sentence of this paragraph is not appropriate.

LAPW/
WTRWKS
9b

The "88" million Ac-Ft should be changed to 68 million in the next to last sentence of the fourth paragraph.

LAPW/
WTRWKS
9c

10. Page 3-64, First Paragraph

We do not agree with the data in this paragraph. We believe that the rate of decline of 12-feet per year is high. The average rate was from 4 to 6 feet per year. Also the "drawdown of 100 feet or more" in the first sentence is not correct. The average drawdown in our district's well is 31 feet.

LAPW/
WTRWKS
10

It should be noted that since 1986, the Waterworks District have not experienced 6-foot per year declines. This statement should be modified and the data for 6-foot decline verified. This may be caused by over-pumping of that part of the aquifer.

The last sentence of this paragraph is not accurate. The well records of over 200 wells monitored by USGS, Edison Company and the Waterworks Districts indicate that the water levels have stabilized and are rising. The whole paragraph should be revised.

LAPW/
Wtrwks
#10

Third Paragraph, First Sentence

"Mohave" should be changed to Antelope Valley. Also, the last sentence of this paragraph seems to be based on speculation. USGS report No. 84-4081 indicates that in general, throughout the Antelope Valley, groundwater quality has remained unchanged and no specific trends of change are apparent. The report indicates that in the vicinity of Littlerock, concentrations of nitrates exceed the MCL of public water supply criteria. This may be attributed to nitrogen fertilizers used on orchards. However, we would agree that urban run-off, septic tanks and perched water conditions may be potential sources of contamination.

11. Page 3-65, First Paragraph

This last sentence should be expanded to state that the reason AVEK received only 9,600 Ac-Ft was due to the state's drought conditions. The figure of 9,600 Ac-Ft should be verified. Our records for Waterworks District No. 4 indicates that demands for 1991 were 22,100 Ac-Ft and that 51% of the demand or 11,271 Ac-Ft were bought from AVEK.

LAPW
Wtrwks
#11

12. Page 3-200, Table 3-29 and Page 4-173, Table 4-16

The water consumption rate factors used in these tables are not accurate. We suggest you use the following factors:

<u>Land Use</u>	<u>Consumption Factor</u>
Residential	750 gpd/du
Heavy Commercial (Industrial)	3,000 gal/Acre/day
Light Commercial	2,000 gal/Acre/day
Parks, and Green Belts	1,500 gal/Acre/day

LAPW/
Wtrwks
#12

13. Page 3-201, First Paragraph

Next to last sentence states that AVEK and Palmdale may be intertied through the AVEK Acton Water Treatment Plant facilities. It is our understanding that these facilities were sized to only provide water to the Acton area.

LAPW/
Wtrwks
#13

14. Page 3-201, Next to Last Paragraph

This paragraph should be revised as follows:

Water bought from the Antelope Valley East-Kern Water Agency (AVEK) is conjunctively used with ground water pumped from 33 wells of Waterworks Districts 4 and 34 and nine wells of Waterworks Districts 24, 27, and 33. The water systems are interconnected and their operations consolidated. It is the intent of the Department of Public Works to consolidate the Districts to more efficiently operate the "In lieu of pumping" and artificial storage and recovery programs. Generally, 60% of the Waterworks Districts' water demands are met by AVEK supplemental water supply and 40% from ground water. The Waterworks Districts plan to use, as facilities are expanded, 80% supplemental water to meet future demands.

LAPW
WTRWKS
14

15. Page 3-203, First Paragraph

The 28 should be corrected to 33 water wells.

Second paragraph indicates that Waterworks Districts 24, 27, and 33 use only water from AVEK. This should be corrected to indicate that they also use ground water. This is covered above.

LAPW
WTRWKS
15a

LAPW/
WTRWKS
15b

16. Page 3-204, Fourth Paragraph

It appears that the description of the wells as "provision" and "eight drinking wells" is incorrect.

LAPW/
WTRWKS
16

17. Page 3-204, Last Paragraph, Last Sentence

This sentence should be corrected. AVEK is not a source of supply to Littlerock Creek Irrigation District. That District contracts directly with DWR and has a 2,300 acre-foot entitlement.

LAPW/
WTRWKS
17

18. Page 4-55, Water Resources

This section does not reflect present or future conditions and is based on speculation. It should be noted that any depletion of the ground water supply is dependent on the usage and management of both the ground water basin and the imported water supplies and not entirely on the amount of recharge. The cost of the imported water supply should not be a factor if development and the economy of the Valley are not allowed to stagnate.

LAPW/
WTRWKS
18

19. Page 4-56, Second Paragraph

It is not true that ground water levels are steadily declining (See our previous comments). It should also be noted that the Waterworks Districts in order to mitigate the ground water extractions during the current drought cycle, not only distributed water conservation kits, but also produced educational programs and encouraged use of drought resistant landscaping to make more efficient use of water. The Districts also instituted mandatory conservation measures. No other water purveyor in the Valley instituted such a measure. The Waterworks Districts are also pursuing an artificial storage and recovery program. Our studies show that this is feasible and will be conducting an aquifer test, in cooperative effort with USGS early next year. This program will be instituted upon completion of the necessary environmental documents and permits from EPA and the State Water Quality Control Board.

LAPW/
Wtrwks
#19

20. Page 4-56, Fourth Paragraph

The statement that reduced flows from Amargosa and Littlerock Creeks could result in water for resurfacing of Lake Beds for space and test flights operations should be further investigated. From data that we have seen, it appears that flooding will hamper operations at the test center.

LAPW/
Wtrwks
#20

21. Page 4-57, To End

The data on this page dismisses the availability of State water and the adoption of a conjunctive use program in the area. It dwells only on the alleged safe yield of the basin without consideration of the economics and physical characteristics of the basin. See our previous comments.

LAPW/
Wtrwks
#21

MA:aa
P-4/161

Memorandum

Date : August 17, 1992

To : 1. Project Coordinator
2. City of Palmdale
38306 Ninth Street East
Palmdale, California 93550
Attention: Laurie Lile

From : Department of Water Resources

Subject: SCH 87120908, City of Palmdale Draft General Plan/Draft Environmental Impact Report

The Division of Operations and Maintenance of the Department of Water Resources has received and reviewed the above referenced documents designated as SCH 87120908.

They detail the City of Palmdale's future plans for expansion and growth through the year 2010. Of immediate concern are the proposed developments which will potentially impact the California Aqueduct. This review will address only those issues. There appears to be no environmental conflict.

The general plan/DEIR and accompanying engineering plans reflect three new bridges which will span the California Aqueduct in the future. Of the three bridges, only two have designated names. The two bridges are:

1. Ritter Ranch Road bridge
2. City Ranch Road bridge

The remaining bridge is not named.

Department policy is that any encroachment within DWR right-of-way will require a fully executed encroachment permit. All bridge designs within Aqueduct right-of-way shall be designed as single-span bridges. No support members will be allowed within the Aqueduct. In addition, the City of Palmdale will be responsible for all future maintenance and repair of the bridges once their installation has been completed. If the bridges are to be dedicated to the County of Los Angeles or to Caltrans, then they must accept the responsibility for future repair and maintenance costs.

The reviewed documents were not very specific as to drainage improvements associated with the City of Palmdale's future development(s). DWR would like the opportunity to review all drainage improvement plans proposed in the vicinity of the Aqueduct, as they become available.

DWR
#1

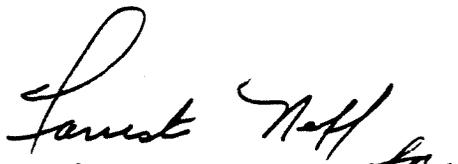
DWR
#2

Project Coordinator, et al
August 17, 1992
Page Two

To obtain an encroachment permit package, please write to the following:

Department of Water Resources
Division of Land and Right of Way
Post Office Box 942836
Sacramento, California 94236-0001
Attention: Clifford Winston

If you have any questions regarding DWR's review of SCH 87120908, please contact David Wrightsman at (916) 653-7168.


Keith Barrett, Chief
Division of Operations
and Maintenance



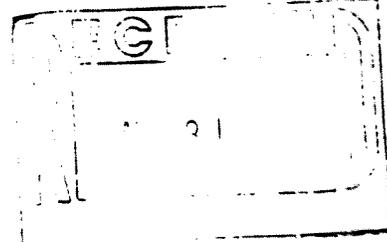
COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-4998
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
Chief Engineer and General Manager

August 26, 1992

File No: 20-00.04-00



Ms. Laurie Lile
City of Palmdale Planning Department
38306 Ninth Street East
Palmdale, CA 93550

Dear Ms. Lile:

Palmdale General Plan

The County Sanitation Districts received a *Draft Environmental Impact Report* for the subject project on August 13, 1992. We have the following comments on the wastewater impacts section of the subject document.

- As stated in the Draft EIR, sewerage service is provided to the City of Palmdale primarily by County Sanitation District (District) No. 20, and secondarily by District No. 14.

District No. 20 is served by the Palmdale Water Reclamation Plant (PWRP). The present design capacity of the PWRP is 8.0 million gallons per day (mgd), and the PWRP presently treats an average flow of 8.1 mgd. In order to meet the current service demand, the Sanitation Districts are presently expanding the treatment capacity of the PWRP through surface aeration of the existing oxidation ponds. Stage IV of the ongoing PWRP expansion will increase the design capacity of the treatment plant to 15 mgd and is scheduled to be completed in mid 1994.

SAN
#1

District No. 14 is served by the Lancaster Water Reclamation Plant (LWRP). The present design capacity of the LWRP is 10.0 mgd, and the LWRP presently treats an average flow of 8.2 mgd. In order to meet the current service demand, the Sanitation Districts are presently expanding the treatment capacity of the LWRP through surface aeration of the existing oxidation ponds. Stage IV of the ongoing LWRP expansion will increase the design capacity of the treatment plant to 16.0 mgd and is scheduled to be completed in late 1994.

- In addition to the above mentioned treatment facilities, the Sanitation Districts own, operate, and maintain wastewater conveyance facilities within the proposed project area. The impacts of the proposed project on these facilities should be addressed in the project environmental document.

SAN
#2

- Individual projects associated with the proposed General Plan may require a Districts' Permit for Industrial Wastewater Discharge. Project developers should contact the Sanitation Districts' Industrial Waste Section to reach a determination on this matter. If this permit is necessary, the project developer must submit a copy of the final plans to the Districts for review and approval prior to construction.

SAN
#3

- The design capacity of Districts' wastewater conveyance and treatment facilities are based on population forecasts adopted in the 1991 South Coast Air Quality Management Plan (AQMP). The AQMP was jointly prepared by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) as a requirement of the Federal Clean Air Act (CAA). In order to conform with the AQMP, all expansions of Districts' facilities must be sized and service phased in a manner which is consistent with the Growth Management Plan (GMP). The GMP is a regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial which was prepared by SCAG. Specific policies included in the GMP which deal with the management and distribution of growth are incorporated into the AQMP strategies to improve air quality in the South Coast Air Basin. The available capacity of Districts' conveyance and treatment facilities will, therefore, be limited to levels associated with approved growth identified in the adopted GMP/AQMP. As such, this letter does not constitute a guarantee of wastewater service, but is intended to communicate the Districts' willingness to provide this service up to the levels which are legally permitted and to inform you of the currently existing capacity and any proposed expansion of Districts' facilities.

SAN
#4

If you have any questions, please contact the undersigned at (310) 699-7411, extension 2728.

Very truly yours,

Charles W. Carry



David B. Lambert
Project Engineer
Financial Planning &
Property Management Section

DBL:rc

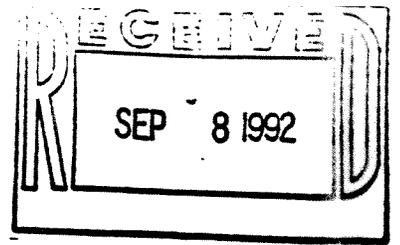


COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(213) 881-2481



P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

September 2, 1992

Ms. Laurie Lile
City of Palmdale
Planning Department
38306 9th Street East
Palmdale, CA 93550

Dear Ms. Lile:

**SUBJECT: ENVIRONMENTAL IMPACT REPORT -- CITY OF PALMDALE
(PALMDALE GENERAL PLAN) -- TWO-VOLUME SET**

We have reviewed the Draft Environmental Impact Report for the City of Palmdale General Plan. The environmental resources element of the plan has addressed the areas germane to the Forestry Division of the Los Angeles County Fire Department. The goals, objectives, and proposed policies will provide the necessary broad guidelines for future development. Individual projects will provide the specific analysis required to determine the actual impacts.

We recommend the conservation of open space in addition to the identification and preservation of significant ecological areas. This can be accomplished through creative design and adherence to the Native Desert Vegetation Ordinance.

LACFD
#1

Fire hazard reduction/fuel management plans should be developed and implemented prior to construction. Native/low fuel volume plants should be mandatory in the revegetative plan required for each project. This will limit the potential threat of wildland fires.

LACFD
#2

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

- | | | | | | | |
|--------------|-----------|------------------|----------------------|----------------------|-----------------------|------------------|
| AGOURA HILLS | BRADBURY | DIAMOND BAR | IRWINDALE | LOMITA | PICO RIVERA | SIGNAL HILL |
| ARTESIA | CALABASAS | DUARTE | LA CANADA FLINTRIDGE | MALIBU | RANCHO PALOS VERDES | SOUTH EL MONTE |
| AZUSA | CARSON | GLENORA | LAKWOOD | MAYWOOD | ROLLING HILLS | SOUTH GATE |
| BALDWIN PARK | CERRITOS | HAWAIIAN GARDENS | LA MIRADA | NORWALK | ROLLING HILLS ESTATES | TEMPLE CITY |
| BELL | CLAREMONT | HIDDEN HILLS | LANCASTER | PALMDALE | ROSEMEAD | WALNUT |
| BELLFLOWER | COMMERCE | HUNTINGTON PARK | LA PUENTE | PALOS VERDES ESTATES | SAN DIMAS | WEST HOLLYWOOD |
| BELL GARDENS | CUDAHY | INDUSTRY | LAWNDALE | PARAMOUNT | SANTA CLARITA | WESTLAKE VILLAGE |
| | | | | | | WHITTIER |

Ms. Laurie Lile
September 2, 1992
Page 2

If you have additional questions, please contact this office
at (213) 881-2481.

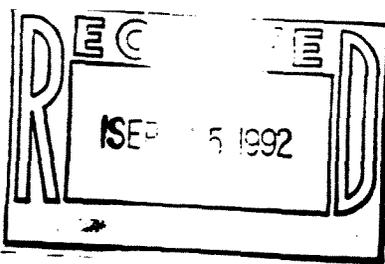
Very truly yours,

P. MICHAEL FREEMAN

John T. Hassenmiller
by me

BY
JOHN T. HASSENMILLER, ACTING CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

JTH:lc



Memorandum

To : Mr. Douglas P. Wheeler
Secretary for Resources

Date : September 21, 1992

Ms. Laurie Lile
Palmdale Planning Department
38306 9th Street East
Palmdale, CA 93550

Subject: Draft Environmental
Impact Report (DEIR)
for the Palmdale
General Plan Update
SCH #87120908

From : Department of Conservation—Office of the Director

The Department of Conservation has reviewed the Draft Environmental Impact Report (DEIR) for the above-referenced project, and has the following comments.

Mineral Resource Policies

The DEIR and the draft General Plan address mineral zones located along creekbeds on the east side of the City. These areas (depicted on Exhibit 3-19 of the DEIR) have been classified and designated by the State as containing regionally important mineral resource deposits. Both the classification report (Special Report 143, Part V; 1984) and the designation maps (Designation Report No. 6; 1987) identify these areas as Sectors D1 through D5. The DEIR indicates that 5,738 acres (better than 1/2 of the designated mineral area) will be identified as Mineral Resource Extraction (MRE) and made available for mining activities. It appears that the City will eventually propose to permit other land uses on the remaining portion of the designated area.

Pursuant to Section 2762(a) of the Surface Mining and Reclamation Act (SMARA), lead agencies which have State classified and/or designated lands within their jurisdiction are required to establish Mineral Resource Management Policies in their General Plan that will: (1) recognize mineral information classified by the State Geologist; (2) assist in the management of land uses which affect areas of statewide and regional significance; and (3) emphasize the conservation and development of identified mineral deposits. These policies must be forwarded to the Board for review and comment prior to lead agency adoption.

The draft General Plan recognizes that these policies must be developed, and in fact, copies of proposed Mineral Resource Management Policies drafted by the City were forwarded to the Board for review in April 1991 and again in July of 1991. However, based on its reviews, the Board determined that both sets of the policies did not comply with existing statute (copies of transmittal letters attached). We would recommend that the City formally request Board review of the final draft policies prior to taking action on the General Plan Update, so that the policies may be included within the General Plan as required by SMARA.

SDC
#1

The Environmental Resources Element of the Draft General Plan includes a Section on Mining Standards. If these standards are in any way intended to amend the City's existing surface mining and reclamation ordinance, please forward such amendments to the Board for review and recertification.

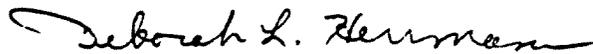
SDC
#1

Geologic Hazards

The Department's Division of Mines and Geology has concerns with respect to high-intensity development within the San Andreas Rift Zone. However, the DEIR for the General Plan proposes several policies that would restrict the type and density of development in the San Andreas Rift Zone. Policies which restrict the Rift Zone to open space, low-density and rural land uses, and the policy that restricts the location of utility lines near the fault, are positive.

SDC
#2

The Department appreciates the opportunity to comment on the DEIR and the proposed General Plan. We hope that the above issues are given adequate consideration in the FEIR. If I can be of further assistance, please feel free to call me at (916) 445-8733.



Deborah L. Herrmann
Environmental Program Coordinator

Attachments

cc: Denise M. Jones, Executive Officer
State Mining and Geology Board
Roger Martin, Division of Mines and Geology
Jack McMillan, Division of Mines and Geology

DEPARTMENT OF CONSERVATION

STATE MINING AND GEOLOGY BOARD

1416 Ninth Street, Room 1326-A
Sacramento, CA 95814



James A. Anderson, Chairman
Bob Grunwald
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Anna Jahn
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August 7, 1991

Telephone: (916) 322-1082
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Frederick W. Buss, Acting
Director of Planning
City of Palmdale
38300 North Sierra Highway
Palmdale, CA 93550

Dear Mr. Buss:

Thank you for your response to the State Mining and Geology Board's (the Board) May 21, 1991 comments on the City of Palmdale's proposed mineral resource management policies. Thank you also for the text and policy statements, which are intended to supplement the City of Palmdale's mineral resource management policies.

Following are my comments on the City's supplemental policy provisions developed to address Board criteria (California Code of Regulations, Title 14, section 3676) for mineral resource management policies that were not addressed in the City's initial policies.

Criteria - A summary of the information provided in the classification and designation reports, or incorporation by reference of SMARA and Board policy, together with either a map of the identified mineral deposits or incorporation by reference of the classification and designation maps provided by the Board. (CCR section 3676[a])

Comments - The City's "Summary of Classification and Designation Reports" includes information on the State's designation of important mineral resources (Designation Report No. 6, Designation of Regionally Significant Construction Aggregate Resource Areas in the Saugus-Newhall and Palmdale Production-Consumption Regions). However, a map of the designated areas has not been included in the policies. The map provided only shows classified mineral deposits.

Also, except for the inclusion of Exhibit A (Special Report 143 Plate 5.1), there is no information in the summary of the State's classification of important mineral resources

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(Special Report 143, Part V, Classification of Sand and Gravel Resource Areas, Saugus-Newhall Production-Consumption and Palmdale Production-Consumption Region).

Classification and designation are two separate processes and SMARA section 2762(a) requires that information on both classified and designated mineral deposits be addressed in cities' and counties' mineral resource management policies.

Criteria - Statements of policy in accordance with SMARA section 2762(a). (CCR section 3676[b])

Comments - The City's supplemental text and policy statements provide statements of policy that assist in the management of land uses which affect areas of statewide and regional significance and emphasize the conservation and development of identified mineral deposits. However, in order for the City's policies to fully comply with SMARA section 2762(a) and CCR section 3676(b), the policies must recognize mineral information classified by the State and transmitted by the Board (Special Report 143).

Criteria - Reference in the General Plan of the classified and designated mineral deposits and a discussion of those mineral resource areas targeted by the lead agency for conservation and possible future extraction. (CCR section 3676(c)(1))

Comments - Again, the City's summary must include information on classified mineral deposits. Also, Special Report 143 Plate 5.1 does not show the location of both classified and designated mineral resource areas. Special Report 143 Plate 5.1 only shows the location of mineral resource areas classified by the State Geologist. Mineral resource areas designated by the State Mining and Geology Board are depicted on SMARA Designation Map 85-3 Plates 5-9 (copy enclosed).

Also, until the City of Palmdale has determined the boundaries for the MRE designation and specified those boundaries in the policies, the Board cannot determine that the policies meet Board criteria. The policies must identify which mineral resource areas are targeted for conservation and possible future development.

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As you know, the identification of important mineral resource areas by the State does not preclude cities and counties from deciding the best use for land within their jurisdictions. However, it is important in deciding land use that information on the importance of the classified and designated mineral resources and the impact of the loss of those resources be included in the decisionmaking process. If information on designated mineral resource areas is not disclosed during the process, and a land use decision is made that precludes the development of a designated mineral resource area, an aggrieved party can appeal the lead agency's land use decision to the Board.

Again, thank you for your response to the Board's review of the City of Palmdale's mineral resource management policies. I look forward to reviewing the policies again when the MRE boundaries have been determined.

Sincerely,



James A. Anderson
Chairman

cc: Mayor William J. Knight
Mayor pro Tem, Joseph Davies
City Councilmembers:
Janis Hamm
James Ledford
James Root
City Administrator, Robert W. Toone

DEPARTMENT OF CONSERVATION

STATE MINING AND GEOLOGY BOARD

1216 Ninth Street, Room 1326-A
Sacramento, CA 95814



May 21, 1991

Telephone: (916) 322-1082
TDD Line: (916) 324-2555

James A. Anderson, Chairman
Paul Grunwald
Catherine Holmdahl
Deputies

Jack Lucas
Gary Miller

Honorable William J. Knight
Mayor, City of Palmdale
38300 North Sierra Highway
Palmdale, CA 93550

Dear Mayor Knight:

Thank you for your timely response to my letter regarding the City of Palmdale's development of mineral resource management policies for important mineral deposits classified and designated by the State. As you know, the development of these policies is required pursuant to California's Surface Mining and Reclamation Act (SMARA, Public Resources Code Section 2710 et seq.).

I am pleased to learn that the City is in the process of developing mineral policies in response to information transmitted by the State Mining and Geology Board ("the Board"). However, I am unsure as to whether the information you provided in your letter was to advise me of the City's progress to date on the policies or whether the information provided is intended to serve as the City's proposed mineral resource management policies.

If the information you submitted is informational, please note that the City's proposed policies must be submitted to the Board for review and comment prior to the City's final adoption of the policies (SMARA Section 2762[b]). If, however, the information submitted is intended to serve as the City's policies, I have the following comments.

The policies do provide a Mineral Resource Extraction designation where mineral resource extraction activities would be allowed. However, Exhibit LU-2, delineating the Mineral Resource Extraction district, was not included for Board review in the information provided. Also, additional provisions would need to be incorporated in the policies in order to meet the following criteria as outlined in Board policy (California Code of Regulations, Title 14, Sections 3675-3676; copy enclosed):

Honorable William J. Knight
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- (1) A summary of the information provided in the classification and designation reports, or incorporation by reference of SMARA and Board policy, together with either a map of the identified mineral deposits or incorporation by reference of the classification and designation maps provided by the Board.

(Although the information you provided did include a map of the designated deposits, the information did not include the other criteria above.)

- (2) Statements of policy in accordance with SMARA Section 2762(a).
- (3) Reference in the General Plan of the classified and designated mineral deposits and a discussion of those mineral resource areas targeted by the lead agency for conservation and possible future extraction.
- (4) Use of an overlay map or inclusion of information on any appropriate planning maps to clearly delineate identified mineral deposits, and those areas targeted by the lead agency for conservation and possible future extraction.

I hope that this information will be of assistance to you. If you have any questions regarding the above information, please contact Ms. Deborah L. Herrmann, Executive Officer, State Mining and Geology Board, 1416 - 9th Street, Room 1326-A, Sacramento, California 95814, telephone (916) 322-1082.

Sincerely,



James A. Anderson
Chairman

cc: Mayor pro Tem, Joseph Davies
City Councilmembers:
Janis Hamm
James Ledford
James Root
Planning Director, Clyde Evans



SURFACE MINING AND RECLAMATION ACT OF 1975

(As amended by Senate Bill 1300, Nejedly - 1980 Statutes,
Assembly Bill 110, Arrias - 1984 Statutes,
Senate Bill 593, Royce - 1985 Statutes,
Senate Bill 1261, Seymour - 1986 Statutes,
Assembly Bill 747, Sher - 1987 Statutes,
Assembly Bill 3551, Sher - 1990 Statutes,
Assembly Bill 3903, Sher - 1990 Statutes,
and Assembly Bill 1508, Sher - 1991 Statutes)

Article 1. General Provisions

§2710. This chapter shall be known and may be cited as the Surface Mining and Reclamation Act of 1975.

§2711. (a) The Legislature hereby finds and declares that the extraction of minerals is essential to the continued economic well-being of the state and to the needs of the society, and that the reclamation of mined lands is necessary to prevent or minimize adverse effects on the environment and to protect the public health and safety.

(b) The Legislature further finds that the reclamation of mined lands as provided in this chapter will permit the continued mining of minerals and will provide for the protection and subsequent beneficial use of the mined and reclaimed land.

(c) The Legislature further finds that surface mining takes place in diverse areas where the geologic, topographic, climatic, biological, and social conditions are significantly different and that reclamation operations and the specifications therefore may vary accordingly.

§2712. It is the intent of the Legislature to create and maintain an effective and comprehensive surface mining and reclamation policy with regulation of surface mining operations so as to assure

(a) Adverse environmental effects are prevented or minimized and that mined lands are reclaimed to a usable condition which is readily adaptable for alternative land uses.

(b) The production and conservation of minerals are encouraged, while giving consideration to values relating to recreation, watershed, wildlife, range and forage, and aesthetic enjoyment.

(c) Residual hazards to the public health and safety are eliminated.

§2713. It is not the intent of the Legislature by the enactment of this chapter to take private property for public use without payment of just compensation in violation of the California and United States Constitutions.

§2714. This chapter does not apply to any of the following activities:

(a) Excavations or grading conducted for farm, residential construction or for the purpose of restoring land damaged by natural disaster.

(b) Prospecting for, or the extraction of minerals for commercial purposes and the removal of overburden in any one area of less than 1,000 cubic yards in any one year of reclamation.

(c) Surface mining operations that are required by federal law in order to protect a mining claim, if those operations are conducted solely for that purpose.

(d) Any other surface mining operations that the board determines to be of an infrequent nature and which involve only minor surface disturbances.

(e) The solar evaporation of sea water or bay water for the production of salt and related minerals.

§2715. No provision of this chapter or any ruling, requirement, or policy of the board is a limitation on any of the following:

(a) On the police power of any city or county or on the power of any city or county to declare, prohibit, and abate nuisances.

(b) On the power of the Attorney General, at the request of the board, or upon his own motion, to bring an action in the name of the people of the State of California to enjoin any pollution or nuisance.

(c) On the power of any state agency in the enforcement or administration of any provision of law which it is specifically authorized or required to enforce or administer.

(d) On the right of any person to maintain at any time any appropriate action for relief against any private nuisance as defined in Part 3 (commencing with Section 3479) of Division 4 of the Civil Code or for any other private relief.

(e) On the power of any lead agency to adopt policies, standards, or regulations imposing additional requirements on any person if the requirements do not prevent the person from complying with the provisions of this chapter.

(f) On the power of any city or county to regulate the use of buildings, structures, and land as between industry, business, residential, open space (including agriculture, recreation, the enjoyment of scenic beauty, and the use of natural resources), and other purposes.

§2716. Any person may commence an action on his own behalf against the board or the State Geologist for a writ of mandate pursuant to Chapter 2 (commencing with Section 1084) of Title 1 of Part 3 of the Code of Civil Procedure to compel the board or the State Geologist to carry out any duty imposed upon them pursuant to the provisions of this chapter.

§2717. The board shall submit to the Legislature on December 1st of each year a report on the actions taken pursuant to this chapter during the preceding fiscal year. Such report shall include a statement of the actions, including legislative recommendations, which are necessary to carry out more completely the purposes and requirements of this chapter.

ordinances. The state policy shall not include aspects of regulating surface mining operations which are solely of local concern, and not of statewide or regional concern, as determined by the board, such as, but not limited to, hours of operation, noise, dust, fencing, and purely aesthetic considerations.

§2758. Such policy shall include objectives and criteria for all of the following:

(a) Determining the lead agency pursuant to the provisions of Section 2771.

(b) The orderly evaluation of reclamation plans.

(c) Determining the circumstances, if any, under which the approval of a proposed surface mining operation by a lead agency need not be conditioned on a guarantee assuring reclamation of the mined lands.

§2759. The state policy shall be continuously reviewed and may be revised. During the formulation or revision of such policy, the board shall consult with, and carefully evaluate the recommendations of, the State Geologist, any district technical advisory committees, concerned federal, state, and local agencies, educational institutions, civic and public interest organizations, and private organizations and individuals.

§2760. The board shall not adopt or revise the state policy unless a public hearing is first held respecting their adoption or revision. At least 30 days prior to such hearing, the board shall give notice of the hearing by publication pursuant to Section 6061 of the Government Code.

§2761. (a) On or before January 1, 1977, and, as a minimum, after the completion of each decennial census, the Office of Planning and Research shall identify portions of the following areas within the state which are urbanized or are subject to urban expansion or other irreversible land uses which would preclude mineral extraction:

(1) Standard metropolitan statistical areas and such other areas for which information is readily available.

(2) Other areas as may be requested by the board.

(b) In accordance with a time schedule, and based upon guidelines adopted by the board, the State Geologist shall classify, on the basis solely of geologic factors, and without regard to existing land use and land ownership, the areas identified by the Office of Planning and Research, any area for which classification has been requested by a petition which has been accepted by the board, or any other areas as may be specified by the board, as one of the following:

(1) Areas containing little or no mineral deposits.

(2) Areas containing significant mineral deposits.

(3) Areas containing mineral deposits, the significance of which requires further evaluation.

The State Geologist shall require the petitioner to pay the reasonable costs of classifying an area for which classification has been requested by the petitioner.

(c) The State Geologist shall transmit the information to the board for incorporation into the state policy and for transmittal to lead agencies.

§2762. (a) Within 12 months of receiving the mineral information described in Section 2761, and also within 12 months of the designation of an area of statewide or regional significance within its jurisdiction, every lead agency shall, in accordance with state

policy, establish mineral resource management policies to be incorporated in its general plan which will:

(1) Recognize mineral information classified by the State Geologist and transmitted by the board.

(2) Assist in the management of land uses which affect areas of statewide and regional significance.

(3) Emphasize the conservation and development of identified mineral deposits.

(b) Every lead agency shall submit proposed mineral resource management policies to the board for review and comment prior to adoption.

(c) Any subsequent amendment of the mineral resource management policy previously reviewed by the board shall also require review and comment by the board.

(d) If any area is classified by the State Geologist as an area described in paragraph (2) of subdivision (b) of Section 2761, and the lead agency either has designated that area in its general plan as having important minerals to be protected pursuant to subdivision (a), or otherwise has not yet acted pursuant to subdivision (a), then prior to permitting a use which would threaten the potential to extract minerals in that area, the lead agency shall prepare, in conjunction with preparing any environmental document required by Division 13 (commencing with Section 21000), or in any event if no such document is required, a statement specifying its reasons for permitting the proposed use, and shall forward a copy to the State Geologist and the board for review.

If the proposed use is subject to the requirements of Division 13 (commencing with Section 21000), the lead agency shall comply with the public review requirements of that division. Otherwise, the lead agency shall provide public notice of the availability of its statement by all of the following:

(1) Publishing the notice at least one time in a newspaper of general circulation in the area affected by the proposed use.

(2) Directly mailing the notice to owners of property within one-half mile of the parcel or parcels on which the proposed use is located as those owners are shown on the latest equalized assessment role.

The public review period shall not be less than 60 days from the date of the notice and shall include at least one public hearing. The lead agency shall evaluate comments received and shall prepare a written response. The written response shall describe the disposition of the major issues raised. In particular, when the lead agency's position on the proposed use is at variance with recommendations and objections raised in the comments, the written response shall address in detail why specific comments and suggestions were not accepted.

(e) Prior to permitting a use which would threaten the potential to extract minerals in an area classified by the State Geologist as an area described in paragraph (3) of subdivision (b) of Section 2761, the lead agency may cause to be prepared an evaluation of the area in order to ascertain the significance of the mineral deposit located therein. The results of such evaluation shall be transmitted to the State Geologist and the board.

§2763 (a) If an area is designated by the board as an area of regional significance, and the lead agency either has designated that area in its general plan as having important minerals to be protected pursuant to subdivision (a) of Section 2762, or otherwise has not yet

continuation of the surface mining operation is prohibited until a reclamation plan and financial assurances for reclamation are approved by the lead agency.

(e) Any person who, based on the evidence of the record, can substantiate that a lead agency has either (1) failed to act according to due process or has relied on considerations not related to the specific applicable requirements of Sections 2772, 2773, and 2773.1, and the lead agency surface mining ordinance adopted pursuant to subdivision (a) of Section 2774, in reaching a decision to deny approval of a reclamation plan or financial assurances for reclamation, (2) failed to act within a reasonable time of receipt of a completed application, or (3) failed to review and approve reclamation plans or financial assurances as required by subdivisions (c) and (d), may appeal that action or inaction to the board.

(f) The board may decline to hear an appeal if it determines that the appeal raises no substantial issues related to the lead agency's review pursuant to this section.

(g) Appeals that the board does not decline to hear shall be scheduled and heard at a public hearing within 45 days of the filing of the appeal, or any longer period as may be mutually agreed upon by the board and the person filing the appeal. In hearing an appeal, the board shall only determine whether the reclamation plan or the financial assurances substantially meet the applicable requirements of Sections 2772, 2773, 2773.1, and the lead agency surface mining ordinance adopted pursuant to subdivision (a) of Section 2774. A reclamation plan or financial assurances judged to meet these requirements shall be approved. A reclamation plan or financial assurances judged not to meet these requirements shall be returned to the person filing the appeal with a notice of deficiencies, who shall be granted, once only, a period of 30 days, or a longer period mutually agreed upon by the operator and the board, to correct the noted deficiencies and submit the revised reclamation plan or the revised financial assurances to the lead agency for review and approval.

(h) Within 90 days of a surface mining operation becoming idle, as defined in Section 2727.1, the operator shall submit to the lead agency for review and approval, an interim management plan. The review and approval of an interim management plan shall not be considered a project within the meaning of Division 13 (commencing with Section 21000). The approved interim management plan shall be considered an amendment to the surface mining operation's approved reclamation plan, for purposes of this chapter. The interim management plan shall provide measures the operator will implement to maintain the site in compliance with this chapter, including, but not limited to, all permit conditions.

The interim management plan may remain in effect for a period not to exceed five years, at which time the lead agency shall do one of the following:

(1) Renew the interim management plan for another period not to exceed five years, if the lead agency finds that the surface mining operator has complied fully with the interim management plan.

(2) Require the surface mining operator to commence reclamation in accordance with its approved reclamation plan.

In any event, financial assurances required by Section 2773.1 shall remain in effect during the period the surface mining operation is idle. If the surface mining operation is still idle after expiration of its interim management plan, the surface mining operation shall

commence reclamation in accordance with its approved reclamation plan.

Within 60 days of the receipt of the interim management plan, or a longer period mutually agreed upon by the lead agency and the operator, the lead agency shall review and approve the plan in accordance with its ordinance adopted pursuant to subdivision (a) of Section 2774, so long as the plan satisfies the above requirements, and so notify the operator in writing. Otherwise, the lead agency shall notify the operator in writing of any deficiencies in the plan. The operator shall have 30 days, or a longer period mutually agreed upon by the operator and the lead agency, to submit a revised plan.

The lead agency shall approve or deny approval of the revised interim management plan within 60 days of receipt. If the lead agency denies approval of the revised interim management plan, the operator may appeal that action to the lead agency's governing body, which shall schedule a public hearing within 45 days of the filing of the appeal, or any longer period mutually agreed upon by the operator and the governing body.

Unless review of an interim management plan is pending before the lead agency, or an appeal is pending before the lead agency's governing body, a surface mining operation which remains idle for over one year after becoming idle as defined in Section 2727.1 without obtaining approval of an interim management plan shall be considered abandoned and the operator shall commence and complete reclamation in accordance with the approved reclamation plan.

(i) Any enforcement action which may be brought against a person for operating without an approved reclamation plan, financial assurance, or interim management plan, shall be held in abeyance pending review pursuant to subdivision (b), (c), (d), or (h) or the resolution of an appeal filed with the board pursuant to subdivision (e), or with a lead agency governing body pursuant to subdivision (h).

§2770.5. Whenever surface mining operations are proposed in the 100-year flood plain for any stream, as shown in Zone A of Flood Insurance Rate Maps issued by the Federal Emergency Management Agency, and within one mile, upstream or downstream, of any state highway bridge, the lead agency receiving the application for the issuance or renewal of a permit to conduct the surface mining operations shall notify the Department of Transportation that the application has been received. The Department of Transportation shall have a period of not more than 45 days to review and comment on the proposed surface mining operations with respect to any potential damage to the state highway bridge from the proposed surface mining operations. The lead agency shall not issue or renew the permit until the Department of Transportation has submitted its comments or until 45 days from the date the application for the permit was submitted, whichever occurs first.

§2771. Whenever a proposed or existing surface mining operation is within the jurisdiction of two or more public agencies, is a permitted use within the agencies, and is not separated by a natural or manmade barrier coinciding with the boundary of the agencies, the evaluation of the proposed or existing operation shall be made by the lead agency in accordance with the procedures adopted by the lead agency pursuant to Section 2774. If a question arises as to which public agency is the lead agency, any affected public agency, or the affected operator, may submit the matter to the board. The board shall notify in writing all affected public agencies and opera-

lands remaining disturbed. For purposes of this paragraph, a "public agency" may include a federal agency.

(b) If the lead agency or the board, following a public hearing, determines that the operator is financially incapable of performing reclamation in accordance with its approved reclamation plan, or has abandoned its surface mining operation without commencing reclamation, either the lead agency or the State Geologist shall do all of the following:

(1) Notify the operator by personal service or certified mail that the lead agency or the State Geologist intends to take appropriate action to forfeit the financial assurances and specify the reasons for so doing.

(2) Allow the operator 60 days to commence or cause the commencement of reclamation in accordance with its approved reclamation plan and require that reclamation be completed within the time limits specified in the approved reclamation plan or some other time period mutually agreed upon by the lead agency or the State Geologist and the operator.

(3) Proceed to take appropriate action to require forfeiture of the financial assurances if the operator does not substantially comply with paragraph (2).

(4) Use the proceeds from the forfeited financial assurances to conduct and complete reclamation in accordance with the approved reclamation plan. In no event shall the financial assurances be used for any other purpose. The operator is responsible for the costs of conducting and completing reclamation in accordance with the approved reclamation plan which are in excess of the proceeds from the forfeited financial assurances.

(c) Financial assurances shall no longer be required of a surface mining operation, and shall be released, upon written notification by the lead agency, which shall be forwarded to the operator and the State Geologist, that reclamation has been completed in accordance with the approved reclamation plan. If a mining operation is sold or ownership is transferred to another person, the existing financial assurances shall remain in force and shall not be released by the lead agency until new financial assurances are secured from the new owner and have been approved by the lead agency in accordance with Section 2770.

(d) The lead agency shall have primary responsibility to seek forfeiture of financial assurances and to reclaim mine sites under subdivision (b). However, in cases where the board is not the lead agency pursuant to Section 2774.4, the State Geologist may act to seek forfeiture of financial assurances and reclaim mine sites pursuant to subdivision (b) only if both of the following occur:

(1) The financial incapability of the operator or the abandonment of the mining operation has come to the attention of the State Geologist.

(2) The lead agency has been notified in writing by the State Geologist of the financial incapability of the operator or the abandonment of the mining operation for at least 15 days, and has not taken appropriate measures to seek forfeiture of the financial assurances and reclaim the mine site; and one of the following has occurred:

(A) The lead agency has been notified in writing by the State Geologist that failure to take appropriate measures to seek forfeiture of the financial assurances or to reclaim the mine site shall result in actions being taken against the lead agency under Section 2774.4.

(B) The State Geologist determines that there is a violation which amounts to an imminent and substantial endangerment to the public health, safety, or to the environment.

(C) The lead agency notifies the State Geologist in writing that its good faith attempts to seek forfeiture of the financial assurances have not been successful.

The State Geologist shall comply with subdivision (b) in seeking forfeiture of financial assurances and reclaiming mine sites.

(e) The board may adopt regulations specifying financial assurance mechanisms other than surety bonds, irrevocable letters of credit, and trust funds, which the board determines are reasonably available and adequate to ensure reclamation pursuant to this chapter, but these mechanisms may not include financial tests.

§2774. (a) Every lead agency shall adopt ordinances in accordance with state policy which establish procedures for the review and approval of reclamation plans and financial assurances and the issuance of a permit to conduct surface mining operations, except that any lead agency without an active surface mining operation in its jurisdiction may defer adopting an implementing ordinance until the filing of a permit application. The ordinances shall establish procedures requiring at least one public hearing and shall be periodically reviewed by the lead agency and revised, as necessary, in order to ensure that the ordinances continue to be in accordance with state policy.

(b) The lead agency shall conduct an inspection of a surface mining operation within six months of receipt by the lead agency of the surface mining operation's report submitted pursuant to Section 2207, solely to determine whether the surface mining operation is in compliance with this chapter. In no event shall a lead agency inspect a surface mining operation less than once in any calendar year. The lead agency may cause such an inspection to be conducted by a state-registered geologist, state-registered civil engineer, state-licensed landscape architect, or state-registered forester, who is experienced in land reclamation and who has not been employed by the mining operation in any capacity during the previous 12 months. All inspections shall be conducted using a form developed by the department and approved by the board. The operator shall be solely responsible for the reasonable cost of the inspection. The lead agency shall notify the State Geologist within 30 days of completion of the inspection that the inspection has been conducted. The notice shall contain a statement regarding the surface mine's compliance with this chapter, shall include a copy of the completed inspection form, and shall specify which aspects of the surface mining operations, if any, are inconsistent with this chapter. If the surface mining operation has a review of its reclamation plan, financial assurances, or an interim management plan pending under subdivision (b), (c), (d), or (h) of Section 2770; or an appeal pending before the board or lead agency governing body under subdivision (e) or (h) of Section 2770, the notice shall so indicate. The lead agency shall forward to the operator a copy of the notice, a copy of the completed inspection form, and any supporting documentation, including, without limitation, any inspection report prepared by the geologist, civil engineer, landscape architect, or forester.

(c) Prior to approving a surface mining operation's reclamation plan, financial assurances, including existing financial assurances reviewed by the lead agency pursuant to subdivision (c) of Section 2770, or any amendments, the lead agency shall submit the plan,

the State Geologist, for review of the order. If the operator does not petition for review within the time limits set by this subdivision, the order setting administrative penalties shall not be subject to review by any court or agency.

(b) The legislative body of the lead agency or the board shall notify the operator by personal service or certified mail whether it will review the order setting administrative penalties. In reviewing an order pursuant to this section, the record shall consist of the record before the lead agency or the State Geologist, and any other relevant evidence which, in the judgment of the legislative body or the board, should be considered to effectuate and implement the policies of this chapter.

(c) The legislative body or the board may affirm, modify, or set aside, in whole or in part, by its own order, any order of the lead agency or the State Geologist setting administrative penalties reviewed by the legislative body or the board pursuant to this section.

(d) Any order of the legislative body or the board issued under subdivision (c) shall become effective upon issuance thereof, unless the operator petitions the superior court for review as provided in subdivision (e). Any order shall be served by personal service or by certified mail upon the operator. Payment of any administrative penalty which is specified in an order issued under subdivision (c), shall be made to the lead agency or the State Geologist within 30 days of service of the order; however, the payment shall be held in an interest bearing impound account pending the resolution of a petition for review filed pursuant to subdivision (e).

(e) Any operator aggrieved by an order of the legislative body or the board issued under subdivision (c) may obtain review of the order by filing in the superior court a petition for writ of mandate within 30 days following the issuance of the order. Any operator aggrieved by an order of a lead agency or State Geologist setting administrative penalties under subdivision (c) of Section 2774.1, for which the legislative body or board denies review, may obtain review of the order in the superior court by filing in the court a petition for writ of mandate within 30 days following the denial of review. The provisions of Section 1094.5 of the Code of Civil Procedure shall govern judicial proceedings pursuant to this subdivision, except that in every case the court shall exercise its independent judgment. If the operator does not petition for a writ of mandate within the time limits set by this subdivision, the order of the board or the legislative body shall not be subject to review by any court or agency.

§2774.3. The board shall review lead agency ordinances which establish permits and reclamation procedures to determine whether each ordinance is in accordance with state policy, and shall certify the ordinance as being in accordance with state policy if it adequately meets, or imposes requirements more stringent than, the California surface mining and reclamation policies and procedures established by the board pursuant to this chapter.

§2774.4. (a) If the board finds that a lead agency either has (1) approved reclamation plans or financial assurances which are not consistent with this chapter, (2) failed to inspect or cause the inspection of surface mining operations as required by this chapter, (3) failed to seek forfeiture of financial assurances and to carry out reclamation of surface mining operations as required by this chapter, (4) failed to take appropriate enforcement actions as required by this chapter, (5) intentionally misrepresented the results of inspections

required under this chapter, or (6) failed to submit information to the department as required by this chapter, the board shall exercise any of the powers of that lead agency under this chapter, except for permitting authority.

(b) If, no sooner than three years after the board has taken action pursuant to subdivision (a), the board finds, after a public hearing, that a lead agency has corrected its deficiencies in implementing and enforcing this chapter, and the rules and regulations adopted pursuant to this chapter, the board shall restore to the lead agency the powers assumed by the board pursuant to subdivision (a).

(c) Before taking any action pursuant to subdivision (a), the board shall first notify the lead agency of the identified deficiencies, and allow the lead agency 45 days to correct the deficiencies to the satisfaction of the board. If the lead agency has not corrected the deficiencies to the satisfaction of the board within the 45-day period, the board shall hold a public hearing within the lead agency's area of jurisdiction, upon a 45-day written notice given to the public in at least one newspaper of general circulation within the city or county, and directly mailed to the lead agency and to all surface mining operators within the lead agency's jurisdiction who have submitted reports as required by Section 2207.

(d) Affected surface mining operators shall have the right, at the public hearing, to present oral and written evidence on the matter being considered. The board may, at the public hearing, place reasonable limits on the right of affected surface mining operators to question and solicit testimony.

(e) If, after conducting the public hearing required by subdivision (c), the board decides to take action pursuant to subdivision (a) the board shall, based on the record of the public hearing, adopt written findings which explain all of the following:

- (1) The action to be taken by the board.
- (2) Why the board decided to take the action.
- (3) Why the action is authorized by, and meets the requirements of, subdivision (a).

In addition, the findings shall address the significant issues raised, or written evidence presented, by affected surface mining operators or the board. The transcript of testimony and exhibits, together with all papers and requests filed in the proceedings, shall constitute the exclusive record for decision by the board.

(f) The lead agency or affected surface mining operator who has presented oral or written evidence at the public hearing before the board pursuant to subdivision (d) may obtain review of the board's action taken pursuant to subdivision (a) by filing in the superior court a petition for writ of mandate within 30 days following the issuance of the board's decision. Section 1094.5 of the Code of Civil Procedure governs judicial proceedings pursuant to this subdivision, except that in every case the court shall exercise its independent judgment. If a petition for a writ of mandate is not filed within the time limits set by this subdivision, the board's action under subdivision (a) shall not be subject to review by any court or agency.

§2774.5. (a) If, upon review of an ordinance, the board finds that it is not in accordance with state policy, the board shall communicate the ordinance's deficiencies in writing to the lead agency. Upon receipt of the written communication, the lead agency shall have 90 days to submit a revised ordinance to the board for certification as being in accordance with state policy. The board shall review the lead agency's revised ordinance for certification within 60 days of its

proprietary information as a separate part of the application. Proprietary information shall be made available only to the State Geologist and to persons authorized in writing by the operator and by the owner.

A copy of all reclamation plans, reports, applications, and other documents submitted pursuant to this chapter shall be furnished to the State Geologist by lead agencies on request.

§2779. Whenever one operator succeeds to the interest of another in any incomplete surface mining operation by sale, assignment, transfer, conveyance, exchange, or other means, the successor shall be bound by the provisions of the approved reclamation plan and the provisions of this chapter.

Article 6. Areas of Statewide or Regional Significance

§2790. After receipt of mineral information from the State Geologist pursuant to subdivision (c) of Section 2761, the board may by regulation adopted after a public hearing designate specific geographic areas of the state as areas of statewide or regional significance and specify the boundaries thereof. Such designation shall be included as a part of the state policy and shall indicate the reason for which the particular area designated is of significance to the state or region, the adverse effects that might result from premature development of incompatible land uses, the advantages that might be achieved from extraction of the minerals of the area, and the specific goals and policies to protect against the premature incompatible development of the area.

§2791. The board shall seek the recommendations of concerned federal, state, and local agencies, educational institutions, civic and public interest organizations, and private organizations and individuals in the identification of areas of statewide and regional significance.

§2792. Neither the designation of an area of regional or statewide significance nor the adoption of any regulations for such an area shall in any way limit or modify the rights of any person to complete any development that has been authorized pursuant to part 2 (commencing with Section 11008) of Division 4 of the Business and Professions Code, pursuant to the Subsurface Map Act (Division 2 [commencing with Section 66418] of Title 7 of the Govern-

ment Code), or by a building permit or other authorization to commence development, upon which such person relies and has changed his position to his substantial detriment, and, which permit or authorization was issued prior to the designation of such area pursuant to Section 2790. If a developer has by his actions taken in reliance upon prior regulations obtained vested or other legal rights that in law would have prevented a local public agency from changing such regulations in a way adverse to his interests, nothing in this chapter authorizes any governmental agency to abridge those rights.

§2793. The board may, by regulation adopted after a public hearing, terminate, partially or wholly, the designation of any area of statewide or regional significance on a finding that the direct involvement of the board is no longer required.

Article 7. Fiscal Provisions

§2795. (a) Notwithstanding any other provision of law, the first two million dollars (\$2,000,000) of moneys from mining activities on federal lands disbursed by the United States each fiscal year to this state pursuant to Section 35 of the Mineral Lands Leasing Act, as amended (30 U.S.C. Sec. 191), shall be deposited in the Surface Mining and Reclamation Account in the General Fund, which account is hereby created, and may be expended, upon appropriation by the Legislature, for the purposes of this chapter. However, if in any fiscal year, the amount of money disbursed to the state pursuant to Section 35 of the Mineral Lands Leasing Act is less than twenty million dollars (\$20,000,000), then only the first one million one hundred thousand dollars (\$1,100,000) of that money shall be deposited in the Surface Mining and Reclamation Account for the next fiscal year.

(b) Proposed expenditures from the account shall be included in a separate item in the Budget Bill for each fiscal year for consideration by the Legislature. Each appropriation from the account shall be subject to all of the limitations contained in the Budget Act and to all other fiscal procedures prescribed by law with respect to the expenditure of state funds.

State Statutes
Ch. 9, Div. 2, P.B.C.

DMG Note revised 1/82

VERNOR'S OFFICE OF PLANNING AND RESEARCH

TENTH STREET
SACRAMENTO, CA 95834
Sep 21, 1992

SEP 23

SHERYL SANDERSON
CITY OF PALMDALE
38306 9TH STREET EAST
PALMDALE, CA 93550Subject: PALMDALE GENERAL PLAN UPDATE
SCH # 87120908

Dear SHERYL SANDERSON:

OPR #1

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation. These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact Michael Chiriatti at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in cursive script that reads "Christine Kinne".

Christine Kinne
Acting Deputy Director, Permit Assistance

Enclosures

cc: Resources Agency

Project Title: City of Palmdale General Plan DEIR
 Lead Agency: City of Palmdale Contact Person: Laurie Dille
 Street Address: 38306 9th Street East Phone: (805) 272-9613
 City: Palmdale Zip: 93550 County: Los Angeles

Project Location
 County: Los Angeles City/Nearest Community: Palmdale
 Total Acres: 111.527
 Assessor's Parcel No. _____ Section: _____ Twp. _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: 14, 138 Waterways: California Aqueduct, natural drainages
 Airports: USAF Plant 42 Railways: Southern Pac. Schools: NUMEROUS

Document Type
 CEQA: NOP Supplement/Subsequent NEPA: NOI Other: Joint Document
 Early Cons EIR (Prior SCH No.) EA Final Document
 Neg Dec Other _____ Draft EIS Other _____
 Draft EIR FONSI

Local Action Type
 General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, Parcel Map, Tract Map, etc.) Other _____

Development Type
 Residential: Units _____ Acres _____ Water Facilities: Type _____ MGD
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation: Type _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ Waste _____
 Educational _____ Waste Treatment Type _____
 Recreational _____ Hazardous Waste: Type _____
 Other: GENERAL PLAN UPDATE

Project Issues Discussed in Document
 Aesthetic/Visual Flood Plain/Flooding Schools/Universities Water Quality
 Agricultural Land Forest Land/Fire Hazard Sewer Systems Water Supply/Groundwater
 Air Quality Geologic/Seismic Sewer Capacity Wetland/Riparian
 Archaeological/Historical Minerals Soil Erosion/Compaction Wildlife
 Coastal Zone Noise Solid Waste Growth Inducing
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Landuse
 Economic/Jobs Public Services/Facilities Traffic/Circulation Cumulative Effects
 Fiscal Recreation/Parks Vegetation Other _____

Present Land Use/Zoning/General Plan Use Various

Project Description The General Plan for the City of Palmdale covers 111.527 acres, consisting of the City and its sphere of influence, located in the Antelope Valley. Elements of the General Plan include: Land Use, Noise, Housing, Circulation, Public Services, Environmental Resources, and Safety.

CLEARINGHOUSE CONTACT: Tom Loftus (916) 445-0613

STATE REVIEW BEGAN: 8.6.92
 DEPT REV TO AGENCY: 9.14
 AGENCY REV TO SCH: 9.18
 SCH COMPLIANCE: 9.21

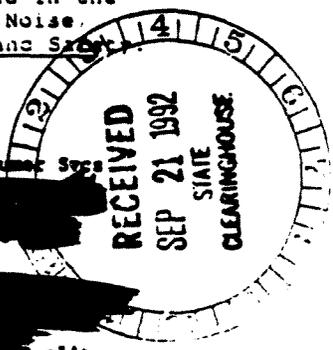
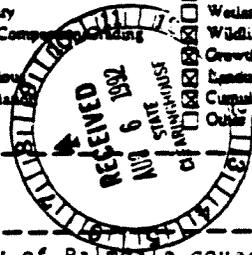
PLEASE NOTE SCH NUMBER ON ALL COMMENTS
 PLEASE FORWARD LATE COMMENTS DIRECTLY TO THE LEAD AGENCY ONLY

AQMD/APCD: 33 (Resources: 8/8)

(*S* = sent by lead / ** = sent by SCH)

CHT SMT
 Resources
 Conservation
 Fish & Game
 Aeronautics
 Caltrans
 Health

CHT SMT
 State/Consumer Sec
 ARB
 Reg. MOCB # 4
 State Lands Com



SWP
O&M

R. Jacobi

Project Title: City of Palmdale General Plan DEIR
Lead Agency: City of Palmdale Contact Person: Laurie Lile
Street Address: 38306 9th Street East Phone: (805) 272-9613
City: Palmdale Zip: 93550 County: Los Angeles

Project Location
County: Los Angeles City/Nearest Community: Palmdale
Cross Section: _____ Total Acres: 111.527
Assessor's Parcel No. _____ Section: _____ Twp. _____ Range: _____ Base: _____
Within 2 Miles: State Hwy # 14, 138 Waterways: California Aqueduct, natural drainages
Airports: USAF Plant 42 Railways: Southern Pac. Schools: NUMEROUS

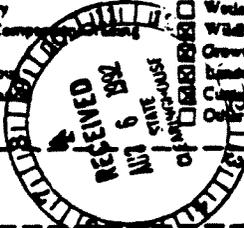
Document Type
CEQA: NOP Supplemental/Subsequent NEPA: NOI Other: Joint Document
 Early Cons EIR (Prior SCH No.) EA Final Document
 Neg Dec Other _____ Draft EIS Other _____
 Draft EIR FONSI

043.1

Local Action Type
 General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, Parcel Map, Tract Map, etc.) Other _____

Development Type
 Residential: Units _____ Acres _____ Water Facilities: Type _____ MGD _____
 Office: Sq Ft _____ Acres _____ Employees _____ Transportation: Type _____
 Commercial: Sq Ft _____ Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq Ft _____ Acres _____ Employees _____ Power: Type _____ Watts _____
 Educational _____ Waste Treatment: Type _____
 Recreational _____ Hazardous Waste: Type _____
 Other: GENERAL PLAN UPDATE

Project Issues Discussed in Document
 Aesthetic/Visual Flood Plain/Flooding Schools/Universities Water Quality
 Agricultural Land Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Air Quality Geologic/Seismic Sewer Capacity Wetland/Riparian
 Archeological/Historical Minerals Sed Erosion/Compaction Wildlife
 Coastal Zone Noise Solid Waste Growth Inducing
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Landuse
 Economic/Job Public Services/Facilities Traffic/Circulation Cumulative Effects
 Fiscal Recreation/Parks Vegetation Other _____



Present Land Use/Zoning/General Plan Use Vacuous

XC NOC:
J HORN BERGER
SWP FILE

Project Description: The General Plan for the City of Palmdale covers 111.527 acres, consisting of the City and its sphere of influence, located in the Antelope Valley. Elements of the General Plan include: Land Use, Noise, Housing, Circulation, Public Services, Environmental Resources, and Safety.

CLEARINGHOUSE CONTACT: Tom Loftus (916) 445-0613

REVIEW BEGAN: 8.6.92
REV TO AGENCY: 9.14
AGENCY REV TO SCH: 9.18
SCH COMPLIANCE: 9.21

CHT SHT	Resources	CHT SHT	State/Consumer Svcs
---	Resources	---	State/Consumer Svcs
---	[Redacted]	---	[Redacted]
---	Conservation Fish & Game	---	ARB
---	[Redacted]	---	[Redacted]
---	Aeronautics	---	Reg. NOCS 1-4
---	Caltrans 1-7	---	[Redacted]
---	DWR	---	PTC
---	[Redacted]	---	State Lands Com
---	Health	---	[Redacted]

CC:
XC:
XC:

PLEASE NOTE SCH NUMBER ON ALL COMMENTS
PLEASE FORWARD LATE COMMENTS DIRECTLY TO THE LEAD AGENCY ONLY

DIAPCD: 33 (Resources: 8/8)

* = sent by lead / ** = sent by SCH

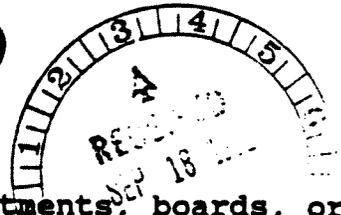
MEMORANDUM

To : Director
State Clearinghouse
Office of Planning and Research
1400 Tenth Street
Sacramento, CA; 95814

Date : 9/18/92

From : Office of the Secretary

9/21
Ⓜ



Subject: Agency Comments

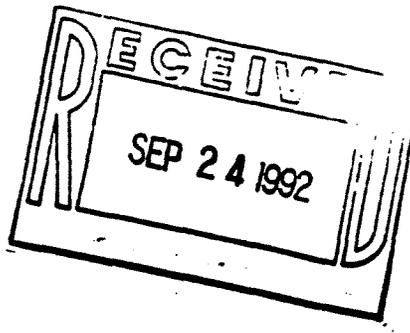
Attached are individual comments of departments, boards, or commissions within The Resources Agency requested by your State Clearinghouse Notice of Completion and Environmental Document Form on the subject item(s). Agencies responding to your request are listed below.

Attachment(s)

<u>Resources Date:</u>	<u>SCH#</u>	<u>Department</u>	<u>Comment</u>
8 08 92	87120908	CONS DWR F&G S LANDS	NO RESPONSE COMMENT NO RESPONSE NO RESPONSE

City of Lancaster

933 North Fern Avenue
Lancaster, California 93534-2461
805-723-6000



September 22, 1992

George Lee Root
Mayor

Rev. Henry W. Hearn
Vice Mayor

Frank C. Roberts
Councilman

Arnie Rodio
Councilman

George Runner
Councilman

James C. Gilley
City Manager

Laurie Lile
City of Palmdale
Planning Department
88306 9th Street East
Palmdale, California 93550

Subject: City of Palmdale General Plan Draft Environmental Impact Report

Dear Laurie:

Thank you for the opportunity to review the Draft EIR for the proposed General Plan. Attached are comments from the Traffic Division of the Department of Public Works regarding transportation and circulation. Please contact Tim Bochum at (805) 723-6048 if you have any questions regarding the attached comments.

Sincerely,

A handwritten signature in cursive script that reads "Susan J. Barnett".

Susan J. Barnett
Environmental Coordinator
Department of Community Development

SB
Attachment

cc: Timothy Bochum

Date: September 22, 1992
To: Susan Barnett
Environmental Coordinator
From: Timothy Scott Bochum 
Assistant Traffic Engineer
Subject: CITY OF PALMDALE, GENERAL PLAN E.I.R. COMMENTS

The following concerns should be addressed by the City of Palmdale prior to adoption of this document.

TRANSPORTATION AND CIRCULATION

The following roadway classifications do not conform to the City of Lancaster's Master Plan of Highways.

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>CLASSIFICATION (PALMDALE)</u>	<u>CLASSIFICATION (LANCASTER)</u>
Avenue L	West of 90th St W	Major/Minor	Regional (120' R/W)
90th St W	North of Avenue M	Major	Regional
50th St W	North of Avenue M	Major	Regional
20th St E	North of Avenue L	Major	Regional
80th St W	North of Avenue M	Minor	Major
70th St W	North of Avenue M	Minor	Major
Avenue M	30th St W to Challenger Way	Regional	Major

LAN
#1

These roadways should be verified for compliance with the current C.O.P. traffic model and SCAG sketch plan performed in 1990. At a minimum, roadway segments contained under our jurisdiction should conform to our existing plan.

TRANSIT/DIAL-A-RIDE/COMMUTER SERVICES

All references should be made pertaining to the Antelope Valley Transit Authority as providing these services. DAVE'S Transportation Company is the current contractor and reference to them should be removed from this document.

LAN
#2

TB:nkf

23920 Valencia Blvd.
Suite 300
City of Santa Clarita
Palmdale 91355

Phone
(805) 259-2489
Fax
(805) 259-8125



September 23, 1992

Laurie Lile, Associate Planner
City of Palmdale
Planning Department
38306 9th Street East
Palmdale, CA 93550

RE: **Comments on City of Palmdale Draft General Plan and Draft Environmental Impact Report (DEIR)**

Dear Ms. Lile:

Thank you for the opportunity to review the above-referenced documents for their potential impacts to the City of Santa Clarita. Our primary concern in reviewing the documents is the impact of future growth in the Palmdale area and surrounding environs on regional traffic corridors (namely, the Antelope Valley Freeway, Sierra Highway, and August Canyon Road.) We believe that these traffic impacts will be significant beyond what has been evaluated in the DEIR and addressed in the draft General Plan.

We have identified the following specific concerns and

1. Traffic/Land Use.

- a. Residential densities are given as ranges. Does the traffic model assume the maximum residential density? If not, what densities are the traffic model figures based on? Does the cumulative analysis factor in all Antelope Valley (City of Lancaster and Los Angeles County) long term plans?
- b. The Draft General Plan states that 34% of Palmdale residents commute (a majority of which are employed within the San Fernando Valley and Los Angeles Basin). However, the draft General Plan does not identify any of the transportation corridors between the Antelope Valley and the Santa Clarita Valley for improvements. In particular, the traffic model assumes that Highway 14 has four lanes in each direction (page C-41), although the majority of the freeway currently has only two lanes in each direction. We are not aware of any plans of Cal-Trans to make such improvements any time in the near future.

SC
#1

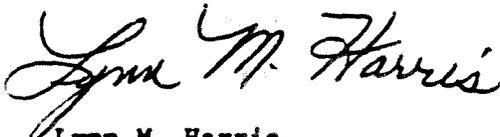
SC
#2

no-Tem
member
Darcy
member
Pederson
member

- c. As we have stated in the past, we fear that the Ritter Ranch and City Ranch projects, in particular will affect local and regional transportation systems. Bouquet Canyon Road is likely to carry a substantial number of vehicle trips during both morning and evening peak hours, however, it is only briefly addressed in the Draft General Plan and is not shown on the Circulation Plan (Exhibit C-13).
- d. The City of Santa Clarita supports the development of alternative forms of transportation to the single passenger vehicle. However, we do not feel that an increase in commuter transportation services alone will alleviate worsening congestion problems. The draft General Plan indicates that incentive programs (i.e. establishment of Foreign Trade and Enterprise Zones) will be developed to promote industrial development (thereby improving the jobs/housing imbalance). Such programs appear to be long range goals and do not address current problems. The draft General Plan calls for 1,000 additional new housing units to be constructed between 1992 and 1994 and an additional 10,000 units between 1994 and 1999 (page H-3). Such development will have a significant and adverse impact on regional transportation corridors in the near future.
2. Air Quality. Evaluation for consistency with SCAG and SCAQMD programs, such as the Regional Mobility Plan, should be included in the EIR for mitigation of potential air quality impacts.
3. Non-regional issues. Based on our review of the draft EIR, we do not feel that all impacts have been adequately addressed and can be mitigated to a less than significant level. We have identified those that may have a significant regional affect above. However, we have not addressed issues which we feel have a less than regional impact. If you would like for us to elaborate on these issues, we will be happy to do so.

Again, thank you for your consideration of our comments. If there are any questions regarding the City's concerns, please do not hesitate to call me at (805) 255-4330.

Sincerely,



Lynn M. Harris
Deputy City Manager
Community Development

LMH:KMK:522

cc: Dave Vannatta, Planning Deputy, County of Los Angeles, 5th District
Jim Hartl, Director, Los Angeles County Regional Planning



12345 Sixth Street, 12th Floor • Los Angeles, California 90017-3435 (213) 236-1800 • FAX (213) 236-1825

RESIDENTIAL COMMITTEE

September 21, 1992

Ms. Laurie Lile
City of Palmdale Planning Department
38306 9th Street East
Palmdale, CA 93550

Comments on the Draft Environmental Impact Report for the City of Palmdale General Plan. SCAG No. I9200069

Dear Ms. Lile:

Thank you for the opportunity to review and comment on the Draft General Plan for the City of Palmdale. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies to review projects and plans for consistency with the Regional Housing Needs Assessment (RHNA), the Regional Mobility Plan (RMP), Growth Management Plan (GMP), and conformity with the Air Quality Management Plan (AQMP), all of which are included in the State Implementation Plan (SIP).

SCAG has a profound interest in the type and trend of development that is occurring in the North Los Angeles County subregion. The City is on the edge of a development boom with a potential to be an example to the region in terms of growth patterns. With approximately 80 percent of the planning area vacant, development of the City could completely change the character of the subregion. The development and absorption of these projects will influence growth trends by generating new housing and jobs. In order to ensure that new development meets regional plans, the City of Palmdale must address balanced growth (in terms of jobs/housing), air quality, adequate infrastructure, public services, and open space.

The attached comments are meant to provide guidance for addressing the proposed General Plan within the context of our regional goals and plans, which are based in part upon state and federal mandates. While the City is not required to undertake the specific actions recommended by SCAG or other agencies through the Inter-Governmental Review Process, there are requirements in state and federal laws for consistency with regional goals and plans.

- List of representatives from various Southern California counties and cities, including San Bernardino, Los Angeles, Orange, and Riverside counties, and cities like Long Beach and Anaheim.

- List of representatives from various Southern California counties and cities, including San Bernardino, Los Angeles, Orange, and Riverside counties, and cities like Long Beach and Anaheim.

Letter to Ms. Laurie Lile
City of Palmdale Draft General Plan
September 21, 1992

Page 2

SCAG appreciates the opportunity to comment on the Draft EIR for the City of Palmdale General Plan. SCAG's policy level review will be initiated with the presentation of the proposed project to SCAG's Local Assistance and Compliance Committee (LACC) on October 1, 1992. If you have any questions about the attached comments, please contact Manuel Gurrola at (213) 236-1907. He will be contacting you to invite you to participate in the October 1st LACC meeting.

Sincerely,



ARNOLD I. SHERWOOD, Ph.D.
Director
Forecasting, Analysis and Monitoring

Enclosure: Summary of Transportation Control Measures



SCAG
SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

**SCAG COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE
CITY OF PALMDALE DRAFT GENERAL PLAN**

DESCRIPTION

The proposed Palmdale General Plan ("Plan") is a comprehensive update for the City to become a self-sufficient, mixed-use community. Buildout will eventually convert 88,630 acres of vacant and open space lands into various types of suburban development. The Plan identifies the types of development that will be allowed, the spatial relationships among land uses, and the general pattern of future development.

The Plan study area consists of the City of Palmdale (approximately 78 square miles) and an existing Sphere of Influence (approximately 96 square miles). The Plan study area encompasses a total of 174 square miles.

LOCATION

The City of Palmdale is located in the central portion of the Antelope Valley in northern Los Angeles County, approximately 60 miles north of downtown Los Angeles. Immediately north of Palmdale is the City of Lancaster; the San Fernando Valley lies 35 miles to the southwest along the Antelope Valley Freeway (SR-14).

GROWTH MANAGEMENT

There are a number of regionally significant master planned communities within the City of Palmdale that are currently in various phases of project development and/or processing. The projects include Ritter Ranch, City Ranch, Santa Fe Hills, and Rancho Vista. The pattern of urban development and land use proposed in the Plan will increase infrastructure construction and require new facilities or expansion of existing ones as indicated in the Draft EIR for the Plan. Additionally, the City has been aggressively annexing undeveloped land adjacent to the City. This pattern of development will be extremely extended, both geographically and temporally, which will cause significant problems with local, as well as, regional infrastructure.

Jobs/Housing Balance

The City is located in the North Los Angeles Subregion, a housing rich subregion. At buildout of the proposed Plan, the City anticipates 139,205 housing units and 594,178 jobs. This results in a 4.26 jobs/housing balance ratio. This will move the City from its current status of a housing rich area to that of a jobs rich area. SCAG encourages the City to move toward this direction in a phased and consistent manner in terms of jobs producing development and housing development.

SCAG
#1

Wastewater Treatment

At buildout, the Draft EIR estimates that 113 mgd of wastewater is expected to be generated by the Plan. Currently, the Los Angeles County Sanitation District No. 20 (LACSD 20) treats 8.0 mgd and is undergoing expansion to increase capacity to 15 mgd. However, even if this expansion to 15 mgd is accomplished, the County Treatment Plant will not be able to effectively process, treat, and dispose of local effluent.

SCAG
#2

It is essential that the Plan be phased in accordance with the expansion of the County Treatment Plant and GMP in terms of population and that the conformity requirements of Chapter Three in Appendix IV-G of the AQMP be met. Unless a finding of conformity can be made, it may not be possible to serve the City with sewage treatment facilities that are necessary to support the type of development the Plan proposes.

Water Supply

Water supply is also an issue of concern in terms of growth management. Most importantly, the Antelope Valley-East Kern Water Agency has documented that there will not be sufficient water available for ultimate buildout of the Plans in Palmdale and Lancaster. Additionally, the Draft EIR states that significant water systems improvements will be required to provide an adequate water supply to the dispersed developments occurring in the City. Required mitigation measures will reduce the Plan's impacts; however, significant individual and cumulative impacts to the regional water supply remain.

SCAG
#3

Recommendations

From a regional perspective, the City needs to address the impact approval of the Plan will have on local, subregional and regional plans to balance growth with the provision of transportation facilities and other necessary public infrastructure. The California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the applicable regional plans as well as local general plans (Section 15125 (b)).

SCAG
#4



Mention should be made of any initiative by the City of Palmdale to enter into arrangements with the City of Lancaster to address growth management planning. This is one of the key programs of the Growth Management Plan and should be considered as a possible mitigation measure for the traffic and circulation impacts of the Draft General Plan.

SCAG
#5

The City of Palmdale should attempt, in so far as possible, to ensure that the following objectives are satisfied:

- o The Plan must adequately address and resolve issues related to the provision of wastewater treatment. These facilities are sized and phased in accordance with the GMP and AQMP. This may result in the need to re-examine the Plan alternatives and facility build-out schedules.
- o The Plan must adequately address and resolve the issue of water supply and service. This will result in the need to examine available water supply and the resulting impact from this Plan and the proposed City of Palmdale General Plan.

SCAG
#6

SCAG
#7

REGIONAL MOBILITY

The Antelope Valley Freeway serves as major north-south linkage between the Antelope Valley and the San Fernando Valley and the Los Angeles basin. The freeway serves both intra-regional, as well as inter-regional travel and commerce. It is important to note that no alternate major freeway corridors parallel the Antelope Valley Freeway (although, Sierra Highway does extend from the City to the I-5/Antelope Valley Freeway interchange in the south). Thus, the freeway is pivotal to the mobility requirements associated with the Antelope Valley.

The Antelope Valley Freeway in the City of Palmdale currently operates at LOS F during the evening peak hour in the northbound direction. This poor level of service is due to the high volume of traffic entering the region during the PM peak hour. Level of Service F indicates significant levels of congestion for motorists and greatly reduced speeds. Similar congestion is experienced along the same segment, in the southbound direction, during the morning peak hour. The Antelope Valley Freeway operates at LOS C in the plan study area. Similar congestion is experienced on Sierra Highway in the City which also operates at LOS F during the same time frames. Sierra Highway operates at LOS C in the plan study area.

These results indicate that future development as proposed in the Antelope Valley would have a significant adverse impact on the Antelope Valley Freeway and that it will be difficult to maintain acceptable peak-hour service levels even with the proposed expansion of the Antelope Valley to four-lanes in each direction.



Recommendations

The Final EIR needs to closely examine the cumulative impacts of increased VMT to traffic on the Antelope Valley Freeway from regional growth based on the Cities of Palmdale and Lancaster Palmdale proposed General Plans.

SCAG
#8

AIR QUALITY MANAGEMENT

The City of Palmdale is part of the Southeast Desert Basin. However, according to the SCAQMD, the AQMP applies to any basin within its jurisdiction that is not meeting federal air pollution standards. Therefore, the policies and procedures in the 1991 AQMP apply to the Antelope Valley.

SCAG's review of the project indicates the Plan will generate significant adverse air quality impacts that have not been properly addressed in the Draft EIR. The expected growth based on the cumulative buildout projections is expected to be 336,354 housing units with a population of 974,510 persons. This growth assumption was not projected in the GMP and in the AQMP. The DEIR does not properly address this issue and the resulting adverse air quality impacts at the regional level.

SCAG
#9

Carbon Monoxide Modeling

The Draft EIR indicates that background levels used for the analysis are from 1987, the SCAQMD can provide current data for a more accurate air quality setting.

SCAG
#10

The EMFAC7D analysis indicates a Home-Work trip length of 8.8 miles and a Home-Other trip length of 5.2 miles. These trip lengths are low compared to the region average projected in the RMP. The final EIR needs to provide additional information and support for this assumption. Until such time, it is difficult to assess the validity of the modeling and resulting emission projections.

SCAG
#11

SCAG in consultation with the transportation agencies, the EPA, the FHWA, the SCAQMD, and other interested parties, established guidelines for CO analysis. The City should incorporate the "Carbon Monoxide Protocol" when adopted in Winter 1992 for subsequent analysis of transportation projects in the City.

SCAG
#12

Vehicle Miles Traveled (VMT)

Increased Vehicle Miles Traveled (VMT) and congestion result in higher emissions, putting additional strain on energy resources. Recently the SCAQMD incorporated SCAG's recommendation to reduce VMT to provide air-quality benefits equivalent to those obtainable by a balance of jobs and housing within subregions. The VMT goal is to be reached by locally chosen means (including jobs/housing balance); this gives the City of Palmdale more flexibility in meeting the clean-air requirements through land-use strategies. The Plan does not project VMT at buildout. This issue needs to be addressed in the final EIR.

SCAG
#13

Transportation Control Measures

The Draft EIR for the Plan states that the Transportation Control Measures (TCMs) from the AQMP will be used as mitigation measures. All TCMs are applicable to City of Palmdale, in accordance with the Federal Clean Air Act, to reduce VMT and vehicle trips. However in a recent survey done by SCAG through the County Transportation Commissions, indicated that of the 17 control measures, the City is currently implementing TCM 2a) Rideshare Incentive and TCM 2f) HOV Facilities, the City will implement by the end of 1992 TCM 2e) Auto Use Restriction and is considering implementing TCM 4) Traffic Flow Improvements. SCAG encourages the City to monitor the "expeditious implementation" of the TCMs and to include the TCMs in a general plan Air Quality Element and/or action plan.

SCAG
#14

Air Quality Element

One of the advantages of updating a local general plan in a manner which makes it consistent with the AQMP and other regional plans is that it triggers a change in SCAG's IGR procedures. The process for determining general plan conformity with the AQMP/SIP is described in Chapter IV of SCAG's Guidelines for the Development of Local Air Quality Elements published in March, 1990. SCAG encourages that the City of Palmdale to develop an Air Quality Element utilizing the following steps:

SCAG
#15

- 1) Adopt appropriate General Plan provisions that includes objectives consistent with the AQMP and Air Quality Element Guidelines.
- 2) Make a commitment to implement the appropriate local government measures from the AQMP identified in the Guidelines and AQMP.
- 3) Adopt any necessary changes to the General Plan Update to make the plan internally consistent with the Air Quality Action Plan.



4) Approve a schedule and assign staff responsibilities for implementing the adopted local air quality objectives consistent with the AQMP and the Guidelines.

5) Determine that the City has been making reasonable further progress toward implementing the local government measures in the AQMP as measured by the annual Reasonable Further Progress Reports.

These steps are necessary for self certification and once completed, the City of Lancaster can notify SCAG and obtain a delegation of responsibility for reviewing regionally significant general development projects on its own behalf.

Conformity with the State Implementation Plan (SIP)

A project is found to conform with the SIP when it has satisfied the following three criteria:

1. It improves the subregion's jobs/housing balance performance ratio.
2. It reduces vehicle trips and vehicle miles traveled to the maximum extent feasible by implementing TDM strategies.
3. Its environmental document includes an air quality analysis which demonstrates that the project will not have a significant negative impact on air quality in the long term.

Findings

The proposed Plan will have a positive impact on jobs/housing balance in the North Los Angeles subregion.

SCAG does not concur with the Draft EIR that it is able to mitigate the adverse effects of increased transportation demand to a level of insignificance. There is no Transportation Demand Management/Trip Reduction Ordinance included in the proposed general plan.

SCAG
16

SCAG finds the proposed Plan to not conform with the SIP at this time. The Plan does reduce vehicle trips and vehicle miles traveled to the extent feasible, however it does not mitigate the effects on air quality to a less than significant level.

SCAG
17

The proposed Plan significantly contributes to violations of CO, NOx and ROG standards and, therefore, would not conform with the AQMP under the 1990 Federal Clean Air Act Amendments.

SCAG
18



Recommendations

Prior to considering approval of the Plan, the following issues should be addressed by the City of Palmdale:

- o The final EIR CO analysis should use the latest California Air Resources Board (ARB) emissions factor model, EMFACT7-E. Negative impacts from dust emissions due to the proposed construction should be evaluated in the final EIR. The final EIR should get more current air quality data from the SCAQMD. The final EIR should clarify how the project would adequately decrease the level of service or maintain an acceptable LOS on surrounding streets. The Draft EIR does not discuss or quantify emission benefits or reduction of emissions as a result of this project. The cumulative impacts are not properly addressed and mitigated in the Draft EIR. The final EIR should consider significant attention to regional air quality as result from increased traffic. SCAG #19
- o The purpose of the Plan is for the City to become a self-sufficient mixed-use community which would provide housing and employment opportunities, and help redress the jobs/housing balance in the subregion. SCAG recommends that the City of Palmdale establish an appropriate phasing schedule in order to ensure a consistent sizing and service phasing with regional infrastructure and to ensure compliance with the AQMP/SIP and the 1990 Federal Clean Air Act. SCAG #20
- o The Draft EIR fails to address the median costs of homes within the City in relation to the incomes of the persons who will be employed in the City of Palmdale and the effect of this relationship upon commute patterns and air quality. SCAG #21
- o Lack of wastewater treatment capacity to serve the Plan. The Draft EIR fails to adequately address the wastewater conformity requirements of the AQMP/SIP. Expansion or construction of wastewater treatment facilities to serve this Plan could be jeopardized by a lack of consistency with the GMP. SCAG #22
- o Unresolved circulation, traffic and transportation issues. Although a TDM ordinance will be prepared upon adoption of the CMP, the City must incorporate the Transportation Control Measures (TCMs) listed in the AQMP to alleviate the burden that the Plan will impose on the circulation and transportation systems within the community and the region in accordance with the FCAA. TCMs will substantially reduce passenger vehicle trips and miles traveled per trip, assist in achieving an average of 1.5 or more persons per passenger vehicle by 1999 (as required in the AQMP), and not allow a net increase in vehicle emissions after 1997 in accordance with the CCAA. SCAG #23

SUMMARY
 1989 AIR QUALITY MANAGEMENT PLAN (AQMP) APPENDIX IV-G.
 WITH DUE DATES FROM THE 1991 AQMP, APPENDIX IV-E

LOCAL GOVERNMENT CONTROL MEASURES TO BE IMPLEMENTED BY DECEMBER 31, 1992

CONTROL MEASURE/TITLE	IMPLEMENTATION ACTIVITY IN 1989 AQMP WITH (SPECIFIED AMENDMENTS IN 1991 AQMP)	DUE DATE IN 1991 AQMP
1.a. Alternative Work Weeks and Flextime	<p>Implement 10% work trip reduction program for local government employees.</p> <p>Adopt alternative work schedule ordinance to require 10% work trip reduction as a condition of business license or permit for new developments.</p> <p>Local government monitor progress, report to SCAG annually.</p>	<p>December 31, 1992</p> <p>December 31, 1992</p> <p>Annually</p>
1.b. Telecommunications	<p>Adopt program for telecommunications/work at home strategies to reduce local government employees work trips by 20%.</p> <p>Adopt telecommunications Trip Reduction Ordinance (TRO) reducing employee work trips by 20%.</p>	<p>December 31, 1992</p> <p>December 31, 1992</p>
2.a. Employer Rideshare & Transit Incentives	<p>Adopt ordinance to require trip-reduction plans for facilities with tenants employing more than 100 employees</p> <p>Adopt ordinances to require facilities employing 25-99 employees to disseminate information on trip reduction</p> <p>Evaluate effectiveness of reducing employee level threshold to 25+, if necessary, by July 1, 1993, expand Reg. XV to cover business with 25+ employees</p>	<p>December 31, 1992</p> <p>July 1, 1991</p> <p>July 1, 1992</p>
2.b. Parking Management (<u>as appropriate</u> , in next column intended to indicate local government to make choices from a menu of programs. See 1989 AQMP for complete list.)	<p>Local government adopt Air Elements to General Plans and/or adopt appropriate ordinance which will apply as appropriate to the following programs:</p> <p>Increase daytime parking fee</p> <p>Establish surcharge on parking for single occupant vehicles</p> <p>Eliminate peak-period onstreet parking</p> <p>Eliminate 100% employer subsidized parking</p>	<p>December 31, 1992</p>

SUMMARY
 1989 AIR QUALITY MANAGEMENT PLAN (AQMP) APPENDIX IV-G
 WITH DUE DATES FROM THE 1991 AQMP, APPENDIX IV-E

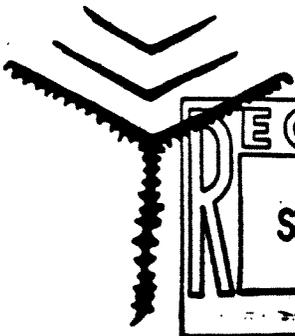
LOCAL GOVERNMENT CONTROL MEASURES TO BE IMPLEMENTED BY DECEMBER 31, 1992

CONTROL MEASURE/TITLE	IMPLEMENTATION ACTIVITY IN 1989 AQMP WITH (SPECIFIED AMENDMENT IN 1991 AQMP)	DUE DATE IN 1991 AQMP
2.b. Parking Management (con't)	Employer-sponsored preferential parking for ridesharers Residential parking zones permit programs	
2.d. Merchant Transportation Incentives	Adopt non-work trip reduction ordinances requiring merchants (large retail establishments) to offer customer mode-shift travel incentives	December 31, 1992
2.e. Auto Use Restrictions	Adopt air quality elements into General Plans. Provide enhanced transit performance and availability in auto-restricted zones.	December 31, 1992 No date
2.g. Transit Improvements	Those actions, facilities, programs, which will be constructed or completed under existing or present funding capabilities are in the "constrained program" (Tier D).	Biennial, RTIP, 1991-1992
3.a. Truck Dispatching, Rescheduling, & Rerouting	Adopt local Air Quality Elements in General Plans, including improved truck routing, delivery scheduling and shipping/receiving plans Adopt local ordinances/MOUs to facilitate improved truck routing and delivery scheduling	December 31, 1992 December 31, 1992
4. Traffic Flow Improvements	Local government implement signal synchronization and intersection channelization.	1989-1993
5. Nonrecurrent Congestion	Nonrecurrent congestion design and program improvements.	1989-1993
8. Airport Ground Access	Local government Airport Operators' rule or by January 1, 1992. SCAQMD adopt indirect source rule to reduce the number of air passenger auto trips generated by airports	January 1, 1991
11. Rail Consolidation to Reduce Grade Crossings	Local governments establish separate joint powers authority to develop consolidated corridor from Los Angeles to San Bernardino Port of Los Angeles and Long Beach and other agencies to obtain financing	January 1, 1993 December 31, 1992

SUMMARY
 1989 AIR QUALITY MANAGEMENT PLAN (AQMP) APPENDIX IV-G,
 WITH DUE DATES FROM THE 1991 AQMP, APPENDIX IV-E

LOCAL GOVERNMENT CONTROL MEASURES TO BE IMPLEMENTED BY DECEMBER 31, 1992

CONTROL MEASURE/TITLE	IMPLEMENTATION ACTIVITY IN 1989 AQMP WITH (SPECIFIED AMENDMENT IN 1991 AQMP)	DUE DATE IN 1991 AQMP
12.a. Paved and Unpaved Roads and Parking Lots	Local governments develop a "clean streets" management program	December 31, 1992
<p>17. Growth Management (1991 AQMP)</p> <p>(Note, however, that no due dates in the 1991 AQMP for Measure 17 were sent forward to ARB and FTA as amendments to the 1989 AQMP because Measure 17 changed substantially in the 1991 AQMP; for example, the paragraphs in the next column were added.)</p>	<p>Local governments amend general plans, adopt ordinances and develop interregional agreements to attain growth management performance goals at the subregional level consistent with the Growth Management Plan.</p> <p>Local governments adopt resolution containing action plans which:</p> <ul style="list-style-type: none"> a. Clarify the work jurisdictions will commit to do in order to implement Measure 17. b. Demonstrate the local jurisdiction's commitment to amending its general plan, developing an implementing plan, and/or adopting ordinances by December 31, 1994, to implement Measure 17. <p>Local governments develop interregional agreements to attain growth management performance goals consistent with the Growth Management Plan (see Table I-1). Sanitation districts advise local jurisdictions in implementation of the growth management policy.</p> <p>Implementing jurisdictions must commit themselves to attain the goals stated above. It is assumed that:</p> <p>Between now and December 31, 1994, 75% of the jurisdictions comprising 60% of the regional population and 60% of the regional employment will have demonstrated their commitment and</p> <p>By December 31, 1997, 100% of the jurisdictions will have committed themselves to achieve the goals of this measure.</p>	<p>December 31, 1994</p> <p>December 31, 1992</p> <p>December 31, 1994</p>



ANTELOPE VALLEY ARCHAEOLOGICAL SOCIETY, INC.

Post Office Box 4514 • Lancaster, California 93539

September 19, 1992

Ms Laurie Lile
Associate Planner
City of Palmdale
Planning Department
38306 9th Street East
Palmdale, CA 93550

Dear: Laurie:

On behalf of the membership of the Antelope Valley
Archaeological Society and our Environmental Review Committee
I thank you for the opportunity to review and comment on the
City's General Plan Update and accompanying EIR.

Our major concern is with the proposal of Policy ER7.1.4:

Develop and maintain a cultural sensitivity map.
Require special studies/surveys to be prepared
for any development proposals in areas reasonably
suspected of containing cultural resources, or as
indicated on the sensitivity map.

Our concerns remain the same as voiced at the April Planning
Commission meeting.

1. Historically sensitivity maps have been misused by many agencies resulting in the destruction of known resources which did not appear on their maps.
2. This is a step backwards from the previous draft of the General Plan Update which called for surveys or special studies of any project in an area not adequately covered by a previous study. (This is the recommendation of the Information Centers established by the State Office of Historic Preservation.)
3. The General Plan and EIR identifies all topographic areas as of "moderately high" or "high" sensitivity. Based on this determination sites are likely to occur in any part of the planning area. (The greatest concentration of potential historic structures is between Ave P and Ave T between Division and 70th Street East.) The City has (or had) special study guidelines which eliminated the likelihood of

AVAS
#1

requiring unnecessary studies of small infill projects not likely to contain historic or archaeological resources will providing for studies of projects over 5 acres or known to contain cultural resources.

AVAS
#1

How will this sensitivity map be prepared and maintained? How will it differ from the archaeological site maps the Planning Department already has which contain many of the known and recorded sites in the planning area?

AVAS
#2

On page ER-60 of the Draft General Plan (7/27/92) under the discussion of "constraints which may affect environmental resource management in Palmdale" constraint # 8 identifies lack of information as an "obstacle to the preservation of cultural resources. This obstacle can be greatly reduced by requiring cultural resource studies/surveys of all projects in areas not covered adequately by previous studies as advocated in a previous draft of the General Plan Update, recommended by the Information Centers, and requested by our membership. We again refer to the special study guidelines which the planning department had in place this past spring for making determinations of when a study is necessary.

AVAS
#3

Exhibit 3-55 is misleading. Not all of the shaded areas in this Sensitivity Map have been surveyed. Much of the planning area still needs to be adequately surveyed by qualified archaeologists. In addition to the educational qualifications normally required we believe that familiarity with the Western Mojave Desert Cultural Area is an important qualification.

AVAS
#4

AVAS
#5

Table H-1 entitled "Potential Historic Structures" is not an exhaustive list and should not be treated as such. The parenthetical statement in the second listing (which reads "Address would place it near the Valley Press") belongs with another listing. The last listing on page H-1 which reads "Single-family houses south side of Avenue Q-10 between 10th Street East and 9th Street East" and identified as dating from the 1930's is incorrect. According to the APN records there is one 1938 structure, two 1920's (1920 & 1924) structures, and a 1913 Sadler Block house in that block. The 1913 and 1920 houses were owned by Sadler family members.

AVAS
#6

Table 3-26 entitled "Public Park Facilities" identifies a 10 acre undeveloped park site at the northeast corner of Avenue S and the alignment of 22nd Street East called "Avenue S Park". This location is part of the original "Old" Palmdale Cemetery property which originally consisted of ±20 acres not the less than 3 acres currently fenced. It is very likely that there are numerous burials outside the fenced portion which are not presently marked. This possibility should be explored before the property is developed.

AVAS
#7

The biological resources section does not mention the golden eagles which forage and probably nest within Palmdale's planning area. This is a protected species and should be considered among those species which may be affected by increased development.

AVAS
#8

We challenge the statement on page 5-9 that "Proposed mitigation measures and programs will allow for the maximum preservation and mitigation through salvage when necessary for these resources. Impacts will be mitigated to a less than significant level." We think it should be changed to read "Proposed mitigation measures and programs could allow for the maximum preservation and mitigation through salvage when necessary for these resources. Impacts may be mitigated to a less than significant level." We have seen too many archaeological sites and historic structures in north L.A. Co. destroyed to believe there will be no significant impacts unless the City sets more stringent requirements for the identification, evaluation, and preservation of cultural resources than described in this draft general plan and EIR.

AVAS
#9

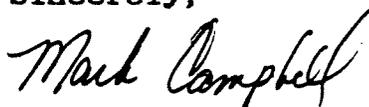
City staff, the Planning Commission, and the City Council set the direction Palmdale will take. You set the standards for development and its affect on the preservation of Palmdale's past. We've made a lot of progress in the last 20 years in which the AVAS has been voicing our concern for the areas archaeological and historic resources. We commend the City for that progress.

We also hope we will be added to list of sources of information for updating the City's Master Environmental Assessment (see Table 1 sections 3.16.1 and 3.16.2.)

AVAS
#10

Thank you again for the opportunity to review and comment on these documents.

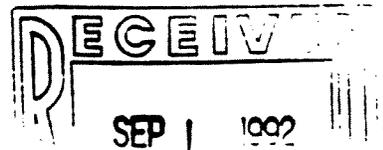
Sincerely,



Mark Campbell,
AVAS President

cc: Jim Ledford
SHIPO

August 27, 1992



From: Leona Valley Town Council
P.O. Box 795
Leona Valley, CA. 93551

To: City of Palmdale
Planning Dept.
38306 9th St. East
Palmdale, CA. 93550

Subject: Response to City of Palmdale Draft EIR and Draft
General Plan.

The following general comments are provided in response to
your request.

- 1). Numerous maps in both documents conflict over location of City western boundaries (Sphere of Influence), specifically at Bouquet Canyon Road. | LVTC #1
- 2). Bouquet Canyon Road traffic impact is not addressed as a result of Elizabeth Lake Road improvements. | LVTC #2
- 3). Maps of Elizabeth Lake Road show 4 lanes from 100th St. West, yet studies do not support map depictions. | LVTC #3
- 4). Land use designation maps depict Leona Valley as "LDR", maps should be revised to show the designation "ER" or "SD" to reflect the L.A. County Community Standards District determination of 1 du. per 2.5 acre. | LVTC #4
- 5). Change noted in item 4 above would also warrant revision of Elizabeth Lake Road from major arterial highway to secondary arterial. | LVTC #5
- 6). Rural/agricultural areas ie; Leona Valley are not addressed appropriately in the General Plan/EIR. Objectives L1.3.1, L1.3.2, and L1.3.3 have not been met for topographical boundaries, or compatability with the community of Leona Valley. Provisions within the General Plan to meet these objectives are vague and missing. | LVTC #6

7). Rural standards comparable to the L.A. County "Leona Valley Community Standards District" are absent from the Draft General Plan.
Proposed City development within Leona Valley conflicts with the L.A. County AVGP and CSD, provisions to address this conflict are missing.
In addition the draft EIR failed to inventory/address the cultural, physical characteristics etc. of Leona Valley as it would interface with Palmdale.
Rural standards comparable to the L.A. County CSD should be developed and included.

LVTC

*7

8). Fire protection section does not address the City of Palmdale current fireworks policy as it would apply to a rural community ie; Leona Valley. Fireworks should be banned in outlying rural areas.

LVTC

*8

9). The Leona Valley Town Council representing the community of Leona Valley does not desire to be within the City of Palmdale or Sphere of Influence.
It is requested Palmdale initiate action to remove that portion of Leona Valley (generally following the western ridge lines starting at 50th St. West) from within the Palmdale Sphere of Influence.

LVTC

*9

10). As stated in the draft EIR the safe water yield for the Antelope Valley is 40,700 acre ft. Currently the City of Palmdale is consuming approx. 20,000 acre ft. with plans to expand 8.5 times to 169,731 acre ft. by the year 2010.

LVTC

*10a

If the aqueduct were turned off/reduced in the year 2010 (as in 1991 and 1992), could the aquifer support Palmdale's 169,731 acre ft. demand plus the rest of the Valleys cumulative demand of 328,737 acre ft.?

Growth must be predicated on a stable water supply, the SWP aqueduct does not meet this definition.

Mitigation programs that include conservation and trust someone else to increase ground water supplies are inadequate as evidenced by our existing state of overdraft.

Where is the plan to increase ground water supplies 8.5 times to support Palmdales growth plans?

- * What studies have been done to support this need?
 - * Feasability
 - * Approach

- * Considering subsidence, how much un-used aquifer storage capacity remains today?

LVTC
#10b

Where is the plan to protect our existing and future ground water supplies as required by CEQA?

Since the aquifer is in overdraft today should the City continue to expand before a plan is developed to correct our existing overdraft?

Since no single agency manages ground water supplies in the Antelope Valley or Palmdale, shouldn't the City of Palmdale develop/manage that plan in concert with the growth plan it proposes?

Without a clear blueprint of where the water will come from, or how it will be managed, this General Plan should not move forward.

11). Included (see attachment) are 60 each comments submitted by L. Bosma 2-27-90 which do not appear to have been incorporated and also warrant response.

LVTC
#11

The Leona Valley Town Council thanks you for the opportunity to comment and looks forward to your response.



M. Johnstone, V.P.
Leona Valley Town Council
(805) 270-1402



City of Palmdale
 Planning Department
 38306 9th Street East
 Palmdale, CA 93550

Attn: Sheryl Sanderson

Subject: Palmdale General Plan Update

The following comments are in response to your request dated 15 February 1990.

	<u>ELEMENT</u>	<u>PAGE#</u>	<u>PARA</u>	<u>COMMENTS</u>
1.	Intro	The Planning Proces		The CAC did not include representation from Leona Valley
2.	Land Use	7	B	Existing land use for the Leona Valley (50thW - 110thW) currently is <u>0-1 du/2.5 acre plus Open Space</u> per the land use policy map dated 12/4/86 by Los Angeles County Board of Supervisors. Revise Table LU-3 to reflect this.
3.	Land Use	Exhibit LU-2		The AVGP calls for Leona Valley to be developed consistently with its current rural character. Revise Ex. LU-2 to reflect Leona Valley as Equestrian Residential.
4.	Land Use	20	A.1.	The vacant land in the Leona Valley area is not in Palmdale Sphere of Influence but should be included as a Resource Conservation Area. Revise para to include Leona Valley.
5.	Land Use	21	A.2.	Leona Valley on the western side of Palmdale is also in a flood hazard zone. Revise para to include Leona Valley.
6.	Land Use	22	A.4.	According to CAC minutes dated 9/13/89, members voted 16 to 3 in favor of designating low density of 2.5 du per acre in the planning area west of 50th street to 110th. This 2.5 designation is supported by the residents of Leona Valley as it is more in line with the current AVGP and is the recommended acreage in the Leona Valley Community Standards District. (Note: When the 9/13/89 minutes were read, it showed 1 du per acre. This was corrected at the following CAC meeting to reflect the correct designation.) Revise this para and all Exhibit and map references to show the Leona Valley area (50thW - 110thW) at 2.5 du per acre.
7.	Land Use	30	LU-5	Include Leona Valley in Equestrian Residential figures and remove from Low Density Residential figures.
8.	Land Use	36	N	Revise last bulleted item to read: "The proposed Ritter Ranch project located in the southwest portion of the Leona Valley planning area."

<u>ELEMENT</u>	<u>PAGE#</u>	<u>PARA</u>	<u>COMMENTS</u>	
9.	Circulation	C-4		Include Bouquet Canyon Road and asterick(*) as a regional significant roadway.
10.	Circulation	C-5		Add a discription of Bouquet Canyon Road.
11.	Circulation	C-28	D.	This is not a correct description as the Aqueduct Bikeway has been closed to users for some time now.
12.	Circulation	C-29	Eques.	This section is not correct. These proposed trails are shown on recreation map of L.A. County's General Plan for A.V. and are <u>not</u> presently in existence.
13.	Circulation	Table C-4		Include Bouquet Canyon Road in the Traffic Model.
14.	Circulation	C-39	Tbl C-9	Bouquet Canyon residents and the City of Santa Clarita are concerned about the circulation impact. Therefore, Bouquet Canyon Road should be included in this analysis.
15.	Circulation	C-48		Delete bulleted item "North Hollywood, California 91606"
16.	Circulation	C-48	Tbl C-10	Recommended expansion of Godde Hill Road and Elizabeth Lake Road to 6 lane highways is a foolhardy assumption made with no thorough analysis or study. Godde in particular would take a major and costly engineering feat. Should we commit to such a grandeous plan? Recommend a more realistic lane expansion. Also, AQMD studies have shown that the narrow valley which Elizabeth Lake Road bisects could not support the high density listed in the analysis.
17.	Circulation	C-59	Tbl C-11	Same comments as item 16.
18.	Housing	5	2.	Add Ritter Ranch Planned Community.
19.	Housing	8	Tbl H-6	Add Land Use Category: "Equestrian Residential at 1 du/ac per 2.5" and related data.
20.	Housing	25	Tbl H-16	The acreage percent listed for open space is not consistent with data presented in the policy statement on Open Space in the Introduction. Increase Equestrian Residential and Rural Residential to accomplish these goals.
21.	Housing	27	Tbl H-17	The net density listed for Rural Residential (1 du/5.0) is not consistent with figures (1 du/1.0) given elsewhere.
22.	Housing	27	Tbl H-17	Including Resource Conservation Area in a potential development plan is inconsistent with the policies set forth for such an area. Delete from this table.
23.	PSU	5	Ex PS-2	The feeder line over Godde Pass is <u>Agricultural/untreated water</u> not "treated water" as stated.

<u>ELEMENT</u>	<u>PAGE#</u>	<u>PARA</u>	<u>COMMENTS</u>	
24.	PSU	16	5.	Delete Fire Station #114 as this is merely an On-Call Fire Station not a fully staffed engine company.
25.	PSU	17	Tbl PS-5	Station 114: Delete this station (see item 24 for explanation).
26.	PSU		Ex PS-8	Delete "Fire Station 114" (see item 24 for explanation).
27.	ERM	5	B.1.3.	Not only "Ritter Ridge" but all of Leona Valley is an ecologically sensitive area. Add.
28.	ERM	8	4	Add the following after "earthquake rift zone." "Leona Valley, in particular, currently supports several world renowned U-Pick Fruit Orchards and Lilac farms."
29.	ERM	11		<u>Water Resources:</u> Discrepancy with other data regarding the deep aquifer.
30.	ERM		EX ER-1	Map does not shown Leona Valley as an agricultural area. Correct map to show this designation.
31.	ERM		EX ER-6	1. Amargosa Creek and Leona Valley Wetlands are not identified on this map. Add this data. 2. No Wetlands vegetation in Leona Valley is identified. Add this data. 3. No Leona Valley wash habitate identified on map. Add this data.
32.	ERM	21	Tbl ER-2	<u>Historical Resources:</u> "Old Leona Schoolhouse" should read "Old Leona Valley Schoolhouse".
33.	ERM	27		There is no Equestrian Trail along the California Aquaduct. The California State Riding and Hiking Trail does not follow Sierra Highway. It cuts down in back of Acton, bi-passes under the freeway into Agua Dulce and up into the National Forest.
34.	ERM	28		<u>Scenic Areas:</u> Include Leona Valley in the scenic area.
35.	ERM		EX-10	Include Leona Valley in Scenic and Recreational Opportunities Area map.
36.	ERM	29		Delete the Ritter Canyon Aquatic Recreation Area - there is no such area
37.	ERM	31	3.1.1.2	Elizabeth Lake Road, Bouquet Canyon Road and Godde Hill Road are considered scenic highways. Why are they being included in the plan for widening as major 6-lane highways? Also, the correct name is Godde Hill not Hills.
38.	ERM	34	Pol4.2.3	Add "Portal Ridge which includes stands of rare manzanita".
39.	ERM	35	Pol5.1.5	Add policy statement to include the preservation of native wildlife which currently includes some endangered species.

	<u>ELEMENT</u>	<u>PAGE#</u>	<u>PARA</u>	<u>COMMENTS</u>
40.	ERM	37	Goal 1, 2	The Trails system does not coincide with the General Plan for rural/equestrian residential areas. Make correction.
41.	ERM		EX-11	Include Leona Valley. This is a rich paleontological area.
42.	ERM	45	7	This goal for scenic highways is good, however, contradicts circulation plans for widening of roadways to 4 and 6-lanes which disqualified them from being scenic highways.
43.	ERM	53 54 55	11, 12 13, 14, 15, 16 17	Refers in todo to Leona Valley " "
44.	PS		EX S-3	The San Andres Fault Zone through Leona Valley is not included. Include.
45.	PS	7	8.	Add "Godde Hill"
46.	PS		EX S-5	Leona Valley is in a Flood Hazard Area (AVGP). Please include.
47.	PS		EX S-7	The slope indications are not correct for the Leona Valley. They appear to be totally reverse from what they are. Since funds were not approved by City Council to study the Leona Valley area, how were these slope categories determined?
48.	PS		EX S-8	What is the basis or study used for the data presented in Leona Valley. (See above)
49.	PS		EX S-9	Same comment as items 48 & 47.
50.	PS		EX S-10	Same comment as items 48 & 47.
51.	PS		EX S-11	Same comment as items 48 & 47.
52.	PS	11, 12	EX S-12	Include Leona Valley in Fire Hazard area. Does not mention that Palmdale is the only area that allows the use and sale of fire works which Leona Valley considers to be extremely hazardous. Fireworks must be banned in fire hazard areas.
53.	PS	32	4.	This paragraph contradicts paragraph 5. Delete entirely.
54.	PS		EX S-14	There is no school on Bouquet Canyon Road. Delete.
55.	PS		EX S-14	The Fire Station shown in Leona Valley is not a staffed fire station, but an on-call facility only.
56.	PS	41	1	Are these in lieu of the Hillside Management Plan currently under study?
57.	PS		EX S-15	Studies need to be conducted to correctly identify these areas particularly those in the Leona Valley area. This is not something that should be guessed at.

<u>ELEMENT</u>	<u>PAGE#</u>	<u>PARA</u>	<u>COMMENTS</u>
58.		General Plan Map Section 1	<p>This map does not appear to be complete nor accurate. Does the Plan Update include all of the Leona Valley area west of Palmdale City limits (as the text indicates), or just that area which is shown on this map. In previous maps, the area south of Elizabeth Lake Road and west of 50th was included. This map, however, bisects Leona Valley at Elizabeth Lake Road. Just what is the area of planning beyond 50th? Secondly, the area west of Palmdale and known as Leona Valley should be designated an "Equestrian/1 du per 2.5 acre" area rather than a "low density/1 du per 1 acre" as defined in earlier text. This is more in line with Leona Valley's rural/equestrian character. CAC recognized this lifestyle and voted to designate this area as 1 per 2.5 in a 16 to 3 vote on 9/13/89. How and who changed this designation to 1 acre? Change it back to 2.5. Thirdly, to arbitrarily designate this environmentally complex area as 1 acre - with no study in hand nor planned to accurately examine its uniqueness - is just not responsible planning. I strongly urge either deleting the Leona Valley area from this update map or (again) urge City Council to appropriate the funds necessary to conduct a thorough study. Also, not to be ignored are the residents of Leona Valley who have made it very clear to the CAC, Palmdale Planning, and the Palmdale City Council, that they do not want to see the urbanization or city-like development of their community.</p>
59.		General Comments	<p>There is no plan for protection of the variety of wildlife or their habitat. I urge that this General Plan Update include a strong policy statement and a clear cut plan to provide for the survival of the many species that are native to the Anelope Valley area.</p>
60.		General Comments	<p>The Equestrian Residential area is limited to the flats without any access to the proposed trails system which is in the foothills. All backwards - not in accord with the Master Trails Plan.</p>

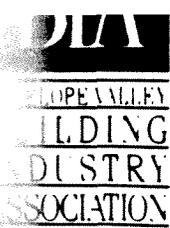
*Submitted by Larry Bosma
Member, Palmdale Citizen Advisory Committee*

*Prepared by Mary Ann Floyd
LVIA Land Use Chairman*

GENERAL PLAN UPDATE SCHEDULE

PLANNING COMMISSION PUBLIC HEARING DATES, 1990

	Thurs. May 17	Mon. June 4	Tues. June 12	Wed. June 20	Thurs. June 21	Tues. June 26	Mon. July 2	Tues. July 10	Wed. July 18	Thurs. July 19	Tues. July 24	Tues. July 31	Wed. Aug. 1	Wed. Aug. 8	Wed. Aug. 15	Thurs. Aug. 15	Wed. Aug. 22	Tues. Aug. 28	Wed. Sept. 5	Tues. Sept. 11	Wed. Sept. 19	Thurs. Sept. 20	Wed. Sept. 26	Tues. Oct. 2
Workshop	█																							
Background Master Environmental Impact Report		█																						
Housing Element Community Design Element Environmental Resource Management Element			█																					
Noise Element Public Safety Element Public Services and Utilities Element				█																				
Land Use Map Section 1 Section 2 Section 3 Section 4 Land Use Element							█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Transportation Model Circulation Element																						█	█	█
General Plan Recommendation Master Environmental Impact Report Certification Rec																								█



September 23, 1992

Ms. Molly Bogh
Director of Planning
City of Palmdale
38300 N. Sierra Highway
Palmdale, CA 93550

Dear Ms. Bogh:

Enclosed are the BIA's concerns and most of our comments relating to the General Plan draft document and EIR.

AIR QUALITY

- 1. The first bullet on page 4-40 should be eliminated. BIA #1
- 2. The payment of fees as stated in Section 2 on page 4-51 could end up costing commercial developers hundreds of thousands of dollars in unnecessary fees. BIA #2
- 3. What does Policy ER5.6.1 mean and how is it achieved? Do we need to do things that only apply to new development, or are we not part of the City's general trip reduction program? BIA #3

BIOLOGY

- 1. We must remind the Planning Department that it is the City Council's desire to let the Federal and State agencies regulate the classification and determine the policies of dealing with endangered or threatened species. It is not appropriate to have the City staff independently determine whether a species warrants focused analysis in a manner that exceeds what has been determined by State and Federal Agencies. A classic example of the City's policy was the handling of the Blue Butterfly during the processing of the East Side GPA. The staff wanted additional studies for each project, however, there was no support of this request from any of the regulatory agencies. BIA #4
- 2. Exhibit 3-18 needs to reflect the additional development in East Palmdale and the East Side GPA findings with regards to the 100 year flood line. Additionally, the existing quarry uses are not shown on this exhibit. BIA #5

OFFICERS
 Paul Pearson
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 Bruce Anderson
 Rancho Vista Developments
 Fred Britner
 West Venture Developments
 Mike Hollar
 Kaufman & Broad, A.V. Div.
 Ann Lazaruk
 The KML Group
 Peter Wenner
 Ritter Ranch
 Andy Alvarez/Secretary
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3. The fact that Palmdale is a Zone 2 area should be stated on page 3-85 for the Desert Tortoise. BIA #6
4. The result of the numerous applicants provided and City initiated studies should be summarized with respect to the Mohave Ground Squirrel (page 3-88). BIA #7
5. it should be stated that the Little Rock Wash (page 3-89) has been very disturbed by quarry related activities. BIA #8

Comments on General Plan

CIRCULATION ELEMENT

(Please note, Initial Comment refers to the comments to Tom Horne on June 5, 1992 by John Carroll)

Section 2: GOALS, OBJECTIVES AND POLICIES

1. Policy C1.2.3.a
Initial Comment: We are concerned that access to large lot residential in rural areas would be eliminated.

City's Resolution: Added "except where no other feasible access is available." This is acceptable so long as "feasible access" considers the financial aspect. In other words, offside road way construction is not considered feasible access.
2. Policy C1.2.3.b&c
Initial Comment: These paragraphs were prohibitive for commercial development.

City's Resolution: These paragraphs are intended for residential only. Statements "for residential development" and "in residential development" were added which solves our initial concerns.
3. Policy C.1.2.3.f
Initial Comment: "Raised" medians are not required on all major and regional arterials.

City's Resolution: The word "raised" was removed. To clarify further, we suggest "(raised or partial)" be added after medians.
4. Policy C1.3.1.c
Initial Comment: The specific reference to 1500 ADT as the separation between local and collector streets should be revised to 2,500 to 5,000 ADT.

City's Resolution: The specific reference to 1500 ADT was removed leaving the paragraph as a general statement which is acceptable.

5. Policy C1.3.1.d

Initial Comment: This statement was the initial concern of Policy C1.3.1.c above. The restriction of driveways on to a collector street or local streets which function as collector streets is of concern. Houses either front on, side on, or back on to streets. With restrictions to four way intersections, intersections on Tee intersection spacing, and "Dog Leg cul-de-sacs," etc., more and more streets will end up with lots backing on to streets (with block walls) which will give the City more alley street appearances. The City staff has assured us that the word "discourage" will allow for flexibility in design. We hope that the Planning Commission and City Council understand the design concepts and consider some of the "discouraged" traffic elements such as:

1. Drive way access;
2. Four way intersections;
3. Dog leg cul-de-sac;
4. Curvealinear continuous local streets;

to be considered as "good design."

6. Policy C1.3.1.f

Initial Comment: The maximum cul-de-sac length of 500 feet was too short and restrictive. The "dog leg" cul-de-sac is a good design element to maintain tee intersection spacing and avoid four way intersections.

City's Resolution: The cul-de-sac length was increased to 700 feet which is acceptable. Again, City staff has assured us that the term "should be avoided" for "dog leg" cul-de-sac will allow for flexibility.

7. Policy C.4.4.a

Initial Comment: The reference to a 28 foot off tract paved access was too large.

City's Resolution: This was revised to 28 feet for the first 200 feet and 26 feet there after.

8. Policy C1.4.5.b

Initial Comment: Some flexibility of design should be allowed for knuckles.

City's Resolution: The term "plus or minus 10 degrees" was included which is acceptable.

9. **Policy C1.4.5.d**
Initial Comment: The 300 foot intersection spacing will not work with the other "discouraged" and "to be avoided" statements in this policy.

City's Resolution: The City added "where necessary to provide adequate queuing room for left turn movements onto collector streets. Where left turn movements onto collector streets are not needed this spacing requirement may be reduced to 150 feet." Staff has again assured us that for local street layout 150 feet will be allowed. The 150 feet for Tee intersection spacing in residential subdivisions is essential. Refer to our statements in Policy C1.3.1.d above.

10. **Policy C1.4.6**
This policy is acceptable for private road pavement structural section, but not for width sections. Flexibility should be allowed for street sections in width and curb sections. Private street development should allow for creative design.
11. **Street Cross Sections -** The City staff had agreed to add the words "painted or raised" to the street sections where medians are visual. This latest copy had not been revised.

ENVIRONMENTAL RESOURCES ELEMENT

1. **Policy ER 1.1.5 - Retention of Open Space**
The policy should be revised to say that the city should retain open space by acquisition as well as dedication.
2. **Policy ER 2.1.1 - Designation of SEA's**
The last sentence should be changed to state that development will not be permitted in those areas if after mitigation the development is likely to degrade important environmental resource to an unacceptable level.
3. **Policy ER 2.1.5 - Joshua Trees**
The City has a Joshua Tree ordinance! The policy should state that the ordinance should be implemented rather than declare that additional significant stands of Joshua Trees should be

preserved. If they are to be preserved, that should again be accomplished through acquisition.

4. Policy ER 5.4.2 - Toxic Emissions
How will this policy be implemented? The policy seeks to prevent the release of air toxins through the environmental review process. Does this apply to building materials, etc?
5. Policy ER 5.6.1 - Reduce VMT
This policy is questionable. It requires developments to reduce vehicle miles travelled to the maximum amount feasible. The policy should be revised to say that developments should comply with any Congestion Management Plan or Transportation Demand Management Plan that has been adopted by the city. As it stands, this could require all sorts of costly and ineffective measures simply because they are feasible.
6. Page 14, Section 3 D-2 - Indirect Source
ELIMINATE THIS SECTION! This would require the city to adopt an ordinance to require mitigation of mobil source emissions and a study to determine on each project the regional VMT that the project would generate. This is worse than the Kern County indirect source rule.
7. Page 19, Section I - Native Desert Vegetation Ordinance
Delete the last sentence which requires preservation of significant stands of Joshua Trees.
8. Page 35, B - Water Resources
We strongly object to the following statements:
"overdrafting or pumping in excess of the recharge is prevalent in the Antelope Valley. Groundwater wells serve 80 percent of Palmdale's water needs and the California Aqueduct provides the remaining 20 percent."
"The continued reliance on groundwater to meet current and increasing demands for water due to rapid urbanization in the Valley has lowered the water table continuously."

We believe these to be false statements that must be rewritten to reflect reality.

The Los Angeles County Public Works (PWD 1991) White Paper - Antelope Valley Water Study and Source of Supply released in March of 1991 paints a

more accurate picture. According to this report, the 1989 water demands of Palmdale reveal that the L.A. County Waterworks District drew 46% and the Palmdale Water District drew 52% of its water from wells (PWD 1991, Table No. 3, page 5) - not the 80% mentioned in the GPU.

The report also contradicts the statement that rapid urbanization "has lowered the water table continuously." The white paper states instead that "current groundwater extractions are less than natural recharge and overdrafting of the basin has stopped. Groundwater levels have stabilized in the central part of the basin with water level increases from 10 to 60 feet in the east and west portions of the basin." (PWD 1991, page 12) Contrary to the position stated in the GPU, the report states that:

"the conversion from agricultural to M & I (municipal and industrial purposes) and the use of SWP (State Water Project) water by the groundwater extractors has resulted in relieving the overdraft of the basin. This has stabilized the groundwater levels and a rise has been recorded in Waterworks wells indicating the banking of some of the natural recharge." (PWD 1991, page 8)

HOUSING ELEMENT

1. Policy H2.1.4 - Why is the City restricting the affordable units to 30 years? Why not 20 years?
2. We believe that the program described at H1.F of Section 2 (page H-3) should be voluntary vs. mandatory for a variety of reasons. We wish to further discuss this matter prior to the adoption/drafting of any future standards, policies, ordinances, etc.
3. We wish to further discuss program H 1.E described in Goal H1 of Section 2 (page H-4) prior to the adoption of any future standards, policies, ordinances, etc.
4. We would like to further explore with the City of Palmdale the program described at H1.g of Section 2 (page H-5) inasmuch as we concur with the underlying objectives.

BIA COMMENTS/page 7

5. We continue to encourage the use of Single Family Mortgage Revenue Bonds as discussed in program H1.I of Section 2 (page H-6).
6. In order to equitably attain Objective H1.5 of Section 2 (page H-8), it is critical that the City of Palmdale devise methods to expand the tax base as a means of reducing new development fees and, thereby, maintain the affordability of Palmdale as mentioned in comment (1) above. Housing fee increases can no longer be passed along to new single or multifamily owners while existing residential, commercial and industrial users are given a "free ride." We are more than willing to discuss this issue in greater detail at your convenience.
7. We wish to further discuss program H6.A described in Goal H6 (page H-21) prior to the adoption of any future checklists, policies, ordinances, etc.
8. We wish to further discuss program H2.A described in Goal H2 of Section 2 (page H-10) prior to the adoption of any future standards, policies, ordinances, etc.
9. The data contained in Section 5: Housing Characteristics - Overcrowding (page H-47) emphasizes the importance of maintaining affordability as a key attribute for the City of Palmdale. We concur with these findings.
10. Page H-112 states that a 7000 sf lot yields 6 units per acre. For 7000 foot lots, the average yield is 4 units per acre. Also, the land prices appear to be in conflict with the City's appraisal numbers.
11. Tables H-37 & 38 show a lower school fee than what is required by the current rules.

LAND USE

1. How was the 3 units per acre assigned to Policy L1.4.2.b?
2. What exactly does it mean for Policy L2.1.6? Does this apply to all projects, regardless of size?
3. Throughout Goal L3.1; the high range of density is used for the calculation of potential population.

This is wrong. For example, the single family (3.1-6) density calls out that there will be 9,700 people per sq. mile. R-1-7000 lots yield only 60-66% of this density. This is important because it is from this section that the library and public service needs are determined for the community.

4. Policy L3.4.3 - In east Palmdale, there are several greater than one acre, yet the density will be 3.1-6 units/acre. We think that there is an error in the wording of this Policy.
5. Policy L4.2.8 - Why 6%? Why not 10% which is in greater conformance with the Hillside Ordinance.
6. The Exhibits LU-4 and Continued should be adjusted to reflect the current building activity and the information provided through the East Side GPA. For example, LU-5 should show development occurring to 70th Street East, not 55th.

NOISE ELEMENT

1. The Noise Element never really explains why the various standards were chosen. The implication is that they are derived from Table N-1, but the writers never quite say so. In fact, it is purposefully pointed out that Table N-1 is not a standard but a guideline. Yet, the element fails to bridge the gap between this guideline and Table N-3. Also, the relationship between Table N-1, which is expressed in CNEL, and Table N-3 expressed in Hourly Leq standards, is unexplained. None of the Policies use the Leq term. It appears out of the blue. The Noise Element badly needs a section explaining how the standards were developed to have Table N-3 make more sense.
2. Policy N 1.1.3
This policy may eventually be in conflict with the proposed Noise Ordinance. The ordinance will usually be more restrictive. Therefore, the Policy might be altered to require compliance with the CNEL criteria and the Noise ordinance.
3. Policy N 1.1.4
This policy is confusing. It is not clear why one would use Table N-1 if Table N-3 is to be the adopted standard. A better explanation of the application of the two tables is needed.

4. Page N-7, second paragraph
Table N-4 should read "Table N-3."
5. Table N-6
This table is produced by a computer program. The parameters used in the program should be specified, since frequently, the program must be run for sound barrier calculations and other reasons. Parameters include speeds, vehicle mix, ADT's and roadway dimensions.

The primary implication of the Noise Element for the builder is high sound walls. Many streets will require barriers eight to ten feet high. This is not spelled out clearly in this document. It ought to clearly point this out to the policy makers somewhere along the line.

We strongly urge the City to consider the consequences of requiring abrupt changes in requirements on projects already in the design or approval process.

We request representation/advance notice concerning:

- 1) The drafting of any corresponding noise ordinance(s) and
- 2) Any revision(s) to current sound wall design standards.

PUBLIC SERVICES ELEMENT

1. Policy PS1.1.2 - This policy does not state how the City is to determine fair share.
2. Policy PS1.1.3 - Currently, the City is allowing occupancy even though off-site improvements are not completed, but are bonded for. What "complete" means is not specified in this document.
3. Policy PS1.1.4 - No mechanism to provide funding is specified.
4. Policy PS1.1.5 - The complicity of these backbone plans are not specified. A master plan concept should be adequate. Preparation of final improvement plans should be deferred until after approval has been granted.
5. Objective PS1.2 - This objective should help alleviate hodge-podge localized development and tie areas together so all development can proceed in a logical fashion.

6. Policy PS1.2.5 - In making the requirement that infrastructure be designed and constructed to "ultimate," no mechanism as to who will pay for these "ultimate" improvements is provided. I.e. reimbursement, community facilities district, Mello Roos, or developer pays all. Policy 1.2.8 does not specify the mechanism.
7. Policy PS1.2.6 - This may unnecessarily lead to having the development pattern for adjacent undeveloped parcels set before any plans have been prepared.
8. Policy PS1.2.8 - This policy does not specify any mechanism.
9. Objective PS1.3 - Through this objective, the City is emphasizing infill projects that can utilize existing infrastructure. The incentives to achieve this objective are not specified.
10. Policy PS1.4.2 - We wish to further discuss this matter prior to the adoption of the service level standard.
11. Policy PS1.4.5 - If this fee is to fund programs, we request it is levied upon all properties, not just new development.
12. Policy PS1.5.1 - We are concerned that formally including the recommendation of adjacent jurisdictions is just going to add another agency into the loop to get a project approved.
13. Policy PS1.5.3 - Again, we are concerned that formally including the recommendation of adjacent jurisdictions is just going to add another agency into the loop to get a project approved.
14. Policy PS3.1.2 - It is not specified how this will be evaluated.
15. Policy PS4.1.4 - This policy has the appearance of allowing the City to determine how much the school fees will be. Is this going to be in addition to the State mandated fees?
16. Policy PS5.3 - Although not stated that this policy is for library service, we are concerned that this policy may cause a mitigation fee to be created to meet these criteria.

17. Policy PS5.4.4 - This needs to be clarified with respect to policy PS5.4.1. Is this a park in lieu fee or a separate fee?
18. Objective PS5.6 - Although not stated in this objective, we are again concerned that the City will create an impact fee to meet this objective.

SECTION 3: IMPLEMENTATION

19. Item C2.b - We wish to further discuss this section prior to the adoption of any future standards, policies, ordinances, etc.
20. Item E, Development Plan Review, No. 6
The City's development plan review process shall include and/or consider - Utility line easements and facilities designs.

Comment - Does this review process imply reviewing existing utility line easements and designs (as builds), or development proposed?

Public utility (electric, telephone, gas and cable television) easements and designs for proposed developments are typically not available at the time of development plan review.

21. Item E1 - We are concerned that coordination with capital improvement projects could hold-up development of a needed project until the City is ready to move forward.
22. Item E3 - Are we going to be required to address cumulative impacts on the ground water basin? We request clarification.
23. Item E8 - Again, are we going to have to address cumulative impacts. We request clarification.
24. Item M - This section needs to address NPDES.
25. Item R - This is the continuing theme throughout the element. The City talks about mitigation, but it is not possible for a perfect project to be built. The City will need to implement a policy for the preparation of the fiscal analysis. We request the opportunity to be involved in that process to ensure that all applicable income attributable to a project is considered (i.e. gas tax, sales tax, etc.).

26. Item S - Facility fees and charges will be imposed on new developments pursuant to City ordinances. Facility fees and charges may be established for new development to pay for the infrastructure and services that are needed to maintain the project.

Comment - Without specifying which utility infrastructure and services are implied, the above statement provides an open door for fees and charges to be applied to any and all utilities. This would include electric, telephone, gas and cable television, utilities which developments already advance fees to for services.

SECTION 4: ISSUES AND OPPORTUNITIES

27. Item 9 - Telephone Systems: Paragraph 2 - "Developers must pay for the extension of existing lines to serve their developments, and the cost of line extensions is determined by the number of lots served."

Comment - The above statement is incorrect and misleading. Under CPUC Tariffs, the developer is responsible for costs equating to 3/4 of the difference between an overhead system and an underground layout (Directional Feeder Route) will have an effect on the amount of infrastructure to be installed. This will effect the amount of service, is determined by the utility and the need for immediate service, and is not the responsibility of the developer. Specific development circumstances may allow for costs to be postponed. Not always does the developer pay for off-site extensions.

28. Exhibit PS-11 - This exhibit does not accurately reflect the current exchange boundary between GTE and Pacific Bell. Specifically all of TT-49016 (Rancho Vista Golf Course) falls within the Pacific Bell exchange boundary.

27. Item T - This statement should say "The City will assist when up-sizing is required." The City has provided no provision that specifies how up-sizing will be accomplished.

SAFETY ELEMENT

1. Policy S1.1.7 - "Restrict location of utility lines, whether above or below ground, within fifty feet of a fault trace, except to cross the fault trace."

Comment -This is a very objectionable policy. Streets have been the areas where faults have been aligned and this would be a fundamental change in city policy. Furthermore, fifty feet is a distance of absolutely no engineering merit. some faults require setbacks of much less, some much more. The policy should instead merely recommend that engineering review placement of utility lines in relationship to geologic hazards. if it is the intent to change this important element, planning it must be discussed publicly and setbacks should still be per engineering review.

2. Policy S1.2.4 - "All required primary and secondary access and egress routes for all new development should be "dry" access located outside of the 100-year flood plain."

Comment - Some roads are designed to carry 100-year flood water.

3. Policy S1.2.7 - "Ensure that storm water drainage is designed to limit peak flow conditions."

Comment - We believe this should say "designed for peak flow conditions."

4. Policy S2.4.1 - "Require that no jail...be located within five miles of a school..."

Comment - The opposite side of this issue is that no schools could be built within five miles of existing prisons. On the west side, this will seriously impact locations for future schools.

5. Policy S2.5.1 - "...residential entryways be visible from other nearby units..."

Comment - While only an observation, this could have serious impacts for designing homes and neighborhoods.

6. Policy S4.2.3 - "Promote the use of water filtration systems at point-of-delivery for acceptable water quality in emergency situations."

Comment - Please clarify. Is this for facilities designed for emergencies or for all homes?

7. Page S-18, #18. Development Review
Comment - Line 2 should say "the City will enforce its standards."

8. #19. Water Quality Monitoring
Comment - Line 1 should say "The City will attempt to cooperate with the Regional Control Board and local water purveyors..." The City must reserve its rights to differ with water agencies. As this item is written now, water purveyors will have immense planning powers.

9. Page S-20 - "Engineered construction must withstand secondary rupture in structures near fault zones."

Comment - Please clarify. We are not sure what this means. As shown by the recent Leanders Quake, we do not believe it is possible to predict or prevent damage near fault zones.

10. Page S-20 & S-21, Fire Safety Standards
Comment - Please clarify. Where are these standards? As written this could mean all homes must include flame retardant construction with sprinkler systems. Given our present fire protection system, this is clearly not needed.

11. Page S-23 - "Along earthquake fault zones and flood plains, development shall be minimized to low intensity uses, such as recreation, agriculture, rural residential and open spaces."

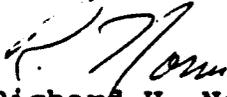
Comment: No. This is clearly contrary to City policy and could restrict growth in much of the City. Present standards for development along fault zones and flood plains, based upon reasonable geotechnical review, are adequate.

12. Page S-45 - "Areas with collapsible soils should not be developed unless the hazard is remedied through excavation of the first 3-4 feet and re-compaction of the area to attain the required cohesive strength, or other acceptable engineering practices for anchoring soil stability."

Comment - A specific recommendation is not appropriate for a General Plan. Merely stating that soils recommendations are needed and should be followed is adequate.

Thank you for allowing us the opportunity to address our concerns with the General Plan Update.

Sincerely,



Richard H. Norris
Executive Director

September 8, 1992

RECEIVED

SEP 18 1992

CITY OF PALMDALE

CITY OF PALMDALE
38306 9th STREET EAST
PALMDALE, CALIFORNIA.....93550

Subject: Property Owner Comment: "DRAFT ENVIRONMENTAL IMPACT REPORT-
GENERAL PLAN." Legal Ad #92-69 Published August 9, 1992.....

Three-acre parcel located adjacent to the southwest corner of
10th Street West and the AV Fwy. (Hwy. 14)
Parcel: 3005-038-003

Attention: Laurie Lile Palmdale Planning Dept.

WMS#1

My wife and I purchased 3-acres of subject vacant land on May 27, 1971. At the time of purchase, the land was in L.A. County territory. The reason we bought the 3-acres was for the L.A. County zoning designation of MPD, (Manufacturing Planned Development.) Our ultimate intended use was for a manufacturing, "Use." Ongoing from the time of purchase through most of the ensuing 21-years our land remained in the L.A. County area and retained the MPD zoning. At a point in time, the City of Palmdale annexed our property, discontinued our MPD zoning and advised that the City would no longer permit our ultimate intended use. At that point, our land lost all value to us, the City offered no remuneration for our loss and we are forced to sell. The City then placed our vacant land into assessment districts 88-1 and 90-1 and escalated our annual property tax bill from \$559.48 too \$19,518.89 for the next 25-years, in payment of the City owned sidewalk and street lights.....Since our land could not be used for the intended manufacturing purpose and the vacant land generates no income, 83% of our total income is being taken by the City of Palmdale in taxes. For the above reasons, the City of Palmdale is forcing us off our property due to the loss of use and the back-breaking City taxesIt would appear that this has the elements of an inverse condemnation.

Since cancelling our MPD zoning, the City under their General Plan is assigning, Community Commercial or Regional Commercial designations. Palmdale planning personnel have advised that a Regional Commercial designation is intended for; "facilities which are planned to serve the regional needs of a broad service area, including the entire Antelope Valley." This means a large retail dept., store or something like a hotel or who knows what? Such a designation is much too restrictive and should be made more flexible on the lower-end to include C-3 small retail type operations besides the , "large retail dept., stores," or a hotel. Our property is only 3-acres and the chance of it being combined with other property is slim-to-none. The broad Regional Commercial designation is extremely ambiguous and arbitrary.... Planning personnel themselves don't seem to agree on what facility,

"serves the needs of a broad service area." This could be anything and interpreted differently by any number of City personnel and detrimental to the property owner. In a recent incident, a prospective buyer contacted Planning regarding the feasibility of locating an automotive service center on the property similar to Sears & Roebucks' facility next door to us and $\frac{1}{2}$ mile-west on the Forest City Mall property. Planning personnel discouraged the project and it failed. When questioned, three separate planning personnel gave 3 totally different reasons as to why the project was discouraged....We asked out of curiosity, if a fast-food facility would be acceptable or a strip mall of stores and the response was...No, inspite of the fact that Carl's Jr., is situated little more than 100 yards south of us.... On the same property line 100 yards north is C-3 zoning. The proposed, "Use," is so ambiguous and arbitrary that the City can designate any type of zoning at anytime. This leaves us, the 21-year property owners who are being forced out due to the loss of our original zoning plus, back-breaking City of Palmdale taxes, in worse shape than when the City cancelled our original MPD. An ambiguous, "Use" designation equates to no zoning at all. What we are saying here is that it is a mistake to limit the property to a large dept., store, hotel, etc. Properties next to us on 10 th West, carry a broad designation for small C-3 type retail operations which would fit on 3-acres or other small parcels.

A response from the City of Palmdale to this petition advising that we should apply for a zone change if the imposed designation is not workable is unacceptable and impracticable....Veteran City of Palmdale property owners and developers who have been through the process advise that an application for a zone change is fraught with layers of red-tape, is expensive and very time consuming and prospective buyers or developers are not willing to make the commitment of time and expense for such a tenuous chance of approval on such a small parcel.

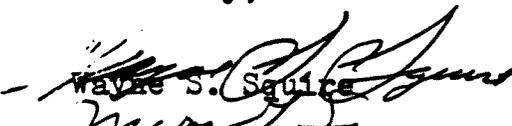
Under normal circumstances, a small parcel of vacant land which generates no income can be carried for extended periods of time while surrounding development matures and the small parcel is developed. In this instance, the City of Palmdale mandated off-site improvements in the form of sidewalks, street lights, etc., before development occurred and imposed a devastating tax burden of approximately \$350,000 for 25-years. As a result of the tax burden, the property cannot remain vacant for extended periods due to highly controlling and strict zone regulations. A property owner is left with little options by the City other than to allow the City to foreclose and confiscate the parcel.

The situation speaks for itself....With City of Palmdale annexation came: loss of long standing zoning, a devastating tax burden on vacant land, and the threat of foreclosure and confiscation by the

City of Palmdale.....To impose even more restrictions by way of a rigid and intractable zone imposition will only exacerbate an already disastrous situation.

Please advise your approval.....

Sincerely,


Wayne S. Squire


Mary G. Squire

4851 West Avenue M-12
Quartz Hill, Ca...93536

cc:

Charles Brink

When possible to save time I prefer response by FAX instead of mail.

PO Box 9333 Van Nuys CA 91409
818-886-5223 FAX 818-886-1026
PO Box 68 Acton, CA 93510
805-299-2030 FAX 818-299-2036
800-773-5228

**The City of Palmdale, Planning Department
Via FAX 805-274-7613**

CB

In reference to the Proposed master plan and EIR

I represent a number of community members in Acton and We oppose your new general plan.

These documents are filled with errors and omissions.

For Example: Exhibit LU-3 fails to show any slope contours south of the ridgeline in the portions of Acton in sections 13 to 16 and 16 to 14 and those unnumbered sections to the south of these sections on III-2

Each of the Environmental impacts stated in the DEIR fail to state a reasonable mitigation and are wholly inadequate.

CB
#1

The negative impacts, even after these wishful and inadequate "mitigations", are damaging the communities of Palmdale and it's neighbors.

Geology

To allow construction which will be damaged by a predicted strength earthquake is criminal. The mitigation should be NO new construction that will not survive the earthquake without hurting the persons in the new construction.

CB
#2

Air quality

You must not allow any new residential construction until the jobs-housing balance is corrected and limit growth not to exceed the levels mandated by the appropriate State and Federal agencies.

CB
#3

Water Resources

You must allow no new projects without proven permanent sources of water. Your proposed mitigation is just wishful thinking.

CB
#4

Natural and Biological resources and land use

These show vast negative effects without proper mitigation.

CB
#5

Population and Housing, traffic, public services, public utilities, and the whole study

The DEIR is so bad that a comment is not sufficient. It must be started over, for example:

The traffic on the Antelope Valley freeway to the jobs in LA is not even discussed even though in the rush hour the traffic is at grid lock, and you plan a 6 fold increase without any mitigation.

Your boundaries with Acton at the south are not correct, the farthest possible extension of your city must be the ridgeline as seen from your side of the valley.

As there was inadequate time to respond in more detail we demand a full 30 days after a full copy of the DEIR, Revised General plan and support documents are available in the community.

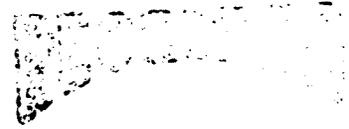
The best advise to Palmdale is to stop growth and any new annexations, except isolated small pockets, until the disastrous problems (Jobs, Crime, Schools, and Water) are cleaned up, then think of expanding.

Quartz Hill Town Council

42263 50th St. West, Suite 1111
Quartz Hill, California 93536

September 23, 1992

Laurie Life
City of Palmdale
38306 9th Street East
Palmdale, California 93550



SEP 23 1992

CITY OF PALMDALE

5.12 pm. L.Life

Dear Laurie Life

The following is a list of concerns in relation to your Environmental Impact Report. We wish to take this time to thank you for this opportunity to express our concerns and that of the residents of Quartz Hill. We are looking forward to a response from you regarding the issues stated.

Sincerely,

Doug Burgis, President
Quartz Hill Town Council

Doug Burgis, President - Clara Hobbs, Vice President
Frank Sloan, Secretary / Treasurer
Don Brown - Mary McKain, Council Members

COMMENTS ON THE CITY OF PALMDALE
DRAFT ENVIRONMENTAL IMPACT REPORT

Ref. Pg. 1-4, Para 1, Hillside Development

Two problems, largely ignored by the study, are impact on downhill property of excessive water runoff resulting from such hillside development; and decreased absorption of rainwater by the land involved. These two jointly contribute to downhill flooding, already surfaced as a problem in the Quartz Hill area.

Ref. Pg. 1-5, Para. 5, Depletion of Ground Water Resources

Historically the average residence in the High Desert uses between 1/2 and 1 acrefoot of water annually, dependent mainly on the weather and temperature. The concept of using conservation of water to provide for water for an influx of new home owners is naive. A viable life style to which the populace is currently acclimatized can not be maintained on a water allocation less than this typical usage. This is desert country. It is highly recommended that, before additional development be encouraged the present populace be forewarned that they will be required to tolerate an austere water-usage mode for the rest of their lives in the High Desert. They should then be given the opportunity to vote for or against continued development.

Furthermore, a Geological Survey study of 1978 states emphatically that the aquifer is being depleted, that replenishment of the water in the aquifer by natural factors is highly improbable, and that the populace supportable by the aquifer is limited. Add to this the probability of recurring droughts, and the fact that no significant additional water could be brought from northern California within the next 10 to 15 years, even if a decision was made today to bring in such water. Our planners are making assumptions that plainly do not apply to an environment such as the High Desert.

Pg. 1-6, 1-7 Alternatives Considered

As indicated in the paragraph above, it is naive- even criminal - to assume away the real problem, inadequate water in a desert environment. At this time a no-growth plan should be offered to the populace to vote on, with the understanding that when the state elects to develop water sources for southern California they may again make a decision. The only people who profit from the current approach are developers. The current residences, and those who buy in the new developments, will be left to face an arid and unpleasant existence, with water-rationing assured.

Pg. 1-10, Geology

There are two problems associated with the geological situation. The short-term effect of earthquakes, and the mid- to long term effects. The study takes a naive approach, addressing only the short term impacts. The key problem faced by the valley in case of a major earthquake is, again, related to the availability of water. The aqueduct will not withstand a major quake, will be useless for up to a year and then will operate well below capacity. Water tanks, water lines, well casings and associated equipment and facilities will be largely destroyed. No organization - government or private - has plans to provide for delivering adequate water subsequent to such a quake. What water is delivered will undoubtedly go to the City of Los Angeles, not outlying

communities such as ours. Death from thirst will be the major problem associated with Geology. To ignore this is both naive and criminal.

Pg. 1-10, 1-11 Air Quality

Due to unscientific approach to the Air Quality measurements it is difficult to assess development impact on the local air. At the moment there is no measurement of air quality of the air masses entering the area, with measurement of the same air mass as it leaves the area. The delta between such measurements would be indicative of the actual contribution to air pollution. This delta is being ignored. As a result the contribution of the populace to air pollution in the area is indeterminate. Due to the direction of air flow, and the prevailing winds, the quality of the local air is probably not dependent on the actions taken here, but on the actions taken south and west of us.

Pg. 1-11 Water Resources

The conclusions here are naive, to say the least. With recurrent droughts and the certainty that any major effort to provide water from the north would be completed at the earliest 10 to 15 years from now, we are left with the certainty of water rationing for our residents. Any other conclusion is untenable. If return to the desert life style of yesteryear is acceptable to the populace, with no greenery and the bath only weekly then the conclusions are somewhat realistic.

Pg. 1-12 Biological Resources

Here again we are being naive. Preservation of the various forms of vegetation and animal life in the vicinity of the populace is an environmental pipedream. If people move in, in substantial numbers, the environment is going to change. Those natural forms that can survive in the vicinity of such a populace will survive, the others will move on or die out. That is nature's way, and the EPA and all the government regulations in the world aren't going to change it. At best we might designate parks or the like for growing representastive desert life forms. Anything else is a sham.

Pg. 1-13 Natural Resources

Mitigation measures referenced have proven, time after time, merely a way to close down the activities they purport to protect. We must be prepared to see these industries die out in our area and the jobs migrate elsewhere.

Pg. 1-13 Land Use

The approach to land use has already surfaced both political and financial problems. Annexation of lands to the city, with residential development thereon, is neither cost effective to the city nor acceptable to outlying rural areas. At this time the Quartz Hill Community is working with both Palmdale and Lancaster to alleviate some of the the problems which have surfaced. They are attempting to better establish the boundaries involved, to modify those bundaries to the advantage of the rural community and the city communities, and to eliminate the islands of city completely cutoff from the servides normally available form those cities. The outlying districts, with rare exception, strongly demand a rural, low-density neighborhood. The cities, based on economics, need commercial centers as a source of revenue. With mutual cooperation both can be achieved to an acceptable level.

Pg. 1-17 Traffic and Circulation

This should be addressed as an Antelope Valley problem, with heavy emphasis on early development of by-pass roads around the cities. Current plans have such arteries as widened existing streets in developed areas, and extremely costly measure. A survey should be quickly conducted to identify alternatives on the edge of current buildups, and property acquired early on at an acceptable price.

Pg. 1-17, 1-25 Public Services

This entire section is based on simplistic interpretation of the problems involved. Even now the Fire Districts are complaining of inadequate funding, gangs are forming in the valley and the police protection can do little about it, schools are under both financial and population pressure, economic factors are closing down park and recreation activity, Library services are threatened, hospital service continues to climb to costs well beyond the affordable, water resources are plainly inadequate for growth, sewer services are even now borderline at best, solid waste disposal becomes ever more costly, storm drainage is largely accomplished by passing the water to adjacent areas outside the city's area (e. g., Quartz Hill), economics suggests that the power companies will have little incentive to develop additional sources so periodic brown-out are probable., natural gas availability will be curtailed due to economic conditions prevailing in California, quality of telephone service is likely to fall. This entire area needs a much more realistic analysis, keeping in mind the economic mix of the incoming population and the continued migration of industry out of the southern California area.

Pg. 1-25, 1-26 Risk of Upset, earthquake

The risk of a major earthquake fits a poisson distribution. However the probability of large to medium earthquakes is larger. As mentioned earlier, the real impact may be by way of water loss.

Pg 1-26 Aircraft

Test flight of aircraft is a key activity of the aerospace industry and the Edwards Air Force Base. Test flight is an inherently dangerous process. The probability of accidents is high, with the severity of the accident being indeterminate. As the populated area grows the probability of a serious accident increases proportionately, particularly along the flight paths used for test flights. Test flights include limited tests run after work on the aircraft to full testing programs, and both are conducted in the valley.

Pg. 1-26, 1-27 Hazardous Materials

The only practical way to mitigate the problem is elimination of the industries which produce or use such materials. This will result in more migration of industry to other states and overseas. It is naive to believe that industry will remain if regulatory measures make it non-competitive. Failure to fold in the economic impact of mitigating policies makes it difficult to assess the real results.

Memorandum

To : Mr. Tom Loftus
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Date : September 25, 1992

File No.:
IGR/CEQA/DEIR
City of Palmdale
DRAFT GENERAL PLANFrom : Wilford Melton - District 7
DEPARTMENT OF TRANSPORTATION

Vic. LA-14-R58.15/64.66

Subject : Project Review Comments

SCH No. 87120908

Caltrans has reviewed the above-referenced document. Based on the information received, we reaffirm the comments made in our letter of July 15, 1992 and have the following additional comments:

We are concerned that the Level of Service (LOS) at buildout shown on Table C-4 of the General Plan, Circulation Element may not be accurate because of the Transportation Demand Management (TDM) Trip Reduction Factor of 15%, 7-8% would be more realistic. We are pleased with the reference on Page C-4 of the Circulation Element to some of the features of the "Antelope Valley 'Sketch' Master Plan of Highways". We would like specific language used to describe the freeway alignment where there is agreement between the City of Palmdale and Caltrans (from SR 14/roadway parallel on the northside and adjacent to Avenue P-8 to Avenue P-50).

Our records indicate the following data for SR-14 which differs from that given in the General Plan on pages C-32 and C-41 and the DEIR on page 3-118:

SR-14 has 6 travel lanes north of Ave. P-8, and 5 travel lanes south of Ave. P-8 through the General Plan Area. Seven travel lanes south of P-8 are planned for the near future.

The Caltrans 1990 Traffic Volumes on SR-14 in the General Plan Area range from 48,000 Average Daily Traffic (ADT) to 52,000 ADT. Volumes for SR-14 from Route 5 to the Kern County Line range from 118,000 ADT at the southwesterly end to 52,000 ADT at the northeasterly end.

Mr. Tom Loftus
September 25, 1992
Page Two

On page C-51 of the General Plan, for Palmdale Blvd. our records for the year 1990 indicate the following data:

From 47th St. east to 57th St. east - 4 lanes, divided
From 57th St. east to 120th St. east - 2 lanes

From SR-14 to 30th St. east, volume=33,000 ADT
From 30th St. east to 47th St. east, volume=22,000 ADT
From 47th St. east to 70th St. east, volume=20,000 ADT
From 70th St. east to 90th St. east, volume=17,000 ADT
From 90th St. east to 120th St. east, volume=16,000 ADT

On page C-52 General Plan, for SR-138, our records for the year 1990 indicate the following data:

From Ave. T to 90th St. east, volume=18,500 ADT
From 90th St. to 120th St. east, volume=16,000 ADT

On page C-6 of the General Plan, Objective C1.5 should also include areas of deficiency within the highway and freeway system created by developments.

If you have any questions regarding this response, please call me at (213) 897-1338.

Original Signed By

WILFORD MELTON
Senior Transportation Planner
IGR/CEQA Coordinator
Advance Planning Branch

cc: Ms. Laurie Lile
City of Palmdale Planning Department
38306 9th Street East
Palmdale, CA 93550

bcc: RHelgeson, HQ Transp. Planning/IGR
PHsu, Traffic Ops
FQuon, Proj Dev
SBuswell, Local Coordination ✓
APB File
Chrono

nh\6032



**South Coast
AIR QUALITY MANAGEMENT DISTRICT**

21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (714) 396-2000

October 5, 1992

Ms. Laurie Lile
City of Palmdale Planning Department
38306 9th Street
Palmdale, CA 93550

Dear Ms. Lile:

**Re: Comments on the Draft Environmental Impact Report for the City Of
Palmdale General Plan**

DISTRICT# LAC920813-01

The South Coast Air Quality Management District (District) is responsible for adopting, implementing, and enforcing air quality regulations in the South Coast Air Basin. The District reviews and analyzes environmental documents for projects that may generate significant air quality impacts, and thereon advises the lead agency.

The District has reviewed the Proposed Draft EIR for the above-mentioned project. Based upon our analysis, the District has determined that several short-term and long-term air quality impacts were inadequately assessed. The Draft EIR does not contain accurate or sufficient information on which to base an informed decision.

Implementation of the proposed General Plan will generate exhaust emissions from construction equipment, vehicles used to transport building materials and equipment to and from each development, and the automobiles of the construction crew, as well as fugitive dust generated during soil movement. The emissions should be quantified to determine significance.

Given the number of vehicles at key intersections, local meteorology, site geometry and site characteristics, sensitive receptors located adjacent to and downwind of intersections could be exposed to significant concentrations of CO. The magnitude of the CO emissions should be modeled for the key intersections.

It is essential that the EIR clarify the regional setting and especially the regional plans that deal with large scale environmental problems such as air quality. The EIR must consider

consistency of the General Plan with all other applicable plans, including:

1991 Air Quality Management Plan

Local Adopted Congestion Management Program (impacts on established levels of service)

Any other regional plans (Regional Growth Management Plan, etc.) that are applicable to the General Plan.

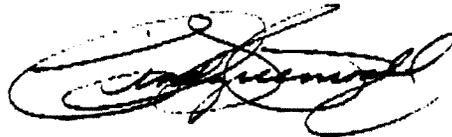
The General Plan should be analyzed for inclusion of the goals, objectives, assumptions and measures for effectiveness contained within the regional plans. The analysis should incorporate other elements of the General Plan which establish policies and action strategies consistent with the requirements of the applicable regional plans.

Although Plant 42 and the Palmdale Regional Airport are not within the jurisdiction of the City, the existing setting should discuss the future background concentrations for the City due to these facilities. Due to the regional nature of these facilities, they could create significant cumulative impacts. These facilities should be included in the cumulative impact analysis.

The District staff is available to assist in correcting these deficiencies in the Final EIR. Before the Draft EIR is certified, these deficiencies should be revised and a copy sent to the District for review. Upon submittal, District staff will review and comment on the revised analysis.

The District appreciates the opportunity to comment on the proposed Draft EIR, and looks forward to receiving a revised analysis prior to the issuance of project approval. If you have any further questions, please contact Connie Day, Program Supervisor, at (714) 396-3055.

Sincerely,



Cindy S. Greenwald
Planning Manager

CSG:CAD:GB

RESPONSE TO COMMENTS

PALMDALE WATER DISTRICT (PWD), Harold M. Fones, General Manager, September 18, 1992.

(Note: The first several comments relate to the General Plan Public Services Element. Comments related to the EIR begin on page 2, 5th paragraph ("on page 3-197").)

PWD #1 In 1990, Littlerock Creek Irrigation District received 400 acre-feet of their 2,300 AFY state water entitlement, or 17 percent. Palmdale Water District received approximately 8,100 acre-feet (47 percent) of their state water entitlements. AVEK received approximately 41,500 acre-feet of state water in 1990, or 30 percent of their entitlement. The remaining water purveyors in the Palmdale Planning area (Los Angeles County Waterworks, White Fence Farms, Land Projects, Sunnyside Farms, Westside Park, Quartz Hill Water District, and USAF Plant 42) in 1990 supplemented the local groundwater with approximately 23,200 acre-feet of State Water Project water bought from AVEK. This represents approximately 55.9 percent of AVEK's 1990 supply. Although the Planning Area represents a small portion of AVEK's service area, it is densely populated and contains more urban uses compared to most of AVEK's area. Thus, AVEK does not supply water according to the size of a water retailer's service area, but according to the purveyors demand and ability to pay.

See Corrections and Additions #K.

PWD #2 See Corrections and Additions #A.

PWD #3 Please see page 3-204 of the EIR for a discussion of the Palmdale Water District's treatment plant. Also see Corrections and Additions #B.

PWD #4 Please see Corrections and Additions #C.

PWD #5 See Corrections and Additions #D.

PWD #6 See Corrections and Additions #E.

PWD #7 See response to PWD #1 above and Corrections and Additions #K. The analysis on pages 4-172 and 4-173 clearly and adequately describes the potential limits on future water availability, especially with regard to groundwater. Other water purveyors, including the Los Angeles County Waterworks District, are working to increase the use of imported water and decrease reliance on the local groundwater supply. The policies and programs of the General Plan emphasize water conservation, the use of reclaimed water, and funding for new water conveyance and treatment facilities. See also SCAG response #3.

PALMDALE WATER DISTRICT (PWD2), Harold M. Fones, General Manager, September 21, 1992.

PWD2 #1 See response to PWD #1 above.

PWD2 #2 Comment noted. No incorrect reference to the word recharge was found in the Public Services section of the EIR.

LOS ANGELES COUNTY PUBLIC WORKS DEPARTMENT (LAPW and LAPW/Waterworks), T. A. Tidemanson, Director of Public Works, September 22, 1992.

LAPW #1 Please see pages 4-135 to 4-145 of the draft EIR which discuss the City's objectives, policies, and implementation programs which serve as mitigation measures for growth associated with the proposed General Plan. These include programs that will ensure that appropriate street improvements will occur based upon the needs generated by a development; that environmental review of new development proposals will occur in order to identify impacts and mitigation measures; and that developer fees are collected.

LAPW #2 Section 4.2.9 of the DEIR indicates that a total of 13 roadway segments within the planning area would operate at LOS D, E, or F at buildout of the land uses associated with the General Plan. Eleven of the roadway segments currently operate at LOS C or higher and would be considered significantly impacted. The policies and implementation programs of the Circulation and other General Plan elements would minimize or eliminate most traffic impacts associated with buildout. The city is not currently considering a reduction in land use densities from those indicated in the proposed land use plan.

LAPW #3 Please see Corrections and Additions #F and #O.

(Note: Comments 1 through 6 from County Waterworks in Attachment 1 relate to the General Plan. EIR comments begin with comment 7.)

LAPW/Waterworks #7 Comment noted. However, the information included in this section was based in part on a white paper produced by the Waterworks (Los Angeles County Waterworks Districts Report on Existing and Projected Water Demands and Source of Supply for the Antelope Valley, March 1991). This paper stated that the: "natural recharge from the watershed area varying from a minimum of 40,700 acre-feet to a maximum of 76,000 acre-feet for an average of 58,000 acre-feet per year."

This statement references the DWR (1979 and 1980) and USGS (1967 and 1976) studies. Additionally, the white paper states that the "groundwater basin has a storage capacity of approximately 68 million acre-feet.." and sites the DWR (1979 and 1980).

See Corrections and Additions #Q.

LAPW/Waterworks #8 See Corrections and Additions #G.

LAPW/Waterworks #9a The disagreement exists not only between the sources referenced in the document but between water purveyors of the Antelope Valley, the County Waterworks, and other interested parties. The statement on page 3-63 (paragraph 3; "It should be noted that there is disagreement on these storage and extraction figures.") was added to recognize that there are concerned agencies and individuals who may disagree with the storage and extraction rates adopted by the DWR and DWP. As to the disagreement on extraction figures, please see Corrections and Additions Number #H.

LAPW/Waterworks #9b See Corrections and Additions #I.

LAPW/Waterworks #9c See Corrections and Additions #J.

LAPW/Waterworks #10 Information on the groundwater aquifer varies: a study prepared by Richard Slade in 1989 concluded that water levels in the vicinity of Avenue O and 10th Street West are declining at average rates of 2.5 to 3.6 feet per year; however, a study prepared by C.B. Loundagin in 1990 stated that between 90th Street West and 60th Street West and Avenue I and Avenue G, water levels have risen since 1970 by approximately 53 feet. Based on these site specific studies, it is difficult to draw general conclusions regarding the status of the groundwater table. However, the data tends to support the comment and the paragraph will be revised. See Corrections and Additions #R.

LAPW/Waterworks #11 Please see pages 3-197 to 3-198 for discussion of limits on AVEK's state water entitlement. In calendar year 1991, AVEK purchased 15,725 acre-feet of water from local ranchers with groundwater wells and 7,190 acre-feet from the State Water Project. See also Corrections and Additions #S.

LAPW/Waterworks #12 Revised water consumption factors have been incorporated. See Corrections and Additions #A and #E.

LAPW/Waterworks #13 The Acton Water Treatment Plant was sized to serve residents of Acton. However, because of the proximity of Palmdale Water District facilities, it would be possible to have an interdistrict link for water exchange if capacity is available and the agencies choose to do so.

LAPW/Waterworks #14 See Corrections and Additions #K.

LAPW/Waterworks #15a See Corrections and Additions #L.

LAPW/Waterworks #15b See Corrections and Additions #M.

LAPW/Waterworks #16 See Corrections and Additions #HH.

LAPW/Waterworks #17 See Corrections and Additions #N.

LAPW/Waterworks#18 There are various interpretations of the degree to which groundwater supplies will affect the future of water availability in Palmdale. However, as stated on page 4-55, the potential depletion of groundwater resources will be dependent on the amount of recharge and on the availability of alternative sources. As noted in the comment letter, the groundwater supply is not entirely dependent on the amount

of recharge, but also on imported water supplies. The analysis in the DEIR shows that the availability of future water supplies to support the anticipated growth, including both groundwater and imported water, cannot be taken for granted. Although the Los Angeles County Waterworks intends to shift 80 percent of its water source to imported water to relieve pressure on the groundwater basin, state water project entitlements cannot be guaranteed if drought cycles continue or occur again. The policies and implementation programs in the General Plan and the DEIR will enable the City of Palmdale to use water more efficiently, coordinate with water purveyors to seek new water supplies, and provide the infrastructure necessary to convey water to the population. Therefore, if imported sources of water are available, no significant impacts to water resources are anticipated with implementation of the mitigation measures. Revisions have been made to the text to clarify the role of imported water. See Corrections and Additions II. See also response to SCAG #3.

LAPW/Waterworks #19 See response to LAPW/Waterworks #10 for a discussion of various estimates of groundwater levels, as well as Corrections and Additions #R. Declining groundwater levels are referenced by Richard Slade, 1989 as noted. See Corrections and Additions T regarding water conservation programs conducted by Waterworks.

LAPW/Waterworks #20 A certain amount of water is necessary to allow sediment to settle, thereby resurfacing the lake beds. In the last several years, the lake beds have not received enough water to allow this resurfacing. Edwards Air Force Base conducted a study to determine the range of adequate volume to resurface the dry lake beds. In addition, a USGS study of rainwater amounts in the Palmdale/Lancaster area will contribute information on the amount of rainwater needed to resurface the lakes. The DEIR notes that, with future development, existing sources of surface water that could aid in resurfacing the lake beds may be channelized, such as the proposed channelization of Amargosa Creek. Water that currently reaches the lake beds (when there are sufficient rains) may be lost, redirected, or otherwise changed. Channelization of Amargosa Creek could increase the velocity of runoff to the lake beds, which may wash soil from the landing strip rather than resurfacing it.

LAPW/Waterworks #21 Groundwater currently provides about half of the water provided by the Palmdale Water District and 40 percent of that provided by the Los Angeles County Waterworks Districts. As such, groundwater is an important component of the future supplies for the City of Palmdale. If drought conditions continue or occur again as the city develops, the availability of state water sources will not be guaranteed. However, because the local water agencies are encouraging the use of imported water, the groundwater levels are not the only determinant of future water supplies. See Corrections and Additions V.

DEPARTMENT OF WATER RESOURCES (DWR), Keith Barrett, Chief Division of Operations and Maintenance, August 17, 1992.

DWR #1 See Corrections and Additions #X.

DWR #2 See Corrections and Additions #W.

COUNTY SANITATION DISTRICTS (SAN), David B. Lambert, Project Engineer, August 26, 1992.

- SAN #1** Please see Corrections and Additions # O.
- SAN #2** The policies and implementation programs presented on pages 4-181 to pages 4-187 on the Draft EIR will mitigate impact to both wastewater treatment facilities and conveyance facilities. In addition, please see Corrections and Additions #P.
- SAN #3** See Corrections and Additions #Y.
- SAN #4** Comment noted. See response to SCAG #2 above.

LOS ANGELES COUNTY FIRE DEPARTMENT (LACFD), John T. Haggemiller, Acting Chief, Forestry Division Prevention Bureau, September 8, 1992.

- LACFD #1** Please see page 4-87 of the Draft EIR. This provides a discussion of the Open Space Category of the proposed general plan. Approximately 709 acres of the Planning Area has been designated as open space. The Native Desert Vegetation Ordinance is described on page 4-74.
- LACFD #2** The City of Palmdale has adopted landscaping standards (see page 4-74 of the DEIR) that emphasize the use of compatible native plants for newly graded areas and sets guidelines for landscaping and irrigation. These standards, together with the Native Desert Vegetation Ordinance and the Hillside Management Ordinance encourage the use of native and low fuel volume plants in new development and developments requiring revegetation.

DEPARTMENT OF CONSERVATION (SDC), Office of the Director, Deborah L. Herrmann, Environmental Program Coordinator, September 21, 1992.

- SDC #1** The City of Palmdale has established Mineral Resource Management policies and has forwarded these policies to the Mining and Geology Board for review and comment. The policies have been revised according to the comments received and have been resubmitted to the Board for review and approval. Pages ER-9 through ER-11 of the General Plan describe these policies.
- SDC #2** Comment noted. Page 4-37 of the DEIR lists some of the policies that would restrict development within the San Andreas Rift Zone. In addition, pages 9-45 through 9-50 describe the anticipated environmental impacts that would result from implementation of the Low Density Land Use Plan Alternative, which would designate most areas within the rift zone as open space or rural residential use.

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH (OPR), Christine Kinne, Acting Deputy Director, Permit Assistance, September 21, 1992.

- OPR #1** Statement of close of review period. No response required.

THE RESOURCES AGENCY (RES), State of California, September 18, 1992.

RES #1 Statement of distribution of DEIR. No response required.

CITY OF LANCASTER (LAN), Susan J. Barnett, Environmental Coordinator, September 22, 1992.

LAN #1 The roadway classification for Avenue L west of 90th Street West is, according to the proposed Palmdale General Plan, a regional roadway. The exhibit showing highway classifications (Exhibit C-1 in the General Plan) is incorrect. The major and minor roadway classifications for 90th Street West, 50th Street West, 20th Street East, 80th Street West, and 70th Street West are based on current traffic volumes that warrant these classifications. There is a distinct decrease in traffic volumes at Avenues L and M because of commonly used commuter routes to and from the USAF Plant 42. Traffic volumes on Avenue M from 30th Street West to Challenger Way warrant the regional classification. Policy C1.1.2 of the proposed Circulation Element indicates that the city will cooperate with Caltrans and other affected jurisdictions to establish and adopt standards for regional expressways and Policy C1.8.2 states that the city will coordinate with other jurisdictions to integrate circulation networks. The City of Palmdale engineer will review roadway classifications as development is proposed to determine whether the classifications and right-of-way reserved are appropriate. The engineer will also review information from other jurisdictions, including the City of Lancaster to determine the appropriate classifications.

LAN #2 Comment noted. See Corrections and Additions Z.

THE CITY OF SANTA CLARITA (SC), Lynn M. Harris Deputy City Manager, September 23, 1992.

SC #1 The traffic model for the proposed Palmdale General Plan assumes an average or typical density for residential and non-residential land uses. Table 4-10 on page 4-94 of the DEIR indicates both the maximum and typical densities for all land uses proposed. For several categories of residential land uses, the maximum and typical densities are the same. The typical densities for mobile home parks, multi-family residential and the highest density single family residential categories are lower than the maximum. Current County of Los Angeles plans and the updated Lancaster General Plan were used to determine the amount of cumulative development.

SC #2 The City of Palmdale would support improvements to regional transportation corridors such as SR-14. The city does not have jurisdiction over this roadway, and therefore did not identify SR 14 for improvements in the General Plan. Caltrans indicates (letter dated September 25, 1992) that SR-14 currently has 6 travel lanes north of Avenue P-8 and 5 travel lanes south of Avenue P-8 through the planning area. Caltrans further indicates that 7 travel lanes are planned for SR-14 south of Avenue P-8 for the near future.

SC #3 Bouquet Canyon Road is identified on Table 3-17 and Exhibit 4-1 (Exhibit 4-1 corresponds to Exhibit C-1 of the General Plan) as a secondary roadway; a brief discussion of this roadway also appears on page 3-126. However, like several other

secondary arterials, Bouquet Canyon Road was not listed in Table 3-19 and Table 4-13. Although not specifically listed, the roadway was included in the citywide traffic model prepared by DKS Associates. A model run conducted April 16, 1992 indicates that, at buildout of the General Plan, Bouquet Canyon Road would carry between 8,300 and 9,000 vehicle trips per day in the vicinity of the Palmdale planning area. Assuming a capacity of 12,000 average daily trips for the two land roadway, the volume/capacity ratio would range from 0.69 (LOS B) to 0.75 (LOS C). Therefore, the model indicates that this roadway would operate at acceptable levels of service in the vicinity of the planning area. Model run data is available for review at the Palmdale Planning Department.

SC #4 A number of objectives and policies in the proposed Circulation Element would reduce commuter trips from Palmdale to the San Fernando Valley and Los Angeles. Additional policies would reduce local trips. These policies include TDM Plans, ridesharing, and requiring residential developments to contribute toward city programs to reduce trips. Public transit options within the planning area would also be promoted, including bus, rail, and bicycle facilities and routes. SCAG staff has determined that Palmdale's policies and implementation plans meet these goals (see response to SCAG #4, #16, and #17). Future development projects must comply with the County's Congestion Management Plan; impacts to the regional CMP network must be mitigated in accordance with the Plan. The combination of the proposed short-term and long term transportation and land use policies contained in the proposed General Plan will reduce VMT and minimize significant transportation impacts.

SC #5 See responses to SCAG #4 and SCAG #15.

RESPONSE TO SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG),
Arnold Sherwood, Director, Forecasting and Monitoring, September 21, 1992.

SCAG #1 The goals, objectives, and policies of the proposed General Plan provide a comprehensive plan that will provide the infrastructure needed for new development in a phased manner as growth occurs. Implementation of the city's policies for land use, transportation, and public services and utilities will limit or prohibit new development until the appropriate infrastructure is in place.

SCAG #2 Please see pages 4-181 to 4-184 of the Draft EIR. These pages list the policies from the proposed Public Services element of the General Plan to mitigate impacts on the sewer system. These policies establish provisions (1) for funding and to implement improvements prior to project development (PS1.1.3, PS1.1.4, PS1.1.5, PS1.1.6, PS1.4.3, PS1.4.4, PS2.2.2); (2) to design the infrastructure system to meet the ultimate demands of the planning area in a timely manner (PS1.2.4, PS1.2.5), PS1.3.5, PS1.4.7); and (3) for the continual evaluation of the sewer system through the coordination of the City of Palmdale and Los Angeles County Sanitation District (PS1.5.3, PS2.2.1, PS2.2.3, PS2.2.5). In addition, pages 4-184 to 4-187 describes the implementation programs that will reduce impacts to sewer services, including CEQA review, data collection for service providers, capital improvement programs, facility master planning, and water conservation and reclamation techniques.

As discussed in Corrections and Additions # O, the local sewage treatment plants are operating near capacity. However, the Sanitation Districts are planning to expand the capacities of the Palmdale Water Reclamation Plant and the Lancaster Water Reclamation Plant to 15 mgd and 16 mgd, respectively, by 1994. The Sanitation Districts charges the developer a \$1,100 per dwelling unit sewer connection fee which is used to fund incremental treatment plant expansions. This fee is periodically increased to accommodate growth. It has been the District's policy and practice to expand existing treatment facilities, or to purchase land for new treatment facilities, in advance of development. The proposed General Plan policies would support and encourage this practice. The policies and approach of the General Plan were determined to be consistent with the approach set forth in the 1991 and supportive policies in the 1989 Growth Management Plan (GMP) in a memo dated September 22, 1992 and at a meeting (October 1, 1992) with City of Palmdale staff.

SCAG #3

As illustrated on pages 4-174 to 4-179, the City has proposed multiple policies and implementation programs which will ensure adequate funding for new water conveyance and treatment facilities as well as improvements to existing systems. Additionally, the policies and programs will require that onsite and offsite improvements needed to serve proposed developments are in place prior to occupancy. Thus, a development will not occur within the Planning Area unless adequate water system capacity exists to support the project. Data indicates that there is currently not enough water to serve the City of Palmdale and planning area at buildout of the General Plan, as is true for most localities in Southern California. AVEK, the source of much of the planning area's water, has projected that water resources will be sufficient to support a population of approximately 532,000 in the Antelope Valley in 2010, assuming full entitlement from the state water project. Population projections in the updated Lancaster General Plan and the proposed Palmdale General Plan anticipate a combined population of 560,000 within the two planning areas. Los Angeles County Waterworks Districts suggests a ratio of 80 percent imported water to satisfy demand in the Antelope Valley. The population served by AVEK's imported water would serve approximately 95 percent of the projected population; the balance would be served by groundwater resources. Therefore, water service in 2010 will be sufficient to serve the needs of the projected population.

However, as stated in the DEIR (see pages 8-7 and 8-13), if adequate supplies of water are available from the state water project, if water conservation and recharge programs are successful, and the phased infrastructure program is followed, no significant impacts are anticipated. Otherwise, alternative sources of water would need to be developed before additional development can be accommodated. If these measures are not successful, a significant cumulative impact on water resources will occur.

SCAG #4

The objectives of the Palmdale General Plan are consistent with the policies of the 1989 GMP and with the approaches contained in the 1991 Air Quality Management Plan as determined by SCAG staff (Local Assistance and Compliance Committee). Several policies in the proposed Circulation Element (C1.8.1, C1.8.2, C2.1.5, etc.) require coordination with other jurisdictions and agencies to evaluate and propose solutions to regional transportation issues, to integrate circulation networks, and comply with the County's Congestion Management Plan (CMP). Implementation programs that contribute to these goals include the development review process,

CEQA review, compliance with the CMP, capital improvements, a transportation demand management ordinance, and inter-agency coordination. See also responses SCAG #2 and #3 regarding the phasing of public utilities with development.

- SCAG #5** As noted above in response SCAG #4, the City of Palmdale's policies and implementation programs, which serve as the mitigation measures for growth associated with the General Plan, provide for coordination with other jurisdictions, including the City of Lancaster. The goals and objectives of the proposed General Plan are consistent with those of the GMP, as is the General Plan update for the City of Lancaster, and, therefore, there is no need to enter into a separate agreement with Lancaster. The proposed Palmdale General Plan will allow for the development of a balanced community with infrastructure phased with new development to reduce the local and regional impacts of growth.
- SCAG #6** See response to SCAG #2 above. The planned expansion of the Palmdale and Lancaster water reclamation plants will provide sufficient capacity for development over the next several years. Through the policies and implementation programs that tie new development to the provision of infrastructure, the proposed General Plan acknowledges that some development may be delayed until this capacity is available. The County Sanitation Districts has indicated that the capacity of conveyance and treatment facilities will be limited to levels associated with approved growth identified in the adopted GMP and AQMP.
- SCAG #7** See response to SCAG #3, above.
- SCAG #8** The proposed Circulation Element and DEIR describe the improvements proposed to the local circulation system that will reduce the amount of local traffic that uses SR 14 (Antelope Valley Freeway). Traffic projections from the Lancaster General Plan were incorporated into the traffic model for the Palmdale General Plan. Development of the traffic model, future roadway improvements, and future levels of service are described on pages 4-118 through 4-130 of the DEIR. The model assumes 4 lanes in each direction on SR-14 at General Plan buildout. The plan recommends regional improvements to expand SR-14 to 5 lanes in each direction between Avenue L and Crown Valley Parkway. In addition, a new east-west freeway and a new north-south freeway were assumed. The traffic model output indicates anticipated volumes of from 82,000 to 153,000 vehicles per day on SR 14 within the planning area, resulting in levels of service from A to C. As buildout will not occur for a minimum of 50 years, these projections may change with the next General Plan update.
- SCAG #9** The City of Palmdale, and the General Plan and DEIR, acknowledge that the policies and procedures of the 1991 AQMP apply to the Antelope Valley. As stated on page 4-105 of the DEIR, buildout of the General Plan at typical (expected) densities would result in development of 139,205 housing units in the planning area. At the 1992 average household size of 3.17, these units would result in a population at buildout of approximately 441,280 persons. SCAG staff determined that the goals, objectives, and policies of the General Plan are consistent with the approached in the 1991 AQMP and the 1989 GMP (staff memo dated September 22, 1992). The discussion of air quality impacts at buildout is based on this population figure and projected vehicle trips numbering 3,528,026 (see page 4-44 of the DEIR). The

DEIR states that the anticipated increase in mobile and utility emissions resulting from development associated with the General Plan would be significant (see pages 4-42 and 4-47 of the DEIR). Although the policies and implementation programs would substantially reduce the increase in emissions, the increase cannot be mitigated to a less than significant level due to anticipated population and development increases.

- SCAG #10** Comment noted.
- SCAG #11** Comment noted. The City of Palmdale will prepare an Air Quality Element to coordinate and support the goals of the 1991 AQMP. At this time, trip lengths used in the UREMIS model (EMFAC7 analysis) will be adjusted, as necessary, to reflect current conditions in the Antelope Valley. With the development of commercial and industrial uses within the planning area, and the availability of employment opportunities within the area, the average trip lengths are expected to decrease for home to work trips. See Corrections and Additions #FF.
- SCAG #12** Comment noted. The "Carbon Monoxide Protocol" will be incorporated in the city's Air Quality Element which will govern the analysis of transportation and other projects within the city.
- SCAG #13** The DEIR presents the calculated mobile emissions that would result from the anticipated 3,528,026 vehicle trips at buildout of the General Plan. The emissions model incorporates a trip length for each vehicle trip, resulting in a total VMT of 20,317,195 at buildout of the planning area. See Corrections and Additions #GG.
- SCAG #14** The City will incorporate transportation control measures in the city's Air Quality Element. The City of Palmdale is currently implementing TCM 2a) employer rideshare and transit incentive and TCM 2f) HOV facilities. The city will also implement TCM 4) auto use restriction, through the adoption of an Air Quality Element. See Corrections and Additions #FF.
- SCAG #15** Comment noted. The policies and implementation programs of the Environmental Resources Management Element support the goals of the 1991 AQMP. In addition, the City of Palmdale will prepare an Air Quality Element. See Corrections and Additions #FF.
- SCAG #16** Page 4-51 of the General Plan DEIR states that the city will prepare and implement a trip reduction ordinance to reduce mobile source emissions. The preparation of a trip reduction ordinance was also agreed to during a meeting with SCAG and city staff.

The combination of the trip reduction ordinance the other air quality policies and implementation programs proposed in the General Plan, and the preparation and implementation of an Air Quality Element/Action Plan, will reduce the air quality impacts of development to the maximum extent feasible. As stated on page 4-55, due to the amount of vacant land available for development within the planning area, and the population increase expected to result from this development, the increase in air emissions from General Plan buildout cannot be mitigated to a less than significant level.

- SCAG #17** In a SCAG staff memo dated September 22, 1992, and in a meeting with city staff, SCAG staff determined that the Palmdale General Plan and DEIR are consistent with and incorporate the major objectives of the GMP and 1991 AQMP. See also SCAG response #16 above.
- SCAG #18** Subsequent to the drafting of this comment letter, and as indicated in SCAG responses #16 and #17 above, SCAG staff determined that the General Plan and DEIR were consistent with the goals and approaches of the 1991 AQMP and the 1989 GMP. The DEIR acknowledges that buildout of the proposed land use plan would result in significant increases in the levels of CO, NOx, and ROG due to the large amount of currently undeveloped land. However, with the implementation of the recommended policies and programs, these increases would be mitigated to the maximum extent feasible.
- SCAG #19** The most recent emissions factor model will be used to update the CO analysis for the planning area during preparation of the Air Quality Element, as will current existing air quality data from AQMD. Negative impacts from dust emissions are described on page 4-49 of the DEIR. Section 4.2.9 of the DEIR describes the future proposed roadway network and future projected levels of services for major roadway segments. This section shows that under future buildout conditions, 13 roadway segments would operate at LOS D, E, or F (see also Table 4-13). The transportation and air quality sections of the DEIR discuss cumulative air quality impacts resulting from development of the planning area, and discuss the policies and implementation programs proposed to mitigate these impacts. Page 8-6 of the DEIR states that air quality impacts that will occur in the region as a result of General Plan and cumulative development, will result in air quality impacts that cannot be mitigated to a less than significant level.
- SCAG #20** Policies and programs in the transportation section (Section 4.2.9) provide for the phasing of future development with local and regional infrastructure. SCAG staff determine (memo dated September 23, 1992) that the General Plan's goals, objectives, and policies would "efficiently and equitably provide infrastructure for new development in accordance with the objectives of SCAG's GMP...(and) is clearly consistent with approaches set forth in the 1991 AQMP and supportive policies in the 1989 GMP."
- SCAG #21** Housing costs and ability to pay, based on current and projected employment, is described on pages H-60 through H-66 of the Housing Element. As described in Section 4.2.8 of the DEIR (pages 4-104 through 4-114), housing costs in the Palmdale area are generally less expensive than those in surrounding areas because of the availability of large amounts of undeveloped land. Currently, this results in a housing-rich situation within the planning area and mean travel time to work of 41 minutes, compared to the county-wide mean travel time of 26 minutes. However, the proposed land use plan and the policies and implementation programs in the General Plan will provide for a transition to a self-sufficient community with a balance of jobs and housing, and eventually to a jobs-rich area. Future jobs opportunities within the planning area are anticipated to be in the industrial and commercial sectors through 2010 (page H-41 of the Housing Element).
- SCAG # 22** See response to SCAG #2 above.

SCAG #23 See SCAG response #14 above.

ANTELOPE VALLEY ARCHAEOLOGICAL SOCIETY, INC. (AVAS), Mark Campbell, President, September 19, 1992.

AVAS #1 Comment noted. The policy provides adequate provision for new studies pursuant to Appendix K of the CEQA Guidelines. No changes are recommended to the policy at this time. See also responses AVAS #2 and #3.

AVAS #2 The sensitivity map will be prepared by city planning department staff, with input from the agencies and organizations listed in Table 1, Archaeological Resources, of Appendix A of the DEIR. These organizations include the UCLA Archaeology Information Center, the Native American Heritage Commission, the Antelope Valley Archaeological Society (see Corrections and Additions #DD) and archaeological/historical information maps. The map will be refined, based on the map currently in use.

AVAS #3 Comment noted. As noted in response AVAS #1, the policy in question provides adequate provision for new studies pursuant to Appendix K of the CEQA Guidelines. City staff will have some discretion in requiring studies for projects at sites that are "reasonably suspected" of containing resources. This will reduce the likelihood of unnecessary studies for small, infill projects and those not likely to contain resources, but provide for studies in areas where resources are reasonably anticipated to occur.

AVAS #4 The areas shaded to indicate a moderately high probability of containing archaeological resources are identified as such because of the wide distribution of known prehistoric sites and the topography of the area (including dry washes and channels, sandy plains, and alluvial slopes). The rift zone is thought to have a high probability of additional sites because of the availability of water and food resources, and based on the number of sites already recorded in this zone. However, as noted in the comment and on page ER-60 of the proposed Environmental Resources Element, much of the planning area has not been surveyed for the presence of cultural resources. See Corrections and Additions AA.

AVAS #5 Comment noted. This recommendation will be considered when requirements for archaeological surveyors are determined.

AVAS #6 Table H-1, a listing of potential historic structures within the Palmdale planning area, was obtained from the West Antelope Valley Historical Society and may not consider all potential historic structures within the planning area. See Corrections and Additions #BB.

AVAS #7 Comment noted. See Corrections and Additions #CC.

AVAS #8 Page 3-87 of the DEIR notes that the golden eagle is a California Department of Fish Game species of special concern. As noted in the DEIR, the golden eagle is a wide ranging species that typically nest on isolated rocky crags. The species is sparsely distributed and may occasionally forage over the Palmdale planning area.

- AVAS #9** The full implementation of mitigation measures, in the form of the objectives, policies, and implementation programs in the Environmental Resource Element, will reduce impacts to a less than significant level. The city recognizes that some resources may be lost or damaged through development of the planning area, but these losses will be minimized by full implementation of the mitigation measures.
- AVAS #10** See Corrections and Additions #DD.

LEONA VALLEY TOWN COUNCIL (LVTC), M. Johnstone, Vice President, August 27, 1992.

- LVTC #1** Bouquet Canyon Road forms a portion of the western boundary of the City of Palmdale planning area. Maps in the General Plan will be modified, as necessary, to reflect this.
- LVTC #2** See response SC #3, above.
- LVTC #3** Roadway improvements identified in the Circulation Element and described in Section 4.2.9 (beginning on page 4-115) of the DEIR identify Elizabeth Lake Road as a major arterial from 100 Street West to 25th Street West and as a regional arterial from 25th Street West to Division Street. As discussed on page 4-120, a major arterial will have a design width of 104 feet, allowing for 6 through lanes and a median, or a design width of 114 feet, to allow for 6 through lanes, a median, and bicycle lanes in each direction. Elizabeth Lake Road currently has 2 through lanes west of 25th Street West. The roadway classifications and design are based on traffic volumes provided by DKS. Model run data is available for review at the Palmdale Planning Department.
- LVTC #4** The developed portions of Leona Valley are not included within the Palmdale planning area. Those portions of Ritter Ranch are within the sphere of influence; therefore this area must be included in the planning area.
- LVTC #5** Current and future anticipated traffic volumes indicate that Elizabeth Lake Road be classified as a major arterial.
- LVTC #6** The City of Palmdale General Plan does not set land use designations for Leona Valley. However, implementation program G, coordination of land use decisions (page 4-98 of the DEIR) will implement coordination with jurisdictions and homeowners' groups outside the planning area to review proposed development for compatibility and consistency with existing adjacent development.
- LVTC #7** See LVTC response #6. Characteristics of the Leona Valley are considered in each section of the DEIR (biological resources, natural resources, earth, risk of upset, etc.) that would interface with the planning area. The area is often included in the descriptions of the San Andreas Rift Zone, the southwestern planning area, and hillside residential areas.
- LVTC #8** At the present time, the sale of safe and sane fireworks is legal within the City of Palmdale. No distinction is made between rural and urban areas.

- LVTC #9** The state Local Agency Formation Committee has established the sphere of influence for the City of Palmdale General Plan. The sphere of influence extends west to 80th Street West. Most residents of Leona Valley are located west of 80th Street West, outside the city's sphere of influence. The City understands and respects the community's wish to remain outside the sphere of influence.
- LVTC #10a** See SCAG response #3 regarding water supply for the Antelope Valley in 2010. If no water was available from the state water project, it is unlikely that the aquifer could support the valley's water demand for a sustained period. However, mitigation measures provide for the seasonal storage of groundwater, water conservation measures, and the use of reclaimed water. Future development will be tied to the provision of water service; therefore, development will not be permitted unless the capacity to serve the development exists. In this manner, significant impacts to water facilities will be mitigated to less than significant levels.
- LVTC #10b** Future plans of water purveyors will emphasize the use of imported water to reduce reliance on local groundwater. There is no plan to increase groundwater supplies 8.5 times; studies for this have not been conducted. As indicated in Correction and Addition #J, the aquifer has the ability to hold 68 million acre-feet of water. As indicated on page 3-63 of the DEIR, there is approximately 13 million acre-feet of storage capacity within the aquifer. Pages 4-59 through 4-63 list policies and implementation programs to minimize the impacts of development on water resources. These policies and programs include water conservation and reclamation, maximizing groundwater recharge, and coordination with local water agencies to monitor groundwater levels, state water allocations, and development approvals, to ensure that development does not outpace long-term water availability.
- LVTC #11** The attached comments (dated February 1990) address a previous version of the proposed General Plan and do not address the General Plan DEIR. The currently proposed General Plan has been substantially changed since 1990.

ANTELOPE VALLEY BUILDING INDUSTRY ASSOCIATION (BIA), Richard H. Norris, Executive Director, September 23, 1992.

- BIA #1** The bulleted items on page 4-40 list various measures recommended by the South Coast Air Quality Management District for possible inclusion in the city's Transportation Demand Management Ordinance. Subsidized parking without subsidized transit can encourage employees to drive in single-person vehicles; subsidized transit can encourage employees to use public transit systems and reduce the vehicle miles travelled in the planning area, the main goal of this ordinance.
- BIA #2** As stated on page 4-51, various measures may be included in the trip reduction ordinance, which the city has agreed to prepare and implement as recommended by SCAG. Some of the measures would require the payment of fees if a new development increases the number of vehicle miles travelled (VMT) in the region. The payment of fees would be required if other trip reduction measures would not mitigate the development's contribution to regional VMT and are necessary to comply with the goals and requirements of the Air Quality Management Plan.

- BIA #3** Policy ER5.6.1, one of the mitigation measures listed to reduce the impacts of future development on air quality, directs that new developments provide and implement plans to reduce vehicle miles travelled (VMT) by persons who will use that development. This will generally be accomplished through the environmental review process. When a new development is proposed, an estimation of the number of trips generated by that development will be made and reviewed by city staff. Measures will be incorporated into the design and operation of the development, as directed by the city, to reduce the VMT associated with the development. Other policies and implementation programs contained in the General Plan, such as encouraging alternative work schedules and requiring transportation demand management plans, will apply to existing development.
- BIA #4** Comment noted. The General Plan and DEIR describe the sensitive plant and animal species determined by federal and state agencies and the likelihood of their occurrence within the planning area.
- BIA #5** Exhibit 3-18, Area Vegetation, presents the type of vegetation that dominates each portion of the planning area. Flood zones are presented on Exhibit 3-15 and the location of mineral resources and quarry operations are presented on Exhibit 3-19.
- BIA #6** The City of Palmdale has been designated by the California Department of Fish and Game as a zone 2 and zone 3 area for the desert tortoise. However, this designation is no longer used. The city is participating in the preparation of the West Mohave Habitat Coordinated Management Plan for the desert tortoise and Mohave ground squirrel with the Bureau of Land Management and California Fish and Game.
- BIA #7** The paragraph on page 3-88 describes the potential for the presence of the Mohave ground squirrel within the planning area, based on the results of studies conducted in the area.
- BIA #8** See Corrections and Additions #EE.

The balance of the BIA comments address the General Plan. City planning staff met with representatives of the Antelope Valley BIA on October 6, 1992 to discuss these issues. Many of the BIA comments were resolved at this meeting, and city staff will continue to discuss proposed policies and programs with the BIA. The discussions held at the October 6, 1992 meeting do not affect the intent of city policies, nor their ability to mitigate the impacts of development associated with buildout of the General Plan.

WAYNE S. SQUIRE/MARY G. SQUIRE (WMS), September 8, 1992.

- WMS #1** The comment letter addresses the rezoning of property and does not address the DEIR on the General Plan. Staff will pass the comment letter to the City Council to consider in land use deliberations.

CHARLES BRINK (CB), September 23, 1992.

- CB #1** Comment noted. The impacts of development associated with the proposed General Plan, and the mitigation measures recommended to minimize these impacts, are described in section 4.2 of the DEIR.

- CB #2** All new construction within the planning area must meet seismic safety standards established by the city and the state to reduce earthquake hazards to acceptable levels. See mitigation measures on page 4-32 through 4-39.

- CB #3** The Palmdale General Plan was determined to be consistent with regional growth plans adopted by SCAG. See mitigation measures on pages 4-51 through 4-55, which include measures to reduce the total vehicle miles travelled within the planning area.

- CB #4** See SCAG response #3, and LVTC responses 10a and 10b. Future development will not be allowed until public services and utilities, including water, can be provided.

- CB #5** Mitigation measures for impacts on natural resources are found on pages 4-78 through 4-82, measures to minimize impacts on biological resources are listed on pages 4-73 through 4-75, and those to mitigate land use impacts are noted on pages 4-97 through 4-100.

- CB #6** Transportation impacts and mitigation measures are described in Section 4.2.9. The sphere of influence boundaries were established by the state Local Agency Formation Committee (LAFCO). At the present time, the City plans to only expand to the sphere lines. The full proposed General Plan and DEIR were available for review at the City of Palmdale on August 10, 1992. No extension in review time has been made.

EXHIBIT C

CORRECTIONS AND ADDITIONS TO THE EIR TEXT

CORRECTIONS AND ADDITIONS TO THE EIR TEXT
(Page 1 of 15)

Through the course of Planning Commission and Council public hearings, several policies and implementation measures, which are used in the EIR as mitigation measures, have been revised. Below, these revised policies are listed. For consistency between the EIR and the General Plan, the EIR and Mitigation Monitoring Program will be amended to reflect the revised language wherever these policies appear.

SAFETY ELEMENT:

Policy S1.1.7: Restrict location of utility lines, whether above or below ground, within an appropriate distance from active fault traces, as determined by geotechnical investigation and approved by the City. Utility lines crossing active fault traces should be specifically designed to withstand the expected movement of the earth in these locations. Utility lines as defined here would include, but not limited to, electricity, water, natural gas, and sewer.

Policy S1.2.1: Require that new development should not be exposed to flood hazards or contribute to an existing flood hazard, in accordance with the City's Floodplain Management Ordinance and related criteria within the City's Engineering Design Standards.

Objective S2.6: Minimize exposure of residents to other man-made hazards, to the extent feasible.

Policy S2.6.1: If, in the future conclusive evidence links the ELF fields associated with electrical distribution lines, electrical distribution stations, or transformers with deleterious health effects, develop standards for construction, building setbacks, and/or land use restrictions for those areas impacted by hazardous ELF fields.

Policy S4.1.3: Require that properties within the City are maintained in a condition free from potential risks to public health, safety and welfare.

Safety Implementation Measure A22: Building and Seismic Safety Codes. The City will enforce its building and seismic safety codes which provide minimum standards for the construction of habitable structures, and ensure the structural stability and safety of all development. The Building and Safety Department reviews all construction plans for compliance with codes prior to development. The City's Building and Safety Department responds to citizen concerns regarding unsafe structures and enforces building codes, and the City's Code Enforcement Section requires abatement of all other code violations.

Safety Implementation Measure B1: Standards for Construction and Development. Construction and development standards contained in the Zoning and Building Codes include:

- Engineered construction must comply with uniform building code requirements for seismic zones.
- Emergency facilities, and sites with explosives and toxic materials, must adhere to more restrictive seismic safety construction.
- Emergency facilities shall be set back from known hazard areas (earthquake fault zones, aircraft crash zones, and flood plains).
- Critical use structures must conduct geologic/seismic hazards studies before construction, and implement appropriate construction techniques.

ENVIRONMENTAL RESOURCES ELEMENT:

Policy ER2.1.1: The following broadly defined areas, shown on the Overlay Map and Exhibit ER-5, will be designated as a Significant Ecological Area (SEA) overly on the General Plan Land Use Map: Big Rock Wash, Little Rock Wash, Ritter Ridge, Portal Ridge and Alpine Butte. Biological surveys should be performed to determine the nature and extent of their ecological significance prior to any approval of new developments within the overlay area. Any development permitted in these areas must consider significant environmental resources and preserve environmental resources to the extent feasible.

Policy ER2.1.5: Preserve and maintain significant Joshua tree woodlands and other significant habitat areas. Early in the review of development projects, the feasibility of preserving any significant vegetation on-site should be examined.

Objective ER4.3: Maintain and further the City's commitment to long-term water management within the Antelope Valley by promoting and encouraging planning for the conservation and managed use of water resources, including groundwater, imported water, and reclaimed water.

Policy ER4.3.1: Assess the feasibility of utilizing reclaimed water for landscape irrigation on a city-wide basis. Factors to be considered include the potential quantities of reclaimed water as determined by the Sanitation Districts, and costs associated with developing infrastructure and delivery systems to facilitate utilization. Within those areas in which it is determined to be feasible to utilize reclaimed water, consider establishment of an ordinance requiring installation of secondary water delivery systems to service landscaped areas.

Policy ER4.3.2: Work with local water purveyors to assess the potential for capturing local run-off and utilization of imported water (water banking) for groundwater recharge within the Planning Area; through the land use planning process, ensure that important recharge areas are retained for that use.

Policy ER4.3.3: Continue to seek out long-range water management techniques as new technology is developed; promote implementation of systems which are feasible and appropriate to the Planning Area.

Policy ER4.3.4: Encourage residents and businesses to recycle water where feasible, and where water recycling does not result in health and safety concerns, within their homes and/or businesses.

Policy ER4.3.5: Participate in regional efforts to retain imported water allocations and seek out other sources as they become available.

Policy ER5.6.1: Ensure that new development reduces project-related vehicle miles travelled to the maximum extent provided by law.

Objective ER6.1: Recognize the regional importance of the classified and designated mineral deposits within Palmdale's Planning Area (as described in Special Report 143, Part V, Classification of Sand and Gravel Resource Areas, Saugus-Newhall Production-Consumption Region and Palmdale Production-Consumption Region, and Designation Report No. 6, Designation of Regionally Significant Construction Aggregate Resource Areas in the Saugus-Newhall and Palmdale Production-Consumption Regions and as shown on Exhibits ER-1A and ER-1B) and discourage encroachment of incompatible land uses which could threaten the long-term viability of sand and gravel mining and processing operations in the Little Rock Wash area.

Policy ER6.1.2: Prohibit incompatible land uses within the MRE designation. Examples of incompatible land uses include, but are not limited to, residential, some public facilities, intensive industrial and commercial.

Policy ER7.1.6: Cooperate with private and public entities whose goals are to protect and preserve historic landmarks and important cultural resources.

Environmental Resources Implementation Measure D.2: To reduce mobile source emissions, the City will implement a trip reduction ordinance. The ordinance should consider the number of vehicle miles travelled (VMT) that are estimated to be generated from an individual development project, in accordance with the requirements of South Coast Air Quality Management District, Los Angeles County Transportation Commission (LACTC) and other affected agencies.

Environmental Resources Implementation Measure H: Mining Standards. In accordance with the provisions of the Surface Mining and Reclamation Act (SMARA) and subsequent amendments, the City of Palmdale has adopted an ordinance implementing mineral resource management policies. Mining within designated aggregate resource areas requires approval of a conditional use permit (CUP) before operations begin. The CUP shall be granted for a period of time as specified by the Planning Commission with renewals approved by the Planning Commission. In addition, renewal of the CUP is dependent on the success of proposed mitigation measures for residual hazards. The ordinance also requires a reclamation plan for returning the site to reusable condition following cessation of mining operations. State environmental regulations require ongoing monitoring of operations to ensure adequate mitigation of adverse impacts.

The City has developed standards for mining activity in the Planning Area in conjunction with the Mineral Resource Extraction (MRE) land use (Exhibit LU-2). Mineral resource extraction is appropriate in these areas, as long as it complies with the following conditions:

1. Approval of a reclamation plan in compliance with the state Surface Mining and Reclamation Act (SMARA), as amended, and City regulations.
2. Standards for development in areas adjacent to the MRE designations require that all new residential, commercial or industrial development provide buffering from quarrying operations that will conform to policies contained in the General Plan relating to noise, dust control, traffic or other impacts identified through the environmental review process. Where the Mineral Resource Extraction (MRE) land use designation is adjacent to existing or approved but unbuilt development, the responsibility for buffering impacts of quarry operations shall be upon the quarry operator. Where the MRE designation is adjacent to vacant land which has no approvals for development, the responsibility for buffering shall be shared by the future developer of the vacant property. In all cases, concentrated noise generators shall require buffering from the boundaries of the MRE designation to mitigate noise impacts on adjacent uses.
3. One of the Mineral Resource Extraction area covers a major groundwater recharge area and there exists a potential for groundwater contamination; thus, mining is not permitted below the groundwater level or to a level as determined through environmental analysis.
4. Noise impacts must be minimized by ensuring that the noise level at the property line is 65 dBA CNEL or less, when noise-sensitive uses or designations abut the quarry.

5. Mining areas must be fenced with a 6-foot view obstructing fence, wall, or landscaped berm along public streets or adjacent to residential areas.
6. Use of asphalt and petroleum-based materials, or other operations which may impair groundwater quality, in the Mineral Resource Extraction designation are prohibited, unless substantial evidence is provided to demonstrate that such uses will not have significant impact on groundwater or other resources.
7. Safety measures for routine operations shall be established prior to permit approval.
8. As the Little Rock Wash MRE area may potentially contain sensitive ecological habitat, and has been indicated on the General Plan Land Use map as Significant Ecological Area (SEA) overlay zone, appropriate steps shall be taken to identify, and protect any significant flora and fauna.
9. All mining operations in the Little Rock Wash area shall incorporate flood plain management provisions into their operations.

Exhibit ER-1A is added to the EIR as Exhibit 3-19A; Exhibit ER-1B is added to the EIR as Exhibit 3-19B.

PUBLIC SERVICES ELEMENT:

Policy PS1.1.4: Require that adequate provisions are made, as approved by the City, for maintenance of public improvements or any facility or land to be maintained by the City prior to approval of any new development project.

Policy PS1.1.5: When new development is proposed in vacant, rural areas which have not yet been master planned for provision of infrastructure, require that development proponents provide for or contribute a fair share towards development of regional master facility plans for roads, sewer, water, drainage, schools, libraries, parks, fire and other community facilities, prior to granting conditional approval of development applications.

Policy PS1.6.1: Through adoption of an ordinance, regulate utility line and other utility infrastructure placement and require undergrounding where feasible.

Policy PS2.1.1: Require new development to obtain adequate water service to meet the increased service needs generated by that development.

Policy PS2.1.3: Promote water conservation and long-term water management in all phases of development planning and construction through the policies and implementation measures contained in the Environmental Resources Element.

Policy PS4.1.4: Condition approvals of development projects to meet the funding requirements of applicable school districts to the extent permitted by law. On legislative decisions such as zone changes or General Plan Amendments, require appropriate school mitigation as determined by the affected districts to the extent permitted by law.

Policy PS4.2.1: Cooperate with other jurisdictions and public or private agencies to work towards establishment of a four-year college or university in the Antelope Valley.

Policy PS5.2.4: Provide a program of pro-active community-based policing in selected areas which merit special attention based upon needs for law enforcement, code enforcement, housing rehabilitation, graffiti control, and personal contact with officials capable of providing assistance.

Policy PS5.6.3: Promote provision of a full range of public services within the Civic Center plan area, including library, cultural center, sheriff's station, fire station, and City Administration.

Policy PS5.8.1: Develop or provide a performing arts center to serve a variety of musical, theatrical, exhibit and community needs.

LAND USE ELEMENT:

Policy L1.3.3: Through the development review process, evaluate proposals with respect to their impacts on adjacent properties, including their impacts on existing uses of those properties, and require that project designs employ appropriate techniques to increase compatibility between uses.

Policy L1.4.1.c: When land designated for less intensive uses abuts mineral extraction areas, the responsibility for providing adequate buffers should be borne equitably by both quarry operators and adjacent developers, where feasible based upon existing conditions and existing approvals.

Policy L3.1.1.g: "Medium Residential (6.1 to 10.0 du/ac): The Medium Residential (MR) designation is intended for residential uses at maximum gross densities ranging from 6 to 10 units per acre. Housing types may include single family detached, single family attached, townhouses, condominiums, duplexes, triplexes, apartments, or manufactured housing developments. Permitted structure types will be as specified in the underlying zone district. For single family residential uses within this designation, the minimum permitted lot size is 7,000 square feet, unless otherwise specified in an approved specific plan or planned development offering a variety of lot sizes, housing types, and public amenities, a senior housing project, or other approved development plan.

The Medium Residential designation is appropriate within those areas having existing or planned residential uses at 6 to 10 units per acre, which are or will be served by adequate infrastructure and services needed to support this level of development. Maximum permitted density will be determined through the development review process, based upon environmental and infrastructural conditions. Equestrian and large animal uses are not intended within this district".

Policy L3.2.6: Require disclosure, as deemed appropriate, on proposed residential developments which are affected by existing conditions such as, but not limited to, noise, dust, odors, light, seismic hazards, and frequent overflight of aircraft.

Policy L3.5.5: Require that development is designed to be sensitive to the preservation and protection of the desert environment and that building orientation and design consider and complement the natural characteristics of the desert environment.

Policy L4.1.1.d: Regional Commercial: The Regional Commercial (RC) designation is designed to accommodate retail and service uses attracting consumers from a regional market area. Goods and services provided are typically long-term in nature, rather than convenience goods. Representative uses include department stores, regional shopping malls, automobile dealerships, hotel/motels, and large retail outlets. Supportive commercial uses serving a community commercial function, such as financial institutions, retail and food services, may also be appropriate in this designation, provided that such uses are not primarily oriented to the convenience market. Regional commercial uses should be accessible via major arterial streets or freeways. Total development area within regional commercial designations typically ranges from 40 to 100 acres or more, although

individual developments within the designation may be on smaller parcels. Maximum floor area ratio is 1.0. Site design of regional centers should consider pedestrian needs and internal circulation that minimizes impacts on adjacent arterials.

Land Use Element Implementation Measure K.2: The City will notify the Palmdale Community Association and various homeowner's associations on a regular basis of land use decisions and development projects, and consult with representatives of these organizations as appropriate on land use issues.

Exhibit 3-19 (LU-6): revise to show additional area as "Existing Quarry Operations."

CIRCULATION ELEMENT:

Policy C2.2.6: Promote the establishment of a regional transportation center within the City, conveniently located to maximize access to downtown and major commercial centers, which will accommodate a variety of public transportation uses including rail, bus and shuttle service.

Circulation Implementation Measure O: Truck Routes

The City will evaluate the Municipal Code periodically to determine the adequacy of existing designated truck routes and to address the need for modified truck routes within various areas of the City.

HOUSING ELEMENT:

Program H1.B: Density Bonus Ordinance (Proposed)

In accordance with state law, adopt a density bonus program that includes developer incentives as required by California Government Code 65915. Provide a 25% density bonus for housing developers who make 10% of their units affordable to households earning 50% of median income, 20% of their units affordable to households earning 60% of median income, or 50% of their units to qualifying senior residents. Provide additional density bonuses for housing projects which exceed these levels, to be specified in a density bonus ordinance.

NOISE ELEMENT:

Noise Element Implementation Measure B: Acoustical Analysis Reports The City will require acoustical analysis reports for those projects located within existing or future 60 dBA CNEL impact areas, areas subject to single-event noise episodes or as deemed necessary by the City. All acoustical analysis reports shall consider existing and future ambient and project related noise levels and shall be prepared by a qualified acoustical engineer with experience in environmental noise assessment and noise control design. Specifically, acoustical analysis reports shall include:

- Existing ambient and roadway noise levels recorded by a calibrated noise monitor.
- Roadway traffic noise level analysis models determining existing and future noise levels anticipated from proposed projects and related cumulative noise sources.
- Noise contour maps.
- Surrounding land uses with identification of sensitive noise receptors and noise sources.

- Impacts of the project to the existing ambient noise environment.
- Noise control measures where needed.
- Cumulative impacts due to related projects.
- Unavoidable adverse impacts to the project area.
- Assessment of impacts from single-event noise episodes

Acoustical analysis reports shall evaluate the impacts of the existing noise levels on the proposed project as well as the impact of the project on the existing noise environment. The Planning Department will evaluate projects to ensure that noise sensitive land uses, such as schools, hospitals, and residential developments, will not be located adjacent to sources of noise, when exceeding acceptable levels.

Where appropriate, the City will require acoustical analysis reports to include acoustical design for residential development adjacent to freeways or major arterials to achieve the appropriate interior and exterior noise levels through sound insulation, or other means, as indicated in Table N-3.

The Planning Department may require developments which will generate large congregations of people or maintain late nighttime hours to provide special mitigation measures, as indicated by the acoustical analysis.

CORRECTIONS AND ADDITIONS

A. Page 3-200: Replace Table 3-29 with the following:

TABLE 3-29

ESTIMATED EXISTING WATER CONSUMPTION

<u>Land Use</u>	<u>Existing* Development</u>	<u>Consumption Factor^b</u>	<u>Estimated Total Consumption</u>
Residential	29,349 du	760 gpd/du ^c	22.3 mgd
Commercial	529 acres	2,000 gpd/acre	1.0 mgd
Industrial	1,842 acres	3,000 gpd/acre	5.5 mgd
Public Facilities	494 acres	1,500 gpd/acre	<u>0.7</u> mgd
Total Consumption			29.5 mgd

mgd = million gallons per day.
du = dwelling units

- ^a Residential development based on 1992 staff estimates. Non-residential development based on MBA land use survey (1989; updated by staff in 1992). See Table 3-11, page 3-102 (Land Use).
- ^b Consumption factor based on Palmdale Water District and Los Angeles County Public Works Department generation ratio.
- ^c This figure may overestimate water consumption, since it applies to single-family dwellings that use water for irrigation. Multi-family units, mobile homes, and single family dwellings on smaller lots may not use this much water per household, but this factor, recommended by the Palmdale Water District, provides a worst-case analysis.

Source: Michael Brandman Associates 1992.

- B. Page 3-204: Add the following after the first sentence: "Plans are currently underway to expand the treatment plant's capacity to 30 mgd."
- C. Page 3-203: Paragraph 4, last sentence: change \$50 per acre-foot to \$68 per acre-foot. Delete the following: "and \$123 per acre-foot of treated water" and add the following sentence: "The Palmdale Water District does not buy treated water from the State Water Project."
- D. Page 3-204: First paragraph. Replace "as well as 5 storage reservoirs with a total capacity of 16 million gallons" with as well as 12 reservoirs with 29 million gallons of treated water storage capacity."
- E. Page 4-173: Replace Table 4-16 with the following table:

TABLE 4-16

PROJECTED WATER CONSUMPTION

Land Use	Consumption Factor*	Water Consumption at Proposed General Plan Buildout
Residential	760 gpd/du*	105.79 mgd
Commercial	2,000 gpd/acre	17.7 mgd
Industrial	3,000 gpd/acre	86.1 mgd
Public Facilities	1,500 gpd/acre	<u>1.3 mgd</u>
Total Consumption		210.9 mgd

gpd = gallons per day
 mgd = million gallons per day.

* Consumption factor based on Palmdale Water District and Los Angeles County Public Works Department water consumption rates.

Source: Michael Brandman Associates 1992.

Additionally, on Page 4-172, fourth paragraph, replace "135.93 million gallons per day (169,731 acre-feet per year)." with "210.9 million gallons per day (236,857 acre-feet per year)."

Page 4-172: Last paragraph, last sentence, replace "45 percent" with "33 percent".

- F. Page 3-205: Insert at the end of the fourth paragraph: "There are approximately 242 miles of local sewers within the jurisdiction of the City of Palmdale which discharge into the County Sanitation District 20 facilities. These sewers are owned by the City but operated by the Consolidated Sewer maintenance District (CSMD) of the Los Angeles County Department of Public Works. Therefore, future development will be required to annex to the CSMD for sewer operation and maintenance.
- G. Page 3-62: Third paragraph: Delete the first sentence and replace with: "The groundwater basin is hydrologically isolated, thus, of the three potential variables for groundwater recharge, subsurface flows from adjacent groundwater basins is the least probable means of recharge".
- H. Page 4-57: Third paragraph, add after second sentence: "It should be noted that the discrepancies in extraction figures are a consequence of differing time periods and conditions. Considering that drought conditions persist and the state water was reduced, agriculture as well as others had to extract larger amounts of groundwater in 1990 compared to 1989.
- I. Page 3-63: Third paragraph, third sentence: delete the word "safely".

- J. Page 3-63: Third paragraph, second to the last sentence. Change "...the ability to hold 88 million acre-feet of water..." to "... the ability to hold 68 million acre-feet of water..."
- K. Page 3-201: Fifth paragraph. Delete paragraph and replace with the following: Water bought from AVEK is conjunctively used with groundwater pumped from 33 wells of Waterworks Districts 4 and 34 and nine wells of Waterworks 24, 27, and 33. The water systems are interconnected and their operations consolidated. It is the intent of the Department of Public Works to consolidate the Districts to more efficiently operate the "in lieu of pumping" and artificial storage and recovery programs. Generally, approximately 60 percent of the Waterworks Districts' water demands are met by AVEK supplemental water supply and 40 percent from groundwater. In 1990, this amounted to approximately 19,000 acre-feet of AVEK water and approximately 13,300 acre-feet of well water. As facilities are expanded, the Waterworks Districts plan to use 80 percent supplemental water to meet future demands.
- L. Page 3-203: First paragraph, second sentence. Revise to read as follows: "It has 33 groundwater wells aside from the water bought from AVEK."
- M. Page 3-203: Second paragraph, first sentence. Revise to read as follows: "Districts 24, 27, and 33 serve the small portions of the City with groundwater and water bought from AVEK."
- N. Page 3-204: Last paragraph, last sentence. Delete last sentence and add: "Little Rock Creek Irrigation District contracts directly with DWR for state water. It supplements this imported water with local groundwater."
- O. Page 3-205: Fourth paragraph. Revise the second sentence through the last sentence to read as follows:

District 20 is served by the Palmdale Water Reclamation Plant (PWRP) which has an existing design capacity of 8.0 million gallons per day (mgd). Exhibit 3-45 shows historical processing rates at the plant. The existing facility includes storage tanks, digestors, clarifiers, oxidation ponds, and evaporation-percolation disposal ponds in two adjacent sites. Because the PWRP currently treats an average flow of 8.1 mgd, the Sanitation Districts are presently expanding the treatment capacity through surface aeration of the existing oxidation ponds. Stage IV of the ongoing PWRP expansion will increase the design capacity of the treatment plant to 15 mgd by 1994.

Page 3-206: First paragraph. Delete the second and third sentences and add the following at the end of the paragraph:

The Lancaster Water Reclamation Plant (LWRP) has a design capacity of 10 mgd and presently treats an average flow of 8.2 mgd. In order to meet the current service demand, the Sanitation Districts are expanding the treatment capacity of the LWRP through surface aeration of the existing oxidation ponds. Stage IV of the ongoing expansion will increase the design capacity of the treatment plant to 16 mgd and is scheduled to be completed in late 1994.

Page 3-212: Revise Table 3-31 to read as follows:

TABLE 3-31
SEWER FLOW PROJECTIONS

	District 20	District 14	Total Flow (mgd)
Current Capacity	8.0	10.0	18.0
Planned Expansion (by 1994)	15.0	16.0	31.0
2010 Projections:			
12-month regression	50.0	37.0	87.0
24-month regression	40.0	27.0	67.0
36-month regression	26.0	21.0	47.0

Source: Los Angeles County Sanitation Districts 1992.

Page 4-181: First paragraph. In the first sentence, change "2.8 times" to "6.3 times" and in the second sentence, change "additional 4.2 mgd" to "additional 13 mgd". Revise the third sentence to read as follows: "This is 27.5 percent of the projected need."

P. Page 4-181: Add after the second paragraph:

"There are approximately 242 miles of local sewers within the jurisdiction of the City of Palmdale which discharge into the County Sanitation District 20 facilities. These sewers are owned by the City but operated by the Consolidated Sewer maintenance District (CSMD) of the Los Angeles County Department of Public Works. The existing conveyance facilities can support a limited amount of development before their capacity is met. Additionally, in order to serve proposed projects, sewer collectors and trunk sewers will need to be extended into undeveloped areas. Future development will be required to annex to the CSMD for operational and maintenance purposes."

Q. Page 3-62: Second paragraph. Change last sentence to read, "A Los Angeles County Waterworks Districts report indicates that the groundwater basin has a storage capacity of 68,000 acre-feet, although the Department of Public Works has been using the 58,000 acre-feet estimated by R.M. Bloy of USGS in 1967 (LACPW September 1992)."

R. Page 3-64: First paragraph. Delete paragraph and replace with the following:

"Rates of decline ranging from 1 foot per year in nonpumping areas to 6 feet per year in existing pumping depressions have been noted. Drawdowns, averaging 31 feet per year in Los Angeles County Waterworks Districts wells, are not uncommon during periods of groundwater pumping. To counteract overdrafting, the Los Angeles County Waterworks District is implementing a conjunctive use policy which uses imported water to the extent possible,

conserving groundwater for times when imported water is not available. This policy has contributed to increased water levels in certain locations. Still, region-wide groundwater levels are thought to have declined compared to historic levels in the Lancaster subbasin."

Page 3-64: Third paragraph, first sentence. Change "Mohave Basin" to "Antelope Valley Basin". Revise last sentence to read: "According to a 1984 USGS study, groundwater quality throughout the Antelope Valley has remained unchanged. However, this situation may have changed with the increase in development and population. In addition, concentrations of nitrates exceed the MCL of public water supply criteria in the vicinity of Littlerock, possibly due to nitrogen fertilizers used on orchards. Potential sources of groundwater contamination include urban runoff, septic tanks, declining water tables, and the perched water conditions in Lancaster."

- S. Page 3-65: First paragraph. Revise the last sentence to read: "In 1991, AVEK received 7,190 acre-feet from the SWP, as water allotments were decreased due to drought conditions. Another 15,725 acre-feet were purchased from local groundwater wells."
- T. Page 4-56: Third paragraph. Add the following after the first sentence: "The Los Angeles County Waterworks Districts distributed water conservation kits, produced educational programs, and encouraged the use of drought resistant landscaping to help conserve water. The Waterworks Districts also instituted mandatory water conservation measures during the current drought cycle, the only mandatory restrictions imposed by an Antelope Valley water purveyor. As artificial water storage and recovery program is being pursued as well."
- U. Page 4-56: Fourth paragraph, third sentence. Change "Little Rock" to "Littlerock".
- V. Page 4-57: Third paragraph. Add the following sentence to the end of the paragraph: "The Los Angeles County Waterworks Districts plans to use 80 percent supplemental water sources as local facilities are expanded, thereby reducing reliance on local groundwater. Other water purveyors are expected to use a greater proportion of imported water as well, further reducing the future demand on the aquifer."
- W. Page 4-70: First paragraph after bulleted policies. Add the following sentence to the end of the paragraph: "Future development projects that would impact drainage flows to the California Aqueduct shall submit drainage plans for review and comment by the Department of Water Resources (DWR) during the environmental review process."
- X. Page 4-70: Add the following new paragraph between first and second paragraphs: "Any development that encroaches upon the DWR right-of-way at the California Aqueduct will be required to file an encroachment permit. All bridges within the Aqueduct right-of-way shall be designed as single-span bridges; no supports will be allowed within the Aqueduct. The City of Palmdale will be responsible for all future maintenance and repair of bridges once installation is complete. Bridges dedicated to Los Angeles County or Caltrans will be maintained and repaired by those agencies."
- Y. Page 4-184: Add the following mitigation measure: "Individual projects may require an Industrial Wastewater Discharge Permit from the Los Angeles County Sanitation Districts. Project developers shall contact the Sanitation Districts' Industrial Waste section during the design phase of the development to determine whether a permit is necessary. Final plans must be submitted to the districts for review and approval prior to construction if a permit is required."

Z. Page 3-140: Fourth paragraph. Revise first sentence to read as follows: "AVTA is responsible for overseeing bus services, including the service provider, routes, schedules, and hours of operation."

Page 3-142: Third paragraph. Delete first sentence and replace with the following: "Dial-a-Ride service is also provided by AVTA. Currently, the dial-a-ride services includes 13 vans in service and 2 vans in reserve."

Page 3-145: First paragraph. Delete first sentence and replace with the following: "AVTA also provides two commuter bus lines between Palmdale and central Los Angeles and the San Fernando Valley."

AA. Page 3-273: Second paragraph. Add the following sentence to the end of the paragraph: "It should be noted that, because most of the planning area remains undeveloped, cultural resource surveys have not been conducted in most parts of the planning area."

BB. Page H-1: Table H-1, last entry "single family houses." Revise to read "1913, 1920s and 1938." Add the following after "...and 9th Street East. 1913 Sadler Block house and 1920 house were owned by Sadler family members."

CC. Page 3-187: Table 3-26, Avenue S Park. Add footnote to third column (undeveloped): "According to the Antelope Valley Archaeological Society, this property is part of the original Palmdale Cemetery property. There is the potential for burial sites located within and outside the fenced portion of this property. Prior to site disturbance, additional surveys will be conducted. If burial sites are found, the city will follow the recommendations of the County Coroner."

DD. Appendix A: Page A-5, Historic Resources. Add to Source column "Antelope Valley Archaeological Society, Inc."

Appendix A: Page A-6, Archaeological Resources. Add to Source column "Antelope Valley Archaeological Society, Inc."

EE. Page 3-89: Third paragraph. Add the following sentence to the end of the paragraph: "Mining and quarry operations have occurred in the Littlerock Wash fan for several decades; the natural habitat in some portions of the fan have been disturbed by these operations."

FF. Page 4-52: Bottom of page. Add the following:

"8. The City of Palmdale will prepare an Air Quality Element and Action Plan that incorporates and ensures expeditious implementation of the transportation control measures identified in the 1991 AQMP, Appendix IV-E. With the approval by SCAG of certain measures within the Air Quality Element, the City of Palmdale will have the authority to review regionally significant general development projects for consistency with the AQMP. The Air Quality Element preparation and adoption process will include the following steps:

1. Adopt appropriate General Plan provisions that include objectives consistent with the AQMP and Air Quality Element Guidelines.

2. Agree to implement the appropriate local government measures from the AQMP identified in the Guidelines and AQMP.
3. Adopt changes, as necessary, to the General Plan Update to make the plan internally consistent with the Air Quality Element/Action Plan.
4. Approve a schedule and assign staff responsibilities for implementing the adopted local air quality objectives consistent with the AQMP and the Guidelines.
5. Determine that the city has been making reasonable further progress toward implementing the local government measures in the AQMP as measured by the annual Reasonable Further Progress Reports."

GG. Page 4-42: Third paragraph. Add the following to the beginning of the second sentence: "For example, based on total vehicle miles travelled of 20,317,195, buildout traffic generation..."

HH. Page 3-204: Fourth paragraph. Revise the first sentence as follows: "The USAF Plant 42 has 13 wells to serve the buildings within its property."

II. Page 4-55: Third paragraph. Add the following sentence at the end of the paragraph: "New sources of water, such as reclaimed water and water made available from other areas through transfers and other methods, will supplement the groundwater and water from the State Water Project."

Page 4-56: Fifth paragraph. Revise second sentence to read: "Newly developed areas will obtain water from existing sources--the local aquifer and the State Water Project--as well as supplies made available by water conservation programs and the use of reclaimed water."

Page 4-57: Third paragraph. Add the following sentence to the end of the paragraph: "The Los Angeles County Waterworks Districts plans to use 80 percent supplemental water sources are local facilities are expanded, thereby reducing reliance on local groundwater. Other water purveyors are expected to use a greater proportion of imported water as well, further reducing the future demand on the aquifer."

JJ. Page 3-132: Table 3-19. Revise Table 3-19 to include Bouquet Canyon Road as follows:

Roadway: Bouquet Canyon Road
 From/To: Elizabeth Lake Road to Planning Area Boundary
 Striping/
 Geometrics: 2 LANES
 Facility
 Type: MINOR
 Capacity: 12,000
 Volume: 1,800
 V/C: 0.15
 LOS: A

Page 4-124: Table 4-13. Revise Table 4-13 to include Bouquet Canyon Road as follows:

Roadway: Bouquet Canyon Road
From/To: Elizabeth Lake Road to Planning Are Boundary
Striping/
Geometrics: 2 LANES
Capacity: 12,000
Volume: 9,000
V/C: 0.75
LOS: C

EXHIBIT D

MITIGATION MONITORING PROGRAM

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GENERAL PLAN REFERENCE	MITIGATION MEASURE	RESPONSIBLE AGENCY	ACTION REQUIRED
Land Use Element Implementation Measure A	The City will adopt and maintain a Land Use Map, which delineates the various land use designations, in suitable locations protected from incompatible uses and hazards, to meet the anticipated development needs of the City while preserving natural resources and maintaining a high quality of life.	Planning Dept.	Implementation will begin immediately upon adoption of the General Plan.
Land Use Element Implementation Measure B	The City will adopt an interim zoning map to correspond to land use designations established by the Land Use Element, so as to bring zoning into compliance with the General Plan, within nine months after General Plan adoption. The interim zoning map will show parcel specific zone designations consistent with the Land Use Map.	Planning Dept.	Adoption of an interim zoning map will occur as soon as possible after adoption of the General Plan. Anticipated time frame for action is six to nine months.
Land Use Element Implementation Measure C	<p>The City will formulate and adopt by ordinance a comprehensive Development Code, containing standards for all aspects of land development and land use including site design, use compatibility, access, parking and circulation, lot sizes and dimensions and other development regulations designed to ensure public health, safety and welfare. The Development Code will establish zone districts that are consistent with land use designations in the General Plan Land Use Element. In addition, the Code will address the following specific development issues which have been addressed in various General Plan policies and objectives:</p> <ol style="list-style-type: none"> 1. Signs 2. Hillside development 3. Dependent housing units 4. Accessory buildings in residential zones 5. Condominium conversions 6. Mobilehome park conversions 7. Rural improvement standards (including street improvements and street lighting) 8. Subdivisions 9. Zoning for mineral resource extraction areas 10. Minimum residential standards 11. Development standards for Mixed Use-Transitional areas 12. Development standards for the Downtown Overlay District 	Planning Dept.	Adoption of an revised development code will occur as soon as possible after adoption of the General Plan. Anticipated time frame for action is one to two years.

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GENERAL PLAN REFERENCE	MITIGATION MEASURE	RESPONSIBLE AGENCY	ACTION REQUIRED
	<p>In conjunction with the comprehensive Development Code, the City will revise and update its zone districts and adopt a permanent Zoning Map superseding the interim zoning map referenced above.</p>		
<p>Land Use Element Implementation Measure D</p>	<p>To establish a desired development pattern, enhance economic viability and create a sense of place, the City will establish a Downtown Overlay District on the Zoning Map. This district will establish development standards unique to the downtown area to facilitate ongoing occupancy, re-use of existing structures, and new development consistent with existing development patterns.</p>	<p>Planning Dept.</p>	<p>A Downtown Overlay District will be placed on both interim and final zoning maps as they are adopted. See discussion above for anticipated time frames.</p>
<p>Land Use Element Implementation Measure E</p>	<ol style="list-style-type: none"> 1. The City will review and update its development review process pursuant to changes to State law, to ensure that projects conform to applicable development regulations. 2. The City will implement a review process which expedites processing time to the extent practicable. 3. The City will evaluate land use impacts of proposed development in accordance with the California Environmental Quality Act (CEQA). 	<p>Planning Dept.</p>	<p>Implementation is on-going; action is triggered by the development review process.</p>
<p>Land Use Element Implementation Measure G</p>	<p>Areas designated Special Development (SD) on the Land Use Map will require comprehensive master infrastructure planning for the affected area prior to allowing extension of urban services or urban type development. Additionally, all future development within these areas must comply with site specific policies to ensure that unique development constraints of a given area are fully considered. Site specific policies have also been established for several areas containing constraints that warrant specific direction for future development. These areas are identified by an asterisk on the</p>	<p>Planning Dept.</p>	<p>Comprehensive master infrastructure planning within the SD areas will be driven by the demand for development within those areas. Planning will occur before development is approved.</p>

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	<p>Land Use Map and are referred to as Special Policy Areas. The affected Special Development and Special Policy Areas are generally described as follows:</p> <ol style="list-style-type: none"> 1. Vincent Hills Special Development Area 2. Bushnell Special Development Area 3. Santa Fe Hills Special Development Area 4. Southwest Special Development Planning Area 5. Area generally located between Lake Palmdale and the Antelope Valley Freeway* 6. Business Park area generally located north of Avenue S and east of the Antelope Valley Freeway* 7. Area generally located east of Sierra Highway at the intersection of Pearblossom Highway* <p>*Special Policy Area</p>		
<p>Land Use Element Implementation Measure H</p>	<ol style="list-style-type: none"> 1. The City will implement systematic notification and consultation procedures with outside entities affected by land use decisions within the City, including adjacent jurisdictions and town councils. 2. In recognition of the rural lifestyles present within portions of the planning area, the City has entered into Memorandums of Understanding with homeowners groups in these areas. These MOU's state the City's acknowledgement of the intent of these areas to remain rural in nature. The City will review development proposals adjacent to or within these areas for compatibility and/or consistency with provisions of these agreements, and consider input from the affected residents in making land use decisions. 	<p>Planning Dept.</p>	<p>Implementation is on-going through public notice procedures. Review of adjacent development for compatibility with MOUs will occur as development is proposed, prior to any approval.</p>
<p>Land Use Element Implementation Measure I</p>	<p>The City will evaluate fiscal, infrastructural and land use impacts of proposed annexations to the City, as well as the desires of inhabitants within these areas, and consider these issues in making decisions on future annexations.</p>	<p>Planning Dept.</p>	<p>Implementation is on-going through recently adopted annexation policies.</p>

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GENERAL PLAN REFERENCE	MITIGATION MEASURE	RESPONSIBLE AGENCY	ACTION REQUIRED
Land Use Element Implementation Measure J	<p>The City will promote the development of mixed use projects to place complimentary uses in proximity to each other, in order to minimize trips and resulting impacts to air quality. Additionally, the City will work with jurisdictions within the high desert region as well as state representatives to promote development and adoption of a separate air quality management plan for the Southeast Desert Air Basin portion of the South Coast Air Quality Management District.</p>	<p style="text-align: center;">Planning Dept.</p>	<p>Implementation is on-going through the land use planning process. Promotion of a Southeast Desert Air Basin plan is on-going through participation in the local air quality task force and continued dialogue with the South Coast Air Quality Management District.</p>
Land Use Element Implementation Measure L	<ol style="list-style-type: none"> 1. The City will compile and maintain a database of demographic and economic information to assist businesses and perspective businesses in evaluating demographic and marketing trends. 2. The City will develop an environmental data base to minimize need for the costly site specific environmental studies. 3. The City will develop a municipal facilities master plan which accommodates centralized processing of development permits. This centralization will ensure maximum effectiveness, efficiency and consistency in development processing for homeowners, developers, and members of the business community. 4. The City will assist in the establishment of special financing districts and/or construct infrastructure through reimbursement programs in an effort to promote development of new commercial and industrial development, as deemed appropriate by the City Council. 5. The City will develop and make use of incentive programs designed to promote industrial development in the Palmdale area. This effort includes establishment of a Foreign Trade Zone, Enterprise Zone, and similar programs designed to stimulate economic activity. 	<p style="text-align: center;">Planning Dept. Economic Development Public Works Dept.</p>	<p>Creation of these databases, plans, districts, and programs will occur as soon as feasible after adoption of the General Plan.</p>

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GENERAL PLAN REFERENCE	MITIGATION MEASURE	RESPONSIBLE AGENCY	ACTION REQUIRED
Land Use Element Implementation Measure M	The City will use redevelopment as a tool for establishing and maintaining desired developments. The City of Palmdale has established a Community Redevelopment Agency (CRA) and designated four project areas in accordance with Section 33000 et seq of the Health and Safety Code of the State of California. Exhibit LU-1 shows the designated project areas. This designation gives the City additional funding options to finance improvements necessary to correct physical constraints (ie. flood hazards) and infrastructure deficiencies in support of the development planned for the project areas.	Economic Development	Implementation is on-going; the City's Redevelopment Agency is actively working to retain existing local business as well as to promote the development of new businesses.
Land Use Element Implementation Measure N	The City will review the Land Use Element every five (5) to seven (7) years to determine if land use designations, goals, policies, objectives and implementation measures reflect the changing needs and desires of the community. Subsequent amendments to the Element may be undertaken as a result.	Planning Dept.	Implementation will occur as specified.

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GENERAL PLAN REFERENCE	MITIGATION MEASURE	RESPONSIBLE AGENCY	ACTION REQUIRED
C1.1	Adopt and implement a street and highway plan designed to meet existing and future circulation needs.	Planning Dept./ Traffic Engineer	Implementation will occur immediately with adoption of the General Plan.
C1.1.1	Designate roadways within the Planning Area as local, collector, secondary arterial, major arterial and regional arterial streets, as shown on the Circulation Plan Map, and adopt standards for right-of-way and design of these streets which will ensure appropriate capacity and performance of each roadway.	Engineering Dept./ Traffic Engineer	Implementation will occur immediately with adoption of the General Plan.
C1.1.2	Cooperate with Caltrans and other affected jurisdictions to establish and adopt standards for intra-regional expressways.	Planning Dept./ Traffic Engineer	Adopt standards prior to construction of expressways.
C1.1.3	Develop and maintain a computer traffic model based upon the designated network, and assess existing and projected levels of service on streets within the network in making land use decisions and formulating the Land Use Plan.	Traffic Engineer	Development of the model has occurred. Continued maintenance and updating of the model will occur at regular intervals.
C1.1.4	Periodically monitor levels of service within the existing street network to identify deficient street segments and intersections, and develop programs to improve service levels where needed.	Traffic Engineer	Periodic monitoring of traffic volumes occurs as needed. Maintenance and/or improvement of levels of service will occur through the CIP.
C1.1.5	Improve the existing street network based upon the adopted Circulation Plan, through implementation of the Capital Improvement Program and through requirements placed upon new development approvals.	Public Works Dept.	Improvements will occur as determined by the CIP or conditions of approval. Availability of funding will dictate timing of improvements.
C1.1.6	Design the Circulation Plan Map so as to protect existing neighborhoods and/or significant environmental resources, wherever feasible.	Planning Dept.	The Circulation Plan will be implemented with adoption of the General Plan.

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C1.1.7	Ensure that right-of-way is reserved wherever possible to implement the adopted Circulation Plan.	Planning Dept./ Engineering Dept.	Implementation is on-going; right-of-way will be reserved through the development review process.
C1.1.8	Evaluate all land use decisions to ensure consistency with the Circulation Plan.	Planning Dept.	Implement through the development review process.
C1.1.9	Ensure that the cumulative and regional impacts of new development on the circulation system are mitigated to the extent feasible, concurrent with development. Concurrent shall mean that required facilities are installed as needed during various stages of development.	Planning Dept.	Implement through the development review and CEQA processes.
C1.2	Maintain and expand the arterial and regional roadway system to serve existing and future circulation needs.	Public Works Dept.	Implementation will occur immediately with adoption of the General Plan.
C1.2.1	Provide adequate system capacity and efficiency through exclusive turn lane additions at arterial intersections and other significant locations.	Traffic Engineer	Implement through the development review process.
C1.2.2	Assure safe and efficient arterial operations through careful control of access, signal spacing, median placement, and overall street and development design.	Traffic Engineer/ Engineering Dept./ Public Works Dept.	Implement through the development review process and review of street improvement plans.
C1.2.3	Protect and increase the capacity of arterial streets through the following measures: a. No new direct residential driveway access will be permitted onto regional, major and secondary arterials or highways, except where no other feasible access is available.	Planning Dept./ Traffic Engineer	Implementation of these measures will begin immediately with adoption of the General Plan. Prior to approval, review development applications for consistency.

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	<p>b. For residential development, full intersections will generally be permitted at no less than one-quarter mile spacing along arterial streets. Where it is determined by the City Traffic Engineer that community-wide circulation will not be negatively impacted, full intersections (non-signalized) may be permitted at approximately one-eighth mile spacing.</p> <p>c. Except as specified in Policy C1.2.3.b, right turn only access will typically be permitted at approximately one-eighth mile spacing in residential developments, unless no other feasible access is available. Additional right-of-way may be required on arterials for right turn lanes onto local and collector streets, and significant private streets or driveways.</p> <p>d. On-street parking will be prohibited on arterial roadways, unless otherwise approved by the City Traffic Engineer.</p> <p>e. New arterial streets, and extensions of existing arterial streets, will be designed so as to eliminate jogs and discontinuities and facilitate regional traffic flow.</p> <p>f. All secondary, major and regional arterials should be constructed with medians.</p>		
C1.2.4	<p>Promote development of regional arterial links within the community where needed to serve existing and future needs, including but not limited to the following:</p> <p>a. Promote development of grade separations at railroad tracks, in particular, at Palmdale Boulevard.</p> <p>b. Coordinate with Caltrans and other affected agencies to expedite rerouting of Highway 138 and widening of State Route 14.</p>	Public Works Dept.	<p>Coordination with the railroads and identification of funding is needed for implementation of item a.</p> <p>Coordination with Caltrans and identification of funding is needed for implementation of item b.</p>

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C1.3	Establish a system of local and collector streets which serve residential neighborhoods while protecting them from intrusion of through traffic flow.	Planning Dept./ Traffic Engineer	Implement through the development review process.
C1.3.1	<p>Promote development of local street patterns which create and unify neighborhoods, rather than divide them, through the following means:</p> <p>a. Local street patterns should provide access between subdivisions within a neighborhood, with the exception of through traffic which should be directed onto major and secondary arterials.</p> <p>b. The local street system should be logical and understandable for the user. Creation of circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials should be avoided.</p> <p>c. The street system should be designed to avoid creating local streets which will ultimately function as collectors. A local street may be determined to function as a collector street when it is or will be used to collect traffic from local streets and convey it to an arterial street. This function of collecting traffic may be due to the street's length, alignment, design or the lack of other streets which may be used to convey traffic to nearby arterials. In general, local streets will be discouraged from extending more than one-half mile so as to avoid serving this function.</p> <p>d. Direct residential driveway access onto collectors, or onto local streets which function as collectors, is discouraged.</p> <p>e. Local street design should provide efficient connection to the arterial highway system while discouraging excessive speeds and volumes within neighborhoods.</p>	Planning Dept./ Traffic Engineer	Implement through the development review process and/or any area or specific planning effort.

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	<p>f. Maximum cul-de-sac length should be 700 feet. "Dog-leg" cul-de-sacs with one or more turns between the bulb and the outlet should be avoided.</p> <p>g. To discourage excessive speed and through traffic, street width should not exceed that required for the level of use; right-of-way and pavement widths on local streets may be reduced when it can be demonstrated that such reduction will not negatively impact internal and external circulation. Where such reductions are proposed, the City traffic engineer shall make appropriate recommendations to the Planning Commission during review of the tentative map.</p>		
C1.4	Adopt policies and standards for street design and construction which promote safety, convenience and efficiency.	City Engineer	Existing engineering design standards include standards for street design and construction.
C1.4.1	Strive to maintain a Level of Service (LOS) C or better to the extent practical; in some circumstances, a LOS D may be acceptable for a short duration during peak periods.	Traffic Engineer	Implement through the development review process; monitor through periodic traffic counts.
C1.4.2	Ensure that approvals of new development are correlated with any roadway improvements that would be necessary to maintain the existing level of service, or LOS C, whichever is less, and other performance characteristics applicable to the affected roadways. Development shall not be authorized until measures are in place to construct any necessary improvements; these measures may include, but not be limited to, payment of traffic impact fees or construction of street improvements as required in the conditions of approval.	Planning Dept./ Traffic Engineer	Implement through the development review process.

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GENERAL PLAN REFERENCE	MITIGATION MEASURE	RESPONSIBLE AGENCY	ACTION REQUIRED
C1.4.3	Establish street design standards which provide the capacities that are needed to adequately serve the projected travel demand.	Traffic Engineer	Street cross-sections have been identified in the General Plan; implementation of these cross-sections will occur with adoption of the General Plan.
C1.4.4	<p>Promote safe circulation and emergency access, through the following means:</p> <p>a. Require a minimum 26-foot wide paved access from an improved public street to all developments. Individual single family residences (not associated with a tract map) are excluded from this requirement except as deemed necessary by the Los Angeles County Fire Protection District. Access roads shall be increased to 28 feet in width within 200 feet of an intersection with a public street.</p> <p>b. Two points of ingress and egress should be provided to every subdivision or phase thereof. Exceptions may be granted for small subdivisions where physical constraints make it difficult or impossible to provide a second access point.</p> <p>c. Medians constructed in arterial streets should be provided with decorative paved crossover points for emergency vehicles, where deemed necessary by the Fire Department.</p> <p>d. Street naming and numbering should consider ease of use for dispatch of emergency services.</p> <p>e. The street system should function safely and effectively, without the subsequent need for excessive traffic control devices.</p>	Planning Dept./ Traffic Engineer	Implement through the development review process.

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GENERAL PLAN REFERENCE	MITIGATION MEASURE	RESPONSIBLE AGENCY	ACTION REQUIRED
C1.4.5	<p>Locate and design intersections so as to promote safe and efficient circulation, through the following means:</p> <p>a. Local to local street intersections should be spaced at least 150 feet apart (from centerline to centerline).</p> <p>b. Intersections, including knuckles, should generally be perpendicular. Public streets should intersect at a 90 degree angle plus or minus five degrees. Knuckles should be constructed at a 90 degree angle, plus or minus 10 degrees.</p> <p>c. Excessive grade variations, curves or other features which impair sight distance at intersections shall be avoided.</p> <p>d. Local to collector street intersections should be spaced no less than 300 feet apart, where necessary to provide adequate queuing room for left turn movements onto the collector street. Where left turn movements onto the collector street are not needed, this spacing requirement may be reduced to 150 feet.</p> <p>e. On local to local intersections, four-way intersections should be avoided.</p> <p>f. For intersections of collector or larger streets, four-way intersections are preferred over offset or "T" intersections.</p>	Traffic Engineer	Implement through the development review process.
C1.4.6	Adopt standards for use of private streets, where appropriate; private streets, other than driveways and alleyways typically associated with multi-family development, should be constructed to City standards for public rights-of-way, and should be used only for gated communities.	Traffic Engineer	Amend the engineering design standards and/or zoning code to include private street standards.
C1.5	Identify and mitigate existing areas of deficiency within the street system in the Planning Area.	Planning Dept./ Traffic Engineer	Implement through the development review process/CMP compliance.

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C1.5.1	Develop parking and traffic plans for those neighborhoods which are adversely impacted by parking and traffic.	Planning Dept./ Traffic Engineer	Prepare plans as impacted neighborhoods are identified.
C1.5.2	Periodically monitor levels of service, traffic accident patterns, and physical conditions of the existing street system, and upgrade roadways as needed through the Capital Improvement Program.	Traffic Engineer/ Public Works Dept.	Monitoring of roadways occurs on a regular basis. Improvements will be prioritized through the CIP process.
C1.6	Ensure that the City street system is adequately maintained, to promote safety and increase the useful life of these facilities.	Public Works Dept.	Street maintenance is on-going.
C1.6.1	Pro-actively maintain all City streets; maintenance levels and schedules should consider long-term costs of street maintenance.	Public Works Dept.	Street maintenance is on-going; review maintenance schedules to ensure efficiency.
C1.6.2	Require assurance of long-term maintenance for all private streets constructed within the City.	Planning Dept. Traffic Engineer	Implement through the development review process.
C1.7	Ensure adequate access within the Planning Area for trucks, while protecting incompatible uses from through truck traffic.	Traffic Engineer	Truck routes have been established; review periodically to verify appropriateness.
C1.7.1	Review periodically, and update as necessary, City Code provisions concerning truck routes and enforcement.	Traffic Engineer	Truck routes have been established; review periodically to verify appropriateness.
C1.7.2	To the extent feasible, route through truck traffic around existing and future residential neighborhoods.	Traffic Engineer	Truck routes have been established; use the development review process to ensure compliance.

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C1.7.3	Designate truck routes which will serve commercial/industrial areas while minimizing adverse impacts of heavy truck traffic on these uses.	Traffic Engineer	Truck routes have been established; use the development review process to ensure compliance.
C1.8	Participate in multi-jurisdictional efforts to upgrade and expand the regional road network.	Planning Dept./ Traffic Engineer	Continue coordination with Caltrans and others on a regular basis.
C1.8.1	Cooperate with other agencies and jurisdictions, including Caltrans, Los Angeles County, and adjacent cities, to evaluate and propose solutions to regional transportation issues relating to the City of Palmdale.	Planning Dept./ Traffic Engineer	Continue coordination with Caltrans, L.A.Co., Santa Clarita, and Lancaster as necessary.
C1.8.2	Coordinate with other jurisdictions to integrate circulation networks.	Planning Dept./ Traffic Engineer	Continue coordination with Caltrans, L.A.Co., and Lancaster.
C1.8.3	Support local, regional, state and federal agencies in identifying and implementing funding alternatives for the City's transportation systems.	Planning Dept./ Traffic Engineer	Coordination with Caltrans is on-going; initiate coordination with other entities as needed.
C2.1	Encourage development and implementation of a variety of measures to reduce trips and vehicle miles travelled by existing and future residents and workers within the Planning Area.	Planning Dept./ Traffic Engineer/ Public Works Dept.	Adopt ordinances to encourage desired reductions. Time frames are established by CMP, AQMD, SCAG.
C2.1.1	Require Transportation Demand Management Plans from major employers, as defined by the Air Quality Management District and the Congestion Management Plan.	Planning Dept.	Require through the development review process; for existing employers, adopt ordinances to achieve desired compliance.
C2.1.2	Promote the use of ridesharing by providing safe and convenient park-and-ride facilities, accessible to mass transit facilities where available, and by providing public information programs for commuters.	Public Works Dept./ Planning Dept.	Continue constructing park and ride facilities to serve local commuters as needed.

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C2.1.3	Require residential developments to contribute towards City programs to reduce vehicle trips.	Planning Dept.	Implement through the development review process.
C2.1.4	Provide incentives for trip reduction measures.	Planning Dept.	Include in the revised development code.
C2.1.5	Ensure compliance with the County's Congestion Management Plan.	Traffic Engineer/ Planning Dept./ Public Works Dept.	Adopt necessary measures to comply with the CMP provisions. Time frames established by CMP.
C2.1.6	Promote alternative means of trip reduction, including telecommuting.	Planning Dept.	Include in the revised development code and/or TDM ordinance.
C2.2	Increase the public transit opportunities available to Palmdale residents in order to reduce traffic impacts on streets and highways and provide travel alternatives.	Public Works Dept./ Planning Dept.	Coordinate with AVTA to expand existing services and increase coverage of the area.
C2.2.1	Promote public transit operations within the Planning Area, and work with transit operators to coordinate schedules, services, service routes and fares.	Public Works Dept./ Planning Dept.	Coordinate with AVTA to expand existing services and increase coverage of the area.
C2.2.2	Promote the use of public transit by facilitating dedication of access routes and construction of safe and convenient stops with sufficient parking.	Public Works Dept./ Planning Dept.	Acquire additional right of way for bus turn-outs through the development review process.
C2.2.3	Encourage location of bikeways and storage areas which are integrated with public transit facilities.	Planning Dept.	Require through the development review process on appropriate projects.
C2.2.4	Encourage development of regional rail transit serving the Palmdale area.	Planning Dept./ Public Works Dept.	Continue coordination with LACTC, Metro project, and others.

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C2.2.5	Require provision of bus turnouts for new development, where deemed to be appropriate in consultation with the transit authority.	Planning Dept./ Traffic Engineer/ Public Works Dept.	Acquire additional right of way for bus turn-outs through the development review process.
C2.2.6	Establish a regional transportation center within the City, conveniently located to maximize access to downtown and major commercial centers, which will accommodate a variety of public transportation uses including rail, bus, and shuttle service.	Planning Dept.	Use downtown planning efforts to identify transportation center location. Coordinate with appropriate agencies for funding.
C3.1	Minimize the need for short service-oriented vehicle trips through land use and design strategies.	Planning Dept.	The Land Use Plan has contemplated this need; implement with the adoption of the General Plan.
C3.1.1	Schools, parks and neighborhood commercial uses should be located within convenient walking distance to residential developments.	Planning Dept.	Implement through the development review process.
C3.1.2	Land uses should be arranged in a manner which increases the opportunity to utilize alternate forms of transportation, such as transit systems, bikeways and pedestrian walkways.	Planning Dept.	The Land Use Plan has contemplated this need; implement with the adoption of the General Plan.
C3.1.3	Promote bicycle accessibility to all public facilities, including parks, schools, and centers of civic activity, to include secure bicycle storage areas.	Planning Dept.	Implement through bike-way plan and the development review process.
C3.1.4	Require residential subdivision designs to accommodate convenient pedestrian and bicycle access, both on- and off-site.	Planning Dept.	Implement through the development review process.
C3.1.5	Adopt and implement a bikeway plan as a component of the Parks and Recreation Element.	Planning Dept.	Implement with adoption of the Parks and Recreation element.

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C4.1	Promote the use of rail service to support industry in the City.	Planning Dept.	Coordinate with SPRR to ensure continued rail service.
C4.1.1	Designate industrial land uses in areas with potential for freight rail service.	Planning Dept.	Shown on the Land Use Map.
C4.1.2	Work with the Southern Pacific Transportation Company to increase surface street access across the railroad tracks while minimizing impacts on rail service.	Planning Dept./ Traffic Engineer	Coordinate with SPRR to identify surface street access points.
C4.2	Encourage extension of passenger rail service to the City of Palmdale.	Planning Dept.	Coordinate with LACTC to identify possible rail projects.
C4.2.1	Support regional efforts to connect Palmdale Regional Airport to Los Angeles International Airport with a high-speed rail line.	Planning Dept.	Coordinate with transportation agencies to express support for rail projects.
C4.2.2	Support regional efforts to provide commuter rail service from Palmdale to the Los Angeles basin.	Planning Dept.	Coordinate with transportation agencies to express support for rail projects.
C5.1	Protect opportunities for full utilization and expansion of Air Force Plant 42.	Planning Dept.	Implement JLUC policies.
C5.1.1	Adopt land use designations and policies which minimize encroachment of incompatible uses into space utilized by air operations.	Planning Dept.	Immediate implementation with adoption of the General Plan.
C5.1.2	Implement noise and safety policies as developed by the Joint Land Use Committee and as incorporated into various elements of this General Plan.	Planning Dept.	Immediate implementation with adoption of the General Plan.

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C5.1.3	Coordinate development policies and decisions with Air Force Plant 42 representatives.	Planning Dept.	Implement through the development review process.
C5.2	Promote development of Palmdale Regional Airport.	Planning Dept./ Economic Development	Coordinate with City of L.A. to encourage development of the regional airport.
C5.2.1	Promote economic development of land surrounding the airport for large-scale commercial uses, so as to support a market demand for airport services.	Planning Dept./ Economic Development	Implement through Enterprise zone process and redevelopment efforts.
C5.2.2	Restrict encroachment of incompatible uses into land affected by future airport operations.	Planning Dept.	Implement JLUC policies.
C5.2.3	Promote and support regional transportation planning for routes serving the airport facility, including State Routes 14 and 138.	Planning Dept.	Coordinate with Caltrans to plan and construct airport access routes.
Circulation Element Implementation Measure A	The City will construct or require construction of roads and transportation facilities in conformance with the Roadway Network, presented in Exhibit C-1. The City will regularly update the Roadway Network and coordinate it with the Land Use Plan, to ensure provision of transportation facilities adequate to support permitted land uses throughout the Planning Area.	Planning Dept.	Implement through CIP and development review process.
Circulation Element Implementation Measure B	The City's traffic consultants prepared a computer model of the City's street and highway network in order to evaluate adequacy of the Circulation Plan to accommodate build-out of the Land Use Plan. The City will maintain this model to reflect changing conditions, as road improvements are constructed and new development takes place. The model will be used to evaluate future proposed changes to the Land Use Element of the General Plan.	Traffic Engineer	Model is in place; update as necessary to keep data current.

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Circulation Element Implementation Measure C	The City's adopted standards for typical street sections are established as shown on Exhibit C-2 and Table C-1. Standards specified herein shall be maximum requirements; where existing streets and approved development preclude adherence to these standards, the City will give consideration to modifications to reflect standards under which previous development was approved. Standards will be developed for intersection enhancement where needed. The cross-sections listed on Table C-1 shall be reviewed and updated as needed by the City Public Works Department.	Traffic Engineer	Implement standards through the development review process; update right-of-way cross-sections as necessary.
Circulation Element Implementation Measure D	Through the Land Use Element, the City will establish uses which maximize opportunities for expansion of rail, air and transit facilities, and minimize land use conflicts with these facilities. The Land Use Plan also establishes strategies to reduce vehicle trips through placement of land uses.	Planning Dept.	Immediate implementation with adoption of the General Plan.
Circulation Element Implementation Measure E	Through its review of development proposals, the City will require right-of-way dedications and street improvements (including but not limited to widening, paving, turn lanes, intersection improvements and traffic control devices) as conditions of approval, based upon needs generated by the development.	Planning Dept.	Implement through the development review process.
Circulation Element Implementation Measure F	The City will conduct environmental review of new development proposals and City-initiated capital improvements, to ensure that traffic and transportation-related impacts are mitigated to a level of insignificance wherever feasible.	Planning Dept.	Implement through the development review/CEQA processes.
Circulation Element Implementation Measure G	The City will require developers to comply with the Congestion Management Plan (CMP) adopted by Los Angeles County Transportation Commission. The City will comply with goals, directives and programs contained in the CMP as they relate to City responsibilities.	Traffic Engineer/ Planning Dept.	Adopt appropriate ordinances once CMP is adopted, in accordance with the time frames specified in the CMP.

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GENERAL PLAN REFERENCE	MITIGATION MEASURE	RESPONSIBLE AGENCY	ACTION REQUIRED
Circulation Element Implementation Measure H	Through the Land Use Plan and development review process, the City will reserve or limit uses within future right-of-way needed for roadways.	Traffic Engineer/ Planning Dept.	Roadways are identified on the Circulation Plan, implement through the development review process and the CIP.
Circulation Element Implementation Measure I	<ol style="list-style-type: none"> 1. The City will annually prepare and implement a five-year Capital Improvement Program addressing road improvement projects. 2. The City will continue to pursue a pro-active program of signalization and intersection improvements. 3. The Public Works Department will regularly monitor service levels throughout the City, in order to identify deficiencies in service and program improvement schedules. 	Public Works Dept.	On-going implementation of CIP, signalization requirements, and monitoring of levels of service.
Circulation Element Implementation Measure J	The City will implement Transportation System Management techniques to increase capacity of the existing road system, including but not limited to signal coordination, access controls, and parking restrictions.	Public Works Dept./ Traffic Engineer/ Planning Dept.	Implement through adoption of appropriate ordinances, pursuant to CMP, AQMP, RMP, etc.
Circulation Element Implementation Measure K	<p>Consistent with the CMP and the Air Quality Management Plan, the City will adopt and implement a Transportation Demand Management (TDM) ordinance which includes but is not limited to the following measures:</p> <ol style="list-style-type: none"> 1. Support a computerized rideshare service to facilitate creation of carpools between persons living and working in the same vicinities. 2. Provide information to businesses on how to establish carpool and vanpool programs. 3. Continue to operate the City's Park-and-Ride facility at Highway 14 and Avenue S, and participate in construction and operation of an additional facility at Sierra Highway and Highway 14. 	Public Works Dept./ Traffic Engineer/ Planning Dept.	Implement through adoption of appropriate ordinances, pursuant to CMP, AQMP, RMP, etc., including the measures specified.

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	4. Prepare a long-range park-and-ride plan for future facilities within the City, including methods of financing these facilities.		
Circulation Element Implementation Measure L	The City will continue to participate in the Antelope Valley Transit Authority to promote implementation of the Antelope Valley Transit Needs Plan, and other plans and programs as developed in the future.	Public Works Dept./ Traffic Engineer/ Planning Dept.	Implement through continued cooperation with AVTA.
Circulation Element Implementation Measure M	The City will explore opportunities for linking commuter bus service from Palmdale to rail transit services in Santa Clarita, to convey commuters to the Los Angeles basin.	Public Works Dept./ Traffic Engineer	Cooperate with LACTC, private transit operators, AVTA, etc.
Circulation Element Implementation Measure N	The City will continue to coordinate with school districts within the Planning Area to provide traffic safety controls and devices near schools. The City will also work with the districts to plan for adequate pick-up and drop-off areas near schools for parents and buses.	Public Works Dept./ Traffic Engineer	Coordinate with school districts as needed.
Circulation Element Implementation Measure O	The City will evaluate the City Code periodically to ensure its adequacy in addressing truck route issues.	Public Works Dept./ Traffic Engineer	Truck routes have been established; review periodically to verify appropriateness.
Circulation Element Implementation Measure P	The City will enhance street capacity by addressing parking needs as follows: 1. Develop a downtown parking plan as part of its downtown revitalization effort. 2. Prohibit parking on all arterial streets. 3. Periodically reevaluate off-street parking requirements to ensure that adequate parking is provided for businesses within Palmdale.	Public Works Dept./ Traffic Engineer	Develop a downtown plan in conjunction with the Civic Center project. Routinely examine on-street parking and limit where appropriate through appropriate action. Review off-street parking standards as needed.

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Circulation Element Implementation Measure Q	The City will adopt and implement a Bikeway Plan to encourage non-vehicular travel throughout the Planning Area.	Public Works Dept./ Traffic Engineer/ Planning Dept.	Adopt a Parks and Recreation element. Implement plan through the development review process.
Circulation Element Implementation Measure R	The City will pursue all feasible funding sources to support improvements to the Circulation System, including traffic impact fees, state and federal funding programs, and public financing methods. The City's Traffic Impact Fee Assessment and Master Traffic Level Maintenance Plan will be implemented, and periodically evaluated and updated, to support collection and expenditures of developer fees.	Public Works Dept./ Economic Development	Review traffic impact on a regular basis to ensure that fees are adequate; continue coordination with other agencies to identify all available funding sources.
Circulation Element Implementation Measure S	The City will continue to cooperate with other jurisdictions to develop and implement solutions to regional transportation needs.	Planning Dept./ Public Works Dept./ Traffic Engineer	Continue coordination with Caltrans and other agencies, as needed.

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GENERAL PLAN REFERENCE	MITIGATION MEASURE	RESPONSIBLE AGENCY	ACTION REQUIRED
ER1.1.1	Utilize a variety of features, including entry points to the City, landscaped arterial roadways, bikeways, equestrian paths, hiking trails, and park sites, to create an open space network.	Planning Dept.	Implement through the development review process, and/or acquire other areas as needed.
ER1.1.2	Provide for a network of open space by linking such areas wherever possible.	Planning Dept.	Implement through the development review process.
ER1.1.4	Develop appropriate standards for development clustering and density transfer, in order to maintain areas of scenic open space throughout the Planning Area.	Planning Dept.	Develop standards for inclusion in the revised comprehensive development code.
ER1.1.5	Utilize the City's discretionary land use approval process to locate and retain areas for use as open space through dedication or other legal means. Develop criteria and guidelines to identify areas that should be so protected.	Planning Dept.	Implement through the development review process.
ER2.1.1	The following broadly defined areas will be designated as a Significant Ecological Area (SEA) overlay on the General Plan Land Use Map: Big Rock Wash, Little Rock Wash, Ritter Ridge, and Portal Ridge. Biological surveys should be performed to determine the nature and extent of their ecological significance prior to any approval of new developments within the overlay area. Any development permitted in these areas must consider significant environmental resources and preserve environmental resources to the extent feasible.	Planning Dept.	Immediate implementation with adoption of the General Plan; review compliance through the development review process.
ER2.1.2	Promote only compatible, and where appropriate, passive recreational uses in natural areas determined to be ecologically significant consistent with the particular needs and characteristics of each SEA, as determined by approved field observation reports.	Planning Dept.	Immediate implementation with adoption of the General Plan; review compliance through the development review process.

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ER2.1.3	Solicit and utilize all available sources of local, regional, state and federal funds to acquire significant wetland areas, in order to minimize the disturbance and prevent damage from erosion, turbidity, siltation, a loss of wildlife and vegetation, or the destruction of the natural habitat.	Planning Dept.	Coordinate with CA Fish and Game and U.S. Fish and Wildlife Service to identify funding sources and prioritize areas for acquisition.
ER2.1.4	Preserve natural drainage courses and riparian areas where significant concentrations of ecological resources exist.	Planning Dept.	Implement through the development review process and/or as sites can be acquired.
ER2.1.5	Preserve and maintain significant Joshua tree woodlands and other significant habitat areas. Early in the review of development projects, the feasibility of perserving any significant vegetation present on-site should be examined.	Planning Dept.	Implementation is on-going; continue as provided in existing ordinance.
ER4.1.1	Incorporate the use of flood control measures which maximize groundwater recharge and the use of floodways as native habitat.	Public Works Dept.	Implement through the master Drainage Plan; construct facilities as development occurs.
ER4.1.2	Restrict building coverage and total impervious area in the vicinity of natural recharge areas.	Planning Dept.	Incorporate maximum lot coverage provisions in development code.
ER4.1.3	Protect from pollutants or other materials which might degrade groundwater supplies, and enhance natural recharge areas such as the Little Rock and Big Rock Washes, and Amargosa and Anaverde Creeks, and ensure that no mineral resources recovery activities extend below the groundwater table.	Planning Dept.	Implement through the development review process and reclamation plan review.

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GENERAL PLAN REFERENCE	MITIGATION MEASURE	RESPONSIBLE AGENCY	ACTION REQUIRED
ER4.1.4	Require that all new commercial, industrial and residential development with densities of one unit per acre or less connect to a sanitary sewer system prior to occupancy unless otherwise approved by the City.	Planning Dept.	Implement through the development review process.
ER4.1.5	Cooperate with Los Angeles County Health Department and the Regional Water Quality Control Board in monitoring industrial and commercial uses utilizing hazardous or potentially polluting materials and fluids, to prevent their discharge into the groundwater aquifer.	Public Works Dept.	Implement through the development review process.
ER4.2	Minimize the impacts of urban development on groundwater supplies.	Planning Dept.	Implement through the development review process.
ER4.2.1	Promote water conserving landscape techniques, through the use of native and drought tolerant plant species and landscape design standards.	Planning Dept.	Implement through the development review process and xeriscape ordinance.
ER4.2.2	Utilize native plants or drought resistant planting materials and drip irrigation systems where feasible within the Landscape Assessment District areas.	Engineering Dept.	Implement through adoption of a xeriscape ordinance.
ER4.2.3	Require the use of water conserving appliances and plumbing fixtures in all new construction.	Building and Safety Dept.	Revise the City's building code to require implementation.
ER4.2.4	Coordinate with local water agencies to monitor ground water levels, State water allocations and development approvals, to assure that development does not outpace long-term water availability.	Planning Dept.	Implement through cooperation in regional groundwater studies, such as U.S.G.S study.

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ER5.1	Minimize local air pollution caused by vehicles.	Planning Dept.	Adopt appropriate air quality ordinances.
ER5.1.1	Reduce work-related trips through such means as promoting alternate work schedules, telecommuting, the use of alternative modes of transportation to the workplace and the creation of additional park and ride facilities.	Planning Dept.	Implement through appropriate ordinances and adoption of an air quality element.
ER5.1.2	Reduce vehicle non-work trips through merchant transportation incentives and transit system improvements.	Planning Dept.	Implement through appropriate ordinances and adoption of an air quality element.
ER5.1.3	Reduce vehicle emissions through maintaining and improving traffic flow as contained in the Circulation Element.	Planning Dept.	Implement through appropriate ordinances and adoption of an air quality element.
ER5.1.4	As technology allows, reduce tailpipe emissions from City vehicles by replacing them with alternative fuel vehicles, and encourage reduction of emissions from private vehicles by requiring preferential parking for alternative fuel vehicles.	Maintenance Dept.	Implement through appropriate ordinances and adoption of an air quality element.
ER5.1.5	To the extent practicable, require control of emissions from the future Palmdale Regional Airport.	Planning Dept.	Implement through appropriate ordinances and adoption of an air quality element.
ER5.1.6	Expand the services of the existing dial-a-ride program resulting in reduced need for automobiles and parking by retired citizens.	Planning Dept.	Coordinate with AVTA.
ER5.2.1	Reduce dust from unpaved roads and parking lots by requiring paving or vegetative stabilization of the unpaved areas; require that measures be taken at construction sites to prevent deposition of soil onto public rights-of-way.	Planning Dept.	Require implementation of the dust control measures contained in the UBC and required by AQMD.

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ER5.2.2	Encourage developers to maintain natural contours to the greatest degree possible, to eliminate the need for extensive land clearing, blasting, ground excavation, grading and cut and fill operations.	Planning Dept.	Implement through the provisions contained in hillside ordinance.
ER5.2.3	Require erosion control measures on new development, including covering soil with straw mats or use of chemical soil and dust binders, followed by seeding and watering as soon as possible after grading to prevent fugitive dust.	Engineering Dept.	Implement through compliance with the current Engineering design standards.
ER5.3	Reduce and/or eliminate unnecessary sources of air pollution.	Planning Dept.	Implement through appropriate ordinances.
ER5.3.1	Promote the South Coast Air Quality Management District's (SCAQMD) efforts to eliminate emissions from such sources as excessive car dealership cold starts, excessive curb idling, emissions from advertising vehicles, and emissions from leaf blowers, among others, through assisting with implementation and enforcement of district programs once they are adopted.	Planning Dept.	Implement through appropriate ordinances and through adoption of an air quality element.
ER5.3.2	Work with Caltrans and the Los Angeles County Sheriff's Department to minimize nonrecurrent congestion which contributes emissions from vehicle idling, by designing effective street systems and identifying appropriate truck routes.	Planning Dept.	Implement through appropriate ordinances and through adoption of an air quality element.
ER5.3.3	Reduce reactive organic gas (ROG) and particulate emissions from building materials and construction methods, by promoting the use of nonsolvent-based, high-solid, or water-based coatings, and requiring compliance with all pertinent SCAQMD rules.	Planning Dept.	Require compliance with existing SCAQMD rules through the development review process.

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GENERAL PLAN REFERENCE	MITIGATION MEASURE	RESPONSIBLE AGENCY	ACTION REQUIRED
ER5.4	Minimize emissions of air toxins and pollutants which contribute to global warming and ozone depletion.	Planning Dept.	Implement through appropriate ordinances and through adoption of an air quality element.
ER5.4.1	Promote community awareness of the effects of global warming and ozone depleting gases, as well as methods to minimize the creation of those gases, by preparing and distributing educational materials, and cooperating with SCAQMD in establishing regional programs.	Planning Dept.	Implement through appropriate ordinances and through adoption of an air quality element.
ER5.4.2	Through the environmental review process for new development applications, ensure that emissions of air toxins, as defined by the South Coast Air Quality Management District, are minimized.	Planning Dept.	Implement through the development review process.
ER5.5	Reduce air pollution caused by energy consumption.	Planning Dept.	Implement through appropriate ordinances and through adoption of an air quality element.
ER5.5.1	Encourage energy conservation from all sectors of the community by promoting the use of energy efficient appliances, processes and equipment, and promoting energy audits of existing structures.	Planning Dept.	Implement through appropriate ordinances and through adoption of an air quality element.
ER5.5.2	Require local government, Palmdale citizens, and local businesses and industries to recycle, as mandated by state law, and to otherwise recycle to the extent possible.	Planning Dept.	Implement through the Solid Waste Reduction and Recycling Element.
ER5.5.3	Require that new construction promote the use of solar energy systems by providing maximum solar access.	Planning Dept.	Implement through appropriate ordinances and through adoption of an air quality element.
ER5.6	Minimize emissions from indirect sources such as commercial, residential and recreational development.	Planning Dept.	Implement through appropriate ordinances and through adoption of an air quality element.

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ER5.6.1	Ensure that new development reduces project-related vehicle miles traveled to the extent provided by law.	Planning Dept.	Implement through the development review process and adoption of an air quality element.
ER5.6.2	Promote the creation of high occupancy vehicle lanes on State Route 14.	Traffic Engineer	Coordinate with Caltrans to encourage development of HOV lanes.
ER5.6.3	Reduce the number of people commuting to the Los Angeles metropolitan area by promoting actions to increase the area's jobs/housing balance.	Planning Dept.	Coordinate with the Economic Development Dept. to encourage creation of local jobs.
ER5.6.4	Support the development of a rail system between Palmdale and Los Angeles.	Planning Dept.	Work with LACTC to identify possible rail projects.
ER6.1.1	<p>Establish a Mineral Resource Extraction (MRE) designation. Permitted uses within the MRE designation shall consist of mineral resource extraction (quarrying) and quarry related uses. Non-quarry related uses shall be permitted within the MRE area only when the Planning Commission has made the following findings:</p> <p>a. The proposed use is compatible with and will not be detrimental to existing and future quarrying operations; and</p> <p>b. Long-term regional aggregate needs have been evaluated and available resources will remain adequate to meet the future needs of the market region.</p>	Planning Dept.	Immediate implementation with adoption of the General Plan. Ensure compliance through the development review process.
ER6.1.2	Prohibit incompatible land uses within the MRE designation. Example of incompatible land uses include, but are not limited to, residential, some public facilities, intensive industrial and commercial.	Planning Dept.	Limit appropriate uses through revision of the zoning code.

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ER6.1.3	Require adequate buffering measures between land uses within the MRE designation and incompatible uses outside of, and adjacent to the MRE area.	Planning Dept.	Require buffering through revision of the zoning code.
ER6.1.4	<p>The State designated Mineral Resource Areas within Palmdale's jurisdiction shall be included in the City's Mineral Resource Extraction (MRE) designation to the maximum extent feasible. In determining the boundaries of the MRE area, or in considering any proposed changes to these boundaries, the City shall weigh the following considerations:</p> <ul style="list-style-type: none"> a. The short term and long term economic importance to the region of conserving and developing aggregate resources; b. The economic multiplier effect on industries such as construction and trucking derived from assuring a long-term low cost source of aggregate materials within the Palmdale Production-Consumption Region; c. The location of State Designated Resource Areas; d. The location of existing structures and projects under construction and the impact of quarrying operations on these uses; e. The location of previously approved (entitled) projects and the impact of quarrying operations on these uses; and, f. The location of property owned by entities not subject to regulation by the City. 	Planning Dept.	Immediate implementation with adoption of the General Plan. Ensure compliance through the development review process.
ER6.1.5	In order to assure the long term viability of present and future quarry operations, the boundaries of the City's MRE designation should be designed so as to minimize interface problems between future land uses within the MRE area and future land uses outside of the MRE area. The	Planning Dept.	Boundaries have been proposed on the Land Use Map. Adoption of the General Plan will set these boundaries.

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	<p>following physical issues should be considered in establishing the boundary for the MRE designation:</p> <ul style="list-style-type: none"> a. Noise and dust generation from quarrying operations and from the transportation of aggregate materials from the quarry sites; b. Aesthetics/visual impacts; c. Access to future quarry sites; d. Protection of Significant Ecological Areas; e. Protection of ground water recharge areas; and f. Probable trucking routes and their impact on the regional circulation system. 		
ER6.2.1	<p>Adopt a Specific Plan or equivalent comprehensive planning document for the Mineral Resource Extraction district associated with the Little Rock Wash.</p>	Planning Dept.	<p>Adopt a specific plan or other long-range plan when development demand necessitates.</p>
ER6.2.2	<p>In the Little Rock Wash area, address environmental concerns related to:</p> <ul style="list-style-type: none"> • Ground water contamination; • Sensitive Ecological Areas of flora and fauna; • Performance standards related to dust and noise and their impacts on surrounding properties and uses; • Interface between mining activities and surrounding uses; • Aesthetics; and, • Public safety. 	Planning Dept.	<p>Implement through the development review process.</p>
ER6.2.3	<p>Establish a reclamation plan for the entire area that indicates what the various properties will be used for when mining operations cease, what the target land use designation and zoning shall be for the reclaimed lands, and how the transition to new uses shall be implemented.</p>	Planning Dept.	<p>Adopt a reclamation plan when development demand necessitates.</p>

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ER6.2.4	The area-wide reclamation plan should analyze and plan for adequate areas for groundwater recharge.	Planning Dept.	Implement through reclamation plan, once it is adopted.
ER6.2.5	Address circulation to minimize impacts on the City's existing and planned network, and or adjacent properties.	Traffic Engineer	Implement through the development review process.
ER6.2.6	Address infrastructure for the area, including appropriate means of controlling the floodway and managing the flood plain.	Planning Dept.	Implement through the specific plan or equivalent, once it is adopted.
ER7.1	Promote the identification and preservation of historic structures, historic sites, archaeological sites, and paleontological resources in the City.	Planning Dept.	Implement through the development review process.
ER7.1.1	Identify and recognize historic landmarks from Palmdale's past.	Planning Dept.	Implement through the development review process.
ER7.1.2	Promote maintenance, rehabilitation, and appropriate reuse of identified landmarks where feasible.	Planning Dept.	Promote appropriate use of historic sites through revision of the development code.
ER7.1.3	Require that new development protect significant historic, paleontological, or archaeological resources, or provide for other appropriate mitigation.	Planning Dept.	Implement through the development review process.
ER7.1.4	Develop and maintain a cultural sensitivity map. Require special studies/surveys to be prepared for any development proposals in areas reasonably suspected of containing cultural resources, or as indicated on the sensitivity map.	Planning Dept.	Develop a sensitivity map as soon as possible after adoption of the General Plan to ensure protection of cultural resources.

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ER7.1.5	When human remains, suspected to be of Native American origin are discovered, cooperate with the Native American Heritage Commission and any local Native American groups to determine the most appropriate disposition of the human remains and any associated grave goods.	Planning Dept.	Identify through the development review process. Implement appropriate measures as required by NAHC or others.
Environmental Resources Element Implementation Measure A	<p>The California Environmental Quality Act (CEQA) (Division 13 of the Public Resources Code) was passed in 1970 to protect the quality of the environment. The City will continue to implement CEQA as it is amended from time to time, through adoption of City CEQA guidelines and procedures.</p> <p>The program EIR for the City of Palmdale General Plan documents existing environmental conditions and provides an assessment of citywide and regional impacts expected to occur as development takes place under the General Plan. The master EIR serves as the mechanism for evaluating proposed discretionary projects that may impact the area's resources and for providing appropriate mitigation measures. New implementation programs will be incorporated into the City's CEQA guidelines.</p> <p>The General Plan EIR also contains a mitigation monitoring plan. In compliance with AB 3180 (Cortese), a mitigation monitoring plan must be adopted prior to project implementation. This document may be utilized to ensure that mitigation of project-specific impacts is undertaken in a timely manner. It also provides a feedback mechanism for determining the success of the City's CEQA guidelines and the effectiveness of mitigation programs.</p>	Planning Dept.	Implement through the development review/CEQA processes.
Environmental Resources Element Implementation Measure B	<p>Historical, archaeological, and paleontological resource information maps will be prepared for use by City staff to identify areas with a high potential for resource sensitivity. The maps shall be used to evaluate the need for cultural resource surveys prior to development.</p> <p>Developments in areas which are likely to contain cultural resources will be required to perform surveys and submit reports. When resources are identified, appropriate testing and preservation, mitigation, or salvage will be required.</p>	Planning Dept.	Develop a sensitivity map as soon as possible after adoption of the General Plan to ensure protection of cultural resources.


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<p>Environmental Resources Element Implementation Measure C</p>	<ol style="list-style-type: none"> 1. The City will require biological assessments and reports for projects in known or suspected natural habitat areas prior to project approval. 2. The City will participate in a multi-jurisdictional habitat preservation plan for the West Mojave Desert area (West Mojave Coordinated Management Plan), and will implement the provisions of this Plan after adoption by the City Council. <p>These reports will be used to establish significant natural habitat areas and ecologically sensitive zones in order to prevent disturbance and degradation of these areas. Recommended mitigation measures as identified in the reports will be required to be implemented as development occurs.</p>	<p style="text-align: center;">Planning Dept.</p>	<p>Implement through the development review process. Continue coordination with BLM and others on preparation of the West Mojave Coordinated Management Plan.</p>
<p>Environmental Resources Element Implementation Measure D</p>	<ol style="list-style-type: none"> 1. The City shall prepare an Air Quality Element, as recommended by the South Coast Air Quality Management District and the Southern California Association of Governments, to more thoroughly address local air quality issues and local compliance with regional air quality attainment plans. 2. The City shall comply with the South Coast Air Quality Management District requirements to implement the Tier I, II and III control measures described in the South Coast Air Quality Management Plan (SCAQMP), to the extent these measures apply to Palmdale. 3. To reduce mobil source emissions the City will implement a trip reduction ordinance. The ordinance should consider the number of Vehicle Miles Travelled (VMT) estimated to be generated from each new development project in accordance with the requirements of SCAQMD, Los Angeles County Transportation Commission (LACTCO and other affected agencies. 	<p style="text-align: center;">Planning Dept.</p>	<p>Implement through the adoption of appropriate ordinances and preparation and adoption of an air quality element.</p>

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	<p>source emissions. The mitigation could include, but would not be limited to, development of telecommuting facilities; improvements to regional circulation systems; implementation of transportation demand management programs; or payment of a fee, based on vehicle miles travelled, to be used toward implementation of City efforts such as metro-rail, enterprise zone, commuter programs or other measures designed to meet the City's air quality goals.</p> <p>4. Also, the City should support legislation that would provide tax incentives for developers to establish work centers in housing-rich Palmdale, and vanpool tax credit legislation which includes such provisions as granting tax exempt status to compensation received for specific ridesharing programs; allowing tax deductions for employees who rideshare; and special tax credits for electric vanpools and clean-fuel vans.</p> <p>5. To the extent feasible, the following measures shall be implemented to reduce emissions from Palmdale Airport (PMD):</p> <p>a. Reduce vehicle miles travelled to Palmdale Regional Airport through an Airport Ground Access Program for airport employers and passengers;</p> <p>b. Reduce emissions by using ground power systems that include centralized air conditioning systems, while aircraft are parked at terminal gates;</p> <p>c. Encourage the Airport Operator and SCAQMD to have all carriers use only Stage III aircraft in scheduled fleets using PMD;</p> <p>d. Recommend a "gate hold" procedure at PMD;</p> <p>e. Advocate a design for high speed taxiways that most effectively reduces emissions and conserves fuel;</p> <p>f. Implement an engine shut down program if the benefit in reduction of ROG and CO emissions and energy conservation exceeds</p>		

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	<p>the adverse impact of increased NOx emissions;</p> <p>g. Develop procedures to reduce fuel use by ground support vehicles, and ultimately to rely completely on cleaner alternate fuels.</p> <p>6. To reduce emissions from natural gas combustion and electricity generation, the City will incorporate the most energy-efficient design consistent with a reasonable rate of return when retrofitting existing facilities and equipment in City buildings. In addition, the City will develop a public information program on energy conservation and cooperate with utilities to encourage energy audits of existing structures, identifying levels of existing energy uses and potential conservation measures.</p> <p>7. Also, the City will analyze the potential for the alternative use of any public facility, which is slated to be closed or consolidated with another facility, as a neighborhood work center; this policy should be communicated to affected agencies, such as the school board and library commission.</p> <p>8. Finally, the City will adopt appropriate ordinances relating to trip reduction, non-motorized transportation, employer rideshare and transit incentives, parking management, merchant transportation incentives, auto use restrictions, and truck routing to both achieve compliance with the South Coast Air Quality Management Plan and implement City programs and standards.</p>		
<p>Environmental Resources Element Implementation Measure H</p>	<p>In accordance with the provisions of the Surface Mining and Reclamation Act (SMARA) and subsequent amendments, the City of Palmdale has adopted an ordinance implementing mineral resource management policies. Mining within designated aggregate resource areas requires approval of a conditional use permit (CUP) before operations begin. The CUP shall be granted for a period of time as specified by the Planning Commission with renewals approved by</p>	<p>Planning Dept.</p>	<p>Mineral Resources policies are contained in the General Plan. Implement through the development review process and/or adoption of appropriate ordinances.</p>

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	<p>the Planning Commission. In addition, renewal of the CUP is dependent on the success of proposed mitigation measures for residual hazards. The ordinance also requires a reclamation plan for returning the site to reusable condition following cessation of mining operations. State environmental regulations require ongoing monitoring of operations to ensure adequate mitigation of adverse impacts.</p> <p>The City has developed standards for mining activity in the Planning Area in conjunction with the Mineral Resource Extraction (MRE) land use (Exhibit LU-2). Mineral resource extraction is appropriate in these areas, as long as it complies with the following conditions:</p> <ol style="list-style-type: none"> 1. Approval of a reclamation plan in compliance with the state Surface Mining and Reclamation Act (SMARA), as amended, and City regulations. 2. Standards for development in areas adjacent to the MRE designations require that all new residential, commercial or industrial development provide buffering from quarrying operations that will conform to policies contained in the General Plan relating to noise, dust control, traffic or other impacts identified through the environmental review process. Where the Mineral Resource Extraction (MRE) land use designation is adjacent to existing or approved but unbuilt development, the responsibility for buffering impacts of quarry operations shall be upon the quarry operator. Where the MRE designation is adjacent to vacant land which has no approvals for development, the responsibility for buffering shall be shared by the future developer of the vacant property. In all cases, concentrated noise generators shall require buffering from the boundaries of the MRE designation to mitigate noise impacts on adjacent uses. 3. One of the Mineral Resource Extraction area covers a major groundwater recharge area and there exists a potential for groundwater contamination; thus, mining is not permitted below the groundwater level or to a level as determined through environmental analysis. 		



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	<p>4. Noise impacts must be minimized by ensuring that the noise level at the property line is 65 dBA CNEL or less, when noise-sensitive uses or designations abut the quarry.</p> <p>5. Mining areas must be fenced with a 6-foot view obstructing fence, wall, or landscaped berm along public streets or adjacent to residential areas.</p> <p>6. Use of asphalt and petroleum-based materials, or other operations which may impair groundwater quality, in the quarry overlay district are prohibited, unless substantial evidence is provided to demonstrate that such uses will not have significant impact on groundwater or other resources.</p> <p>7. Safety measures for routine operations shall be established prior to permit approval.</p> <p>8. As the Little Rock Wash MRE area may potentially contain sensitive ecological habitat, and has been indicated on the General Plan Land Use map as Significant Ecological Area (SEA) overlay zone, appropriate steps shall be taken to identify, and protect any significant flora and fauna.</p> <p>9. All mining operations in the Little Rock Wash area shall incorporate flood plain management provisions into their operations.</p>		
<p>Environmental Resources Element Implementation Measure I</p>	<p>The City has adopted a Native Desert Vegetation Ordinance No. 952. This ordinance is designed to preserve a number of specimen quality juniper and Joshua trees which add to community identity, and to encourage the use of native vegetation in new development landscaping. All landscaping for new developments must conform to the requirements set forth in the Native Desert Vegetation Ordinance. In keeping with the intent of this Ordinance, the City may require preservation of significant stands through use of the Specific Plan process or equivalent</p>	<p>Planning Dept.</p>	<p>Implement adopted ordinance. Ensure compliance through the development review process.</p>

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	planning process, and through design review processes on individual projects.		
<p>Environmental Resources Element Implementation Measure J</p>	<p>The City has adopted landscaping standards which address the following needs:</p> <ol style="list-style-type: none"> 1. Reestablishment of compatible native plant materials on newly graded areas; 2. Landscaping of exposed slopes and graded areas for erosion control; 3. Water and energy conservation techniques, such as drip irrigation, drought tolerant species, and alluvial rockscape; 4. Use of fire resistant vegetation and fuel modification techniques; and, 5. Use of drought-tolerant plants to help in conserving water. <p>The City's Landscape Architect will review landscape plans for all new development to ensure compliance with the City's landscape requirements. This process allows the City an opportunity to promote native vegetation and set guidelines for landscaping and irrigation. The City has developed a listing of recommended plant species for perimeter landscaping and for use in the landscaping of new development. In addition, the City has compiled a separate listing of representative plant species found in the western Mojave Valley for use in developing "native" landscaping plans. Both listings are available to the public in the City's Planning and Engineering Departments and will continue to be utilized to ensure compliance with City landscaping standards.</p>	<p>Engineering Dept./ Landscape Architect</p>	<p>Implement through the Engineering design standards. Ensure compliance through the development review process.</p>
<p>Environmental Resources Element Implementation Measure K</p>	<p>The City has developed a Hillside Ordinance to protect the hillsides from insensitive development. The ordinance contains standards which will apply to areas with a natural slope of 10 percent or more. Development standards for hillsides are further discussed in the</p>	<p>Planning Dept.</p>	<p>Implement adopted ordinance. Ensure compliance through the development review process.</p>

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	<p>implementation section of the Safety Element. In addition to safety benefits, these standards will help to preserve open space and visually prominent landforms.</p>		
<p>Environmental Resources Element Implementation Measure L</p>	<p>The City's Parks and Recreation Element will develop an open space and conservation plan to plan the acquisition and maintenance of vital open space areas. This plan will help coordinate efforts to provide open space and recreation opportunities to residents, as well as preserving sensitive habitats and species, where present. The Ritter Ridge, Portal Ridge, Little Rock Wash, Big Rock Wash and Alpine Butte areas, shown on the Overlay Map and Exhibit ER-5, should be evaluated to determine the nature and extent of any significant ecological areas, and an appropriate financing mechanism to acquire those areas of particular importance. All available regional, state and federal funding will be solicited in order to acquire targeted significant ecological areas. The plan should also include criteria to identify appropriate new open space areas and to evaluate potential additions to the open space network. Additionally, the City may require dedication of open space, when appropriate, as a part of the development review process.</p>	<p>Planning Dept.</p>	<p>Prepare and adopt a Parks and Recreation element for the General Plan.</p>
<p>Environmental Resources Element Implementation Measure M</p>	<p>The City shall continue to promote the protection of sensitive, rare, threatened, and endangered species found in the Planning Area through biological surveys required as part of the CEQA review process. The City will coordinate with the California Department of Fish and Game and the U. S. Fish and Wildlife Service to determine the best means of providing protection. In addition, the City is participating in the preparation of the West Mojave Coordinated Management Plan, which will provide management prescriptions for desert tortoise and Mojave ground squirrel.</p> <p>The City shall identify and inventory areas of significant sensitive ecological habitat and</p>	<p>Planning Dept.</p>	<p>Implement through the development review process and coordination with U.S. Fish and Wildlife and California Department of Fish and Game officials.</p> <p>Continue participation in preparing the West Mojave Coordinated Management Plan.</p>

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	<p>shall prohibit disturbance of these areas to the extent feasible.</p> <p>The City shall establish preventative measures where sensitive ecological areas have been determined to occur adjacent to equestrian trails. These measures could include use of interpretive signage to discourage vandalism or relocation of the trail away from the sensitive zone.</p>		
<p>Environmental Resources Element Implementation Measure P</p>	<p>Based upon its adopted Parkland Ordinance, the City of Palmdale will require the dedication of parkland or the payment of a parks fee by new developments in the City. The fees or land must be used to provide new land for parks or to subsidize the acquisition and maintenance of parks. This measure ensures that residents of new developments will eventually have access to adequate parks and recreation facilities without overburdening the City's financial resources. Dedication may also be used to acquire open space areas. Fees and land dedication are further discussed in the Parks and Recreation Element.</p>	<p>Planning Dept.</p>	<p>Implement through the development review process.</p>
<p>Environmental Resources Element Implementation Measure R</p>	<p>The City will cooperate with local water providers and flood control agencies to develop a groundwater recharge program. The City can contribute to this effort by ensuring that major recharge areas be kept undeveloped to aid in water recharge.</p>	<p>Planning Dept.</p>	<p>Continue on-going efforts to establish a groundwater recharge program. Land use map limits development in recharge areas such as Little Rock Wash.</p>
<p>Environmental Resources Element Implementation Measure S</p>	<p>The City should coordinate with Los Angeles County Sanitation District to investigate the potential for expanding water reuse programs. Treated wastewater is currently used to irrigate some agricultural areas growing non-food crops. With the growing population, supplies of treated water will increase. Treated wastewater might be used to irrigate roadside and commercial landscaping, in addition to agricultural lands, to help conserve Palmdale's limited fresh water resources. The City may offer incentives to</p>	<p>Planning Dept.</p>	<p>Encourage the use of reclaimed water where feasible through the development review process and through modification of existing City irrigation practices.</p>

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	agricultural, commercial, and residential developments that use recycled water for irrigation.		
Environmental Resources Element Implementation Measure T	The City's Master Drainage Plan indicates natural drainage courses in Palmdale and other areas sensitive to flooding. Groundwater recharge areas are noted which could aid the City in developing water conservation programs. The City will actively pursue the construction of drainage facilities recommended in the plan and address development restrictions in floodplain areas. The City's Master Drainage Plan is discussed in the Public Services Element.	Planning Dept.	Implement the existing master drainage plan through the development review process and use of drainage impact fees.
Environmental Resources Element Implementation Measure V	The City will map all known historic, archaeological, and paleontological resources and ensure the protection of these resources. The City will review plans for development in potentially sensitive areas. Development in paleontologically and archaeologically sensitive areas where impacts cannot be mitigated will be discouraged.	Planning Dept.	Develop a sensitivity map as soon as possible after adoption of the General Plan to ensure protection of cultural resources.

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PS1.1.1	Require all new development, including major modifications to existing development, to construct required on-site infrastructure improvements pursuant to City standards.	Planning Dept.	Implementation is on-going; triggered through development review process.
PS1.1.2	Require all new development, including major modifications to existing development, to construct or provide a fair share contribution towards construction of required off-site improvements needed to support the project.	Planning Dept.	Implementation is on-going; triggered through the development review process.
PS1.1.3	Require that on- and off-site improvements are constructed prior to occupancy of a new development project, or phase thereof, unless otherwise approved by the City.	Planning Dept./ Engineering Dept./ Building and Safety	Implementation is on-going.
PS1.1.4	Require that adequate provisions are made for maintenance of public improvements, prior to approval of any new development project.	Public Works Dept./ Planning Dept.	Implement through the development review process.
PS1.1.5	When new development is proposed in vacant, rural areas which have not yet been master-planned prior to provision of infrastructure, require that development proponents provide for or contribute a fair share towards development of regional master facility plans for roads, sewer, water, drainage and community facilities, prior to granting conditional approval of development applications.	Planning Dept.	Implementation will occur immediately after General Plan adoption; triggered through the development review process.
PS1.1.6	When reviewing applications for land use designation changes (i.e., zone change, General Plan Amendment, specific plan amendment), conduct a thorough analysis of the impacts of the proposed change on all elements of the City's infrastructure systems, and require mitigation as deemed appropriate.	Planning Dept.	Implementation is on-going.
PS1.2.1	Require that provision of streets, sewer, water, drainage and other needed infrastructure be coordinated in a logical manner between adjacent developments, so as to reduce cost of design, construction and maintenance.	Planning Dept.	Implementation is on-going; review through pre-application review process.

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PS1.2.2	Require that individual development projects integrate with adjacent development with respect to backbone infrastructure (streets, sewer, water and drainage). If adjacent property is undeveloped, a conceptual plan should be prepared to show that the pending development will allow for future integration and development of adjacent properties in a manner which is reasonable from a design, construction and cost standpoint.	Planning Dept.	Implementation is on-going; review through pre-application review process. If required, submit plan prior to development approval.
PS1.2.3	Require that the proposed infrastructure design within a development project permits economical and efficient development of land, both on the subject property and on adjacent properties.	Planning Dept.	Implementation is on-going; triggered through the development review process.
PS1.2.4	Require that phasing of infrastructure requirements within a development consider adjacent properties to the extent feasible.	Planning Dept.	Implementation is on-going; review through pre-application review process.
PS1.2.5	Require that infrastructure be designed and constructed to meet ultimate capacity needs, pursuant to a master plan, so as to avoid the need for costly retrofitting.	Public Works Dept./ Engineering Dept.	Implementation is on-going; review annually through the CIP.
PS1.2.6	Where feasible, require that consideration be given to sharing drainage detention facilities between adjacent subdivisions, with the cost shared on a "fair share" basis.	Public Works Dept.	Implementation is on-going; triggered through the development review process.
PS1.2.7	Ensure that street rights-of-way, drainage facilities, site grading, or other similar public infrastructure are not aligned in a manner that increases the developability of a single property at the expense of an adjacent property, unless so required by regional infrastructure plans.	Planning Dept./ Public Works Dept.	Implementation is on-going; review through master infrastructure plans and the CIP.
PS1.2.8	Distribute the costs of extending infrastructure equitably among those benefiting from the improvements.	Public Works Dept.	Implementation is on-going; review of impact fees occurs regularly.

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PS1.3.2	Direct growth towards areas which already have backbone infrastructure available, by providing incentives for quality infill development.	Planning Dept.	Develop an incentives program in the revised development code.
PS1.3.3	Encourage development which fully utilizes existing infrastructure systems, while decreasing the need for costly extensions of infrastructure into undeveloped areas.	Planning Dept.	Implementation is on-going; triggered through the development review process.
PS1.3.4	Encourage clustering of development where appropriate, to maximize use of infrastructure.	Planning Dept.	Revise the Development Code to encourage clustering.
PS1.3.5	Adopt comprehensive planning documents such as area plans, specific plans and development agreements, to specify the nature, timing and financing of public improvements and services.	Planning Dept.	Implementation is on-going; triggered through the development review process.
PS1.3.6	Encourage mixed use development, to maximize use of infrastructure system.	Planning Dept.	Revise the Development Code to encourage mixed-use development.
PS1.4.1	Adopt and annually update the City's Capital Improvement Program (CIP) to prioritize funding for public works projects in accordance with this General Plan.	Public Works Dept.	Implementation is on-going; CIP is annually updated.
PS1.4.2	Adopt and implement service level standards for roads, drainage and park facilities, through on-going monitoring of existing levels of service and through the CIP.	Public Works Dept.	Identify standards and include those standards in the Engineering Design Guidelines.
PS1.4.3	Adopt, implement and annually review user fee and impact fee programs, to support the cost of constructing capital facilities and providing services.	Public Works Dept.	Implementation is on-going; traffic, drainage and park fees are currently in place.
PS1.4.4	Explore and implement a variety of public financing methods to fund infrastructure improvements, including assessment districts,	Public Works Dept.	Implementation is on-going; a variety of funding sources are

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	Mello-Roos community facilities districts, redevelopment funds, block grant funds, and/or combinations of these and other available funding sources.		presently being utilized.
PS1.4.5	Adopt funding mechanisms to fund community facilities throughout the community, which may address the Civic Center, library, recreation center, performing arts center, public works yard, senior center expansion, Maryott Auditorium rehabilitation, and other public facilities as deemed appropriate.	Public Works Dept.	Implementation will occur with adoption of a fee program. The priority for implementing the fee program is high.
PS1.4.6	Evaluate the need for satellite City services throughout the community	Administration	Evaluate service levels as outlying areas develop.
PS1.4.7	Evaluate infrastructure facilities and service levels within developed areas which annex to the City, and promote programs to retrofit street, drainage and sewer improvements where warranted.	Planning Dept./ Public Works Dept.	Immediate implementation upon General Plan adoption. Review annexations as appropriate.
PS1.5.3	Coordinate planning issues with outside service provider representatives, such as the school districts, sheriff's department, fire district, water districts, and sanitation district, to promote coordinated master planning for these services.	Planning Dept.	Implementation is ongoing through the pre-application review process and regular coordination meetings.
PS1.6.1	Through adoption of an ordinance, regulate utility line and other utility infrastructure placement and require undergrounding in specified locations where feasible.	Public Works Dept.	An Undergrounding Ordinance is in place. Implementation of the ordinance will continue.
PS1.6.2	Coordinate installation of utility line placement with street construction where possible, to minimize cost.	Engineering Dept./ Public Works Dept.	Implementation is ongoing through the review of infrastructure plans.
PS1.6.3	Through the development review process, protect existing utility easements and require dedication of additional easements where needed.	Planning Dept.	Implementation is ongoing through the development review process.

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PS2.1.1	Require new development to obtain adequate water service to meet the increased demand generated by that development.	Planning Dept.	Implementation is on-going; triggered through the development review process.
PS2.1.2	Protect groundwater quality, through policies and implementation measures contained in the Environmental Resources Element.	Planning Dept./ Public Works Dept.	Implementation will immediately follow General Plan adoption.
PS2.1.3	Promote water conservation in all phases of development planning and construction, through policies and implementation measures contained in the Environmental Resources Element.	Planning Dept./ Engineering Dept./ Building and Safety	Implementation will immediately follow General Plan adoption.
PS2.1.4	Support water suppliers and other jurisdictions within the Antelope Valley in studying the current status and projected needs for water supply and delivery.	Public Works Dept.	Implementation is on-going with City's participation in regional groundwater study.
PS2.2.1	Coordinate with the Los Angeles County Sanitation District to evaluate the sewage disposal system as often as necessary (at least biannually), to ensure adequacy of the system to meet changes in demand and changes in types of waste which occur as a result of development.	Public Works Dept.	Implementation is on-going with coordination in the preparation and implementation of a Sewer Master Plan.
PS2.2.2	Require new development to pay necessary fees for expansion of the sewage disposal system to the appropriate agencies, to handle the increased load which it will generate.	Planning Dept.	Implementation is on-going; conditions of approval for development projects require payment of fees.
PS2.2.3	Support the Los Angeles County Sanitation District in preparation of a master plan for regional sewer facilities in Palmdale.	Public Works Dept./ Planning Dept.	Coordinate with the County to determine future facility needs.
PS2.2.4	Require that all commercial, industrial, institutional, multiple family and single family residential uses with lot sizes of less than one acre be connected to a public sewer system.	Planning Dept./ Public Works Dept.	Implementation is on-going; triggered by the development review process.

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PS2.2.5	Promote annexation of incorporated areas into the Los Angeles County Sanitation District boundaries in a logical fashion, to promote efficient master-planning for sewer facilities.	Planning Dept.	Implement through the development review process.
PS2.2.6	Work with the Sanitation District to identify users for reclaimed water and support plans for its treatment and distribution.	Planning Dept.	Coordinate with the Sanitation Districts as necessary.
PS3.1	Maintain and implement the City's adopted Master Drainage Plan.	Public Works Dept.	Implementation is on-going.
PS3.1.1	Continue the drainage impact fee program and periodically adjust fees as needed.	Public Works Dept.	Implementation is on-going.
PS3.1.2	Evaluate the impact of all new development and expansion of existing facilities on storm runoff and ensure that the cost of upgrading existing drainage facilities to handle the additional runoff is paid for by the development which generates it.	Public Works Dept./ Planning Dept.	Implement through the development review process, review drainage impact fees periodically to ensure that they are adequate.
PS3.1.3	Make use of interim local drainage detention basins to slow stormwater runoff, until such time as permanent drainage facilities are constructed.	Public Works Dept.	Implement through the development review process.
PS3.1.4	Through the development review process, reserve land from development in appropriate locations for construction of drainage facilities.	Planning Dept.	Implement through the development review process.
PS3.1.5	Require and provide for on-going maintenance of drainage and detention facilities, to ensure their continued effectiveness in controlling runoff.	Public Works Dept.	Maintenance is on-going. Review through annual CIP/budget processes to ensure adequacy.
PS3.2	Coordinate drainage master planning with environmental resource management.	Public Works Dept./ Planning Dept.	Implement through the development review process.

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PS3.2.1	Where feasible, plan for detention or retention facilities in areas where groundwater recharge can be accomplished.	Public Works Dept./ Planning Dept.	Implement through the Master Drainage Plan. Revise if necessary.
PS3.2.2	Where feasible, construct drainage facilities so as to protect or enhance natural riparian habitat areas.	Public Works Dept./ Planning Dept.	Implement through the Master Drainage Plan. Revise if necessary.
PS3.2.3	Where feasible, combine drainage facilities with opportunities for recreation, as in placement of trails within drainage easements, or placement of ball fields within detention areas.	Public Works Dept./ Planning Dept./ Parks and Recreation	Implement through the Master Drainage Plan. Revise if necessary and coordinate with Parks and Recreation Dept.
PS4.1.1	Through the development review process, ensure that adequate school sites are reserved to serve the ultimate needs of the population; coordinate with school districts to identify appropriate sites and consider school district master plans in evaluating development proposals.	Planning Dept./ School Districts	Implement through the development review process. Continue coordination with all School Districts.
PS4.1.2	Offer administrative, planning and engineering assistance to the school districts in reviewing school site plans with respect to City plans for drainage, traffic, adjacent land uses and other considerations.	Planning Dept./ Engineering Dept./ Administration	Continue coordination with all School Districts.
PS4.1.3	In review of development adjacent to school sites, ensure that street and lot placement, grades, walls and other design considerations are incorporated into the design so as to minimize potential conflicts with school uses.	Planning Dept.	Implement through the development review process, subdivision design guidelines.
PS4.1.4	Condition approvals of development projects to meet the funding requirements of applicable school districts; on legislative decisions such as zone changes or General Plan Amendments, specific plan amendments, or other land use entitlements, require the property owner to enter into and execute an agreement with the affected School District to achieve school facilities mitigation.	Planning Dept.	Implement through the development review process.

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PS4.1.5	Support joint use of school and City park facilities, where appropriate, to meet the needs of the local community, through site location and planning, and assistance with construction funds.	Planning Dept./ Parks and Recreation/ Administration	Continue coordination with appropriate School Districts and the Parks and Recreation Dept.
PS4.2.1	Cooperate with other jurisdictions and agencies to work towards establishment of a four-year college or university in the Antelope Valley.	Administration/ Planning Dept.	Continue efforts to lobby California Regents to locate a 4-year college in Palmdale.
PS4.2.2	Facilitate location of pre-school and day-care facilities in appropriate areas throughout the community, so as to meet the needs of the working population.	Planning Dept.	Implement through revisions to the Development Code.
PS4.2.3	Support continuing education programs, such as literacy training, through City library and park programs.	City Librarian/ Parks and Recreation	Continue efforts of the City Librarian.
PS5.1.1	Obtain fire protection, fire prevention and paramedic services from Los Angeles County Fire Protection District.	Administration/ Fire Dept.	Continue coordination with the Fire Department to ensure adequate fire protection.
PS5.1.2	Monitor needs and service levels, and strive to minimize response time in both urbanized areas and rural or outlying areas.	Administration/ Fire Dept.	Continue coordination with the Fire Department to minimize response times.
PS5.1.3	Through the development review process, assess fire protection needs of development projects and require mitigation needed to maintain adequate service levels, including but not limited to reservation of sites for fire stations and fair-share contributions for fire suppression equipment.	Planning Dept./ Fire Dept.	Implement through the development review process with coordination with the Fire Dept.
PS5.1.4	Coordinate with and assist the Fire Protection District in planning for future fire station sites in Palmdale, and facilitate location and	Planning Dept./ Fire Dept.	Continue coordination with the Fire Dept. to identify station sites.

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	construction of fire stations in conjunction with other City facilities (such as parks or municipal buildings) where feasible.		
PS5.2.1	Contract with the Los Angeles County Sheriff's Department for law enforcement services.	Administration/ Sheriff's Dept.	Contract for sheriff's services is reviewed and renewed annually.
PS5.2.2	Coordinate with and provide input to the Sheriff's Department regarding planning for sheriff's facilities serving Palmdale, with the goal of ultimately obtaining a full-service sheriff's station and satellite stations as needed to serve the community.	Administration/ Sheriff's Dept./ Planning Dept.	Continue coordination with the Sheriff's Dept. to identify a station site.
PS5.2.3	Monitor staffing and service levels for law enforcement services and work with the Sheriff's Department to ensure adequate staffing to meet service level needs of the community.	Administration/ Sheriff's Dept.	Contract for sheriff's services is reviewed and renewed annually.
PS5.3.1	Evaluate the existing and future library system in the Planning Area and plan for provision of sufficient facility space and materials to serve the population.	City Librarian	Continue the planning efforts of the City Librarian.
PS5.3.2	Adopt and implement the following standards as a goal for library service to the community: 2.5 volumes per capita 8.5 periodicals per 1,000 population 0.5 staff per 1,000 population 5.0 reader's seats per 1,000 population 0.8 square foot of building space per capita.	City Librarian	Adoption of General Plan will put this standard in place. Adoption of a facilities fee will assist implementation of the standard.
PS5.3.3	Maintain reciprocal agreements with the county library system and other institutions to provide an additional resource in the City.	City Librarian	Coordinate with the County Library system as necessary.
PS5.3.4	Promote the construction of new libraries and the expansion of existing libraries as required to meet the needs of existing and future population.	City Librarian	Identify funding sources for expansion of facilities.

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PS5.3.5	Encourage the provision of library outreach services for residents who cannot visit library facilities.	City Librarian	Identify outreach programs and necessary funding sources.
PS5.4.1	Adopt and implement a standard of 5 acres of parkland per 1,000 population for the City.	Parks and Recreation	Adoption of the General Plan will put in place this standard.
PS5.4.2	Implement the Parks and Recreation Element as a master plan for park acquisition and improvement.	Parks and Recreation	Prepare and adopt a Parks and Recreation element.
PS5.4.3	Develop a recreation facility to meet the regional recreation needs of the community.	Parks and Recreation	Develop as funding and demand for recreation facilities allow.
PS5.4.4	Collect park fees and review this fee annually, to provide financing for improvement of parkland in Palmdale.	Building and Safety/ Parks and Recreation	Collect fee at issuance of certificate of occupancy. Review annually to ensure adequacy.
PS5.4.5	Seek public input on design of all new neighborhood and community parks in Palmdale.	Parks and Recreation	Implement as park sites are slated for development.
PS5.4.6	Explore various means of acquiring parkland and seek creative and flexible techniques to accomplish City park goals, including but not limited to fee vouchers in exchange for parkland.	Parks and Recreation	Continue efforts to identify additional funding sources for park site development.
PS5.4.7	Where feasible, utilize parks for joint use as flood control facilities.	Parks and Recreation/ Public Works Dept.	Coordinate with the Public Works Dept. to identify joint use sites.
PS5.5.1	Encourage the balanced development of medical care facilities throughout the City.	Planning Dept.	Encourage through revisions to the Development Code.

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PS5.5.2	Work with Los Angeles County to assist in coordination of health care programs for City residents.	Planning Dept.	Coordinate with Los Angeles County to identify necessary programs.
PS5.7.1	Develop or provide a performing arts center to serve a variety of musical, theatrical, exhibit and meeting uses.	Administration	Develop as funding and demand for the facility dictate.
PS6.1.1	Review proposed development with respect to the SWMP to ensure consistency.	Planning Dept.	Implement through the development review process.
PS6.1.2	Base future decisions on franchise agreements on the SWMP.	Planning Dept.	Implement as the current franchise agreements expire.
PS6.1.3	Develop and implement waste reduction and recycling programs in compliance with the SWMP.	Planning Dept.	Implement programs specified in the SWMP.
PS6.1.4	Update and maintain the SWMP as needed, with a complete review at least every five years, to ensure that the Plan accurately reflects changing waste stream conditions, government regulations, and City goals.	Planning Dept.	Implement as specified.
PS6.2.1	Identify hazardous waste generators and their waste streams by type and quantity, and facilitate the use of appropriate hazardous waste management technology by generators, placing the greatest emphasis on those technologies which achieve source reduction and waste minimization.	Planning Dept.	Implement through the provisions contained in the existing Zoning Code.
PS6.2.2	Ensure that the siting of hazardous waste facilities in the City is consistent with the General Plan, including provisions to ensure protection of residents, businesses and environmental resources, and provide for the safe transport of wastes.	Planning Dept.	Implement through the development review process.

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PS6.2.3	Provide opportunities for public participation in the review of proposed hazardous waste facilities.	Planning Dept.	Implement through the hazardous waste regulations contained in the zoning code.
PS6.2.4	Facilitate compliance with regulations requiring the preparation of Hazardous Materials Management Plans and Risk Management Prevention Plans, as applicable to handlers of specified hazardous materials and acutely hazardous materials.	Planning Dept.	Implement through the hazardous waste regulations contained in the zoning code.
PS6.2.5	Facilitate the implementation of programs designed to provide for the safe management of hazardous wastes generated by small quantity generators, including households.	Planning Dept.	Implement through the hazardous waste regulations contained in the zoning code.
PS6.2.6	Support the regulation and enforcement of hazardous waste laws governing the generation, handling, storage, transport, treatment and disposal of hazardous waste.	Planning Dept.	Review legislation and/or other regulations as introduced.
PS6.2.7	Require disclosure of the presence of hazardous materials on property proposed for development.	Planning Dept.	Implement through the hazardous waste regulations contained in the zoning code.
Public Services Element Implementation Measure A	<p>The City will cooperate with service providers to provide data needed to analyze available capacities and to estimate the demands of proposed projects. In order to ensure adequate provision of public services and utilities, service capacities and future demand should be identified. With this information, the City and other service providers can evaluate the impacts of new development on existing facilities. Expansions and changes in services should be monitored, as should new developments in adjacent areas that are served by the same service provider.</p> <p>This program should include the following efforts:</p> <ol style="list-style-type: none"> 1. Data will be compiled in the Planning Department, with monthly input from other departments and agencies, including coordination between City and county offices. 	Planning Dept.	<p>Implement through the development review process, and on-going coordination with service providers.</p> <p>Creation of data base will occur information is available.</p>

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	<p>2. Current data will be maintained on available capacity of public utilities and services to use in evaluating project demands.</p> <p>3. When necessary, data will be obtained regarding usage rates of current developments and updates on the capacities of services.</p> <p>4. Data will be maintained on existing and planned development.</p> <p>5. Master plans for sewers, water, schools, libraries and other facilities will be retained on file for evaluation and monitoring purposes.</p>		
<p>Public Services Element Implementation Measure B</p>	<p>Every proposed project will be evaluated according to CEQA prior to approval. The CEQA process ensures that environmental impacts will be mitigated to a level of non-significance with regard to groundwater resources, public services (schools, libraries, police protection and fire protection), and public utilities. The CEQA process is discussed further in the Environmental Resources Element of the General Plan.</p>	<p>Planning Dept.</p>	<p>Implement through the development review and CEQA processes.</p>
<p>Public Services Element Implementation Measure C</p>	<p>1. The City will continue to incorporate service commitment requirements into its project review process to ensure the availability of services and utilities to new developments. These written commitments are required for the following services prior to issuance of final maps or building permits:</p> <ul style="list-style-type: none"> a. Water service b. Sewer service c. Natural gas service d. Power e. Telephone f. Solid waste g. Schools h. Fire protection i. Police protection 	<p>Planning Dept.</p>	<p>Continue requiring commitment letters at the time of issuance of building permits and/or approval of final maps.</p>

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	<p>2. Service commitment requirements shall include the following:</p> <p>a. Master or specific plan developments shall dedicate land and/or coordinate with the appropriate agencies for the provision of services such as fire stations, schools, or libraries if the project causes significant impacts on existing services.</p> <p>b. All projects must pay impact fees to ensure provision of adequate services to development.</p> <p>c. All relevant service providers shall be notified of pending projects and invited to comment prior to tentative project approval.</p> <p>d. Service commitment letters from all relevant utility companies will be required prior to issuance of building permits.</p>		
Public Services Element Implementation Measure D	The City will include public facility expansions in its Capital Improvement Program (CIP). The program's priorities shall be coordinated with anticipated developments to ensure that infrastructure and facilities are constructed where and when they are needed.	Public Works Dept.	Implement with the next CIP cycle and consider annually thereafter.
Public Services Element Implementation Measure E	<p>The City's development plan review process shall include and/or consider:</p> <ol style="list-style-type: none"> 1. Coordination with capital improvement projects. 2. Evaluation of available and future capacities of public services and utilities (as facilitated by service capacity monitoring). 3. Review of impacts on groundwater recharge areas. 4. Availability of sewer system capacity. 5. Existence of, or plans for, adequate drainage facilities. 	Planning Dept.	Implement through the development review process.

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	<p>7. Contiguous development.</p> <p>8. Impacts on libraries, schools, fire and police protection services, and recreation facilities.</p> <p>9. Landfill site impact and capacity.</p>		
<p>Public Services Element Implementation Measure F</p>	<p>The City will cooperate in planning for the expansion of public services and utilities that serve the area. The City may recommend programs or measures that will serve the best interests of the City. In addition, the City will promote coordinated infrastructure planning to provide shared corridors for various facilities, to minimize visual and environmental impacts and required easements.</p>	<p>Planning Dept./ Public Works Dept.</p>	<p>Continue cooperation with service providers to ensure that adequate infrastructure is available for planned development.</p>
<p>Public Services Element Implementation Measure H</p>	<p>The City will establish the following water conservation programs to help preserve resources in the Planning Area.</p> <ol style="list-style-type: none"> 1. Assist in developing public awareness programs on groundwater resources and overdrafting, to encourage residents and business in reducing water consumption. 2. Explore use of reclaimed water for irrigating golf courses, median dividers, and parkways. 3. Encourage the use of native local plants and other drought tolerant plants in landscaping throughout the City. 4. Develop a water conservation ordinance including but not limited to the following measures: <ol style="list-style-type: none"> a. Encouraging the installation of low flush toilets and low flow shower heads in existing residential developments. b. Restricting washing down of sidewalks and driveways. 	<p>Planning Dept./ Public Works Dept./ Building and Safety</p>	<p>Cooperate with water purveyors to develop the programs listed.</p>

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	<p>c. Requirements for recycling mechanisms for commercial car washes.</p> <p>d. Encouraging irrigation in the early mornings and late evenings only.</p> <p>e. Encouraging water recycling on construction projects.</p> <p>5. Develop a xeriscape ordinance.</p>		
Public Services Element Implementation Measure I	The City will maintain, update and implement its master plan for the local sewerage system in the Planning Area, and will cooperate with the County Sanitation District in planning for regional sewage facilities. The City, together with the Los Angeles County Sanitation Districts, should monitor sewer line deficiencies and implement programs to retrofit inadequate lines as needed.	Public Works Dept.	Update sewer master plan as necessary; implement provisions contained therein.
Public Services Element Implementation Measure J	The City will maintain and implement the Master Drainage Plan, to provide the City with a comprehensive storm drainage system.	Public Works Dept.	Continue implementation of the master drainage plan; collect fees and construct facilities as development occurs.
Public Services Element Implementation Measure K	<p>The City will review development proposals for compliance with floodplain standards as contained in the Safety Element, to reduce hazards due to flooding.</p> <p>Residential development will be prohibited in floodplain areas unless the flood hazard has been adequately mitigated.</p> <p>The capture and utilization of flood waters for groundwater recharge will be explored.</p>	Public Works Dept./ Planning Dept.	Implement through the development review process.

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Public Services Element Implementation Measure L	<p>The City has adopted a Solid Waste Management Plan to comply with Assembly Bill 939 (AB939), the California Integrated Waste Management Act of 1989. The AB939 Act requires cities to develop plans to divert 25% of all solid waste from landfill disposal by 1995, and a total of 50% by the year 2000. The City of Palmdale's plan includes a Source Reduction and Recycling Element, a Household Hazardous Waste Element, and a siting section which identifies criteria for the location of solid waste landfills, transfer stations, recycling centers and other waste facilities. The City will implement this Plan in all activities related to waste management, and will update the Plan as needed.</p>	Public Works Dept./ Planning Dept.	Continue implementation of the adopted SWMP.
Public Services Element Implementation Measure M	<ol style="list-style-type: none"> 1. The City will prepare and adopt a hazardous waste management plan to comply with state law. 2. The City will require all proposed developments to: <ol style="list-style-type: none"> a. Provide a list of all chemicals that will be used in the construction and operation of the project. b. Comply with all existing regulations governing the generation, handling, storage, transport, treatment and disposal of hazardous wastes. c. Identify any hazardous waste existing on a site proposed for development. 	Planning Dept.	Adopt a hazardous waste management plan as required by law.
Public Services Element Implementation Measure N	<p>City staff will meet regularly with School District representatives to coordinate land use planning and development review with school facility planning, and to create and maintain a shared database for planning and forecasting purposes.</p> <p>The data base may include but not be limited to the following:</p> <ol style="list-style-type: none"> a. Enrollment histories and projections by school, grade, gender, and race. 	Planning Dept./ School Districts	Continue coordination with the School Districts; develop a data base as information is made available.

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	<p>b. Colleges attended by high school seniors.</p> <p>c. Current birthrates for projecting five year enrollment.</p>		
<p>Public Services Element Implementation Measure O</p>	<ol style="list-style-type: none"> 1. The City will annually coordinate service needs with the County Fire Department for fire protection, and the City will annually review the contract with the County Sheriff's Department for police protection services, to assure that adequate facilities and services are available to serve the needs of the Planning Area. 2. The Fire Department and Sheriff's Department will be invited to participate in the development plan review process to ensure adequacy of services and planning for safety. 3. The City will continue to support mutual aid programs with the Angeles National Forest and the USAF Plant 42 in providing public services to the Planning Area. 4. The City will coordinate long range master planning with Los Angeles County for Fire Department and Sheriff's Department Services. 	<p>Administration/ Planning Dept.</p>	<p>Continue coordination with the Fire Dept. and the Sheriff's Dept. to ensure that adequate fire and police services are available.</p>
<p>Public Services Element Implementation Measure P</p>	<ol style="list-style-type: none"> 1. The City will continue to strictly enforce building and fire safety codes to minimize hazards and the demand for emergency services. 2. The City will continue to require the provision of fire alarms, fire escapes, and extinguishing systems within all commercial, industrial, and multi-family developments. 	<p>Building and Safety</p>	<p>Continue enforcement of existing city codes.</p>

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<p>Public Services Element Implementation Measure Q</p>	<p>The City will promote public awareness programs to solicit citizen involvement in reducing the demands for public services and utilities. Awareness can lead to voluntary action, support, active participation in programs, and an understanding of community and regional issues that affect the City. These programs may include but not be limited to:</p> <ul style="list-style-type: none"> • Fire prevention • Crime prevention • Anti-drug campaigns • Energy conservation • Water conservation • Earthquake safety • Recycling programs • Educational programs • Other community projects <p>The City will encourage and support neighborhood watch programs, assist in the initial formation of such groups, and coordinate efforts with the Sheriff's Department.</p>	<p>Public Works Dept./ Planning Dept.</p>	<p>Implement through the PAC program and other community-based efforts to involve Palmdale citizens in City efforts to maximize efficiency of existing public services.</p>
<p>Public Services Element Implementation Measure S</p>	<p>Facility fees and charges will be imposed on new developments pursuant to City ordinances. Facility fees and charges may be established for developments to pay for the infrastructure and services that will be needed to maintain the project.</p>	<p>Public Works Dept.</p>	<p>Continue collection of traffic, drainage and park fees. Implement public facility fees if appropriate.</p>
<p>Public Services Element Implementation Measure T</p>	<p>The City may assist in financing of infrastructure needed to support new development through establishment of special financing districts, where appropriate.</p>	<p>Public Works Dept./ Finance Dept.</p>	<p>Establish financing districts as needed to construct public improvements.</p>
<p>Public Services Element Implementation Measure U</p>	<p>1. The City will develop a library master plan for construction of additional library facilities, pursuant to adopted City library standards. Additional sites, funding mechanisms, and improvement programs and facilities will be addressed.</p>	<p>City Librarian</p>	<p>Develop a master plan based on the standards established through General Plan policies to provided adequate library service.</p>


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	2. Reciprocal agreements with the county library system, local colleges and universities will continue to be implemented to provide additional library resources to City residents.		
Public Services Element Implementation Measure V	The City will promote location of a 4 year college or university within the Planning Area.	Administration	Continue coordination with the state to attract a college or university.
Public Services Element Implementation Measure W	The development standards contained within the Zoning ordinance will be designed to promote the location of preschool and daycare facilities within the Planning Area.	Planning Dept.	Implement through revisions to the zoning ordinance.

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S1.1.1	Provide copies of geotechnical reports for projects located within the Alquist-Priolo Special Studies Zone, as shown on the Overlay Map, to the State Division of Mines and Geology.	Planning Dept./ City Geologist	Implement through the development review process.
S1.1.2	Assist developers in obtaining necessary technical and policy information regarding seismic hazards.	Planning Dept./ Engineering Dept.	Provide information through the Engineering design standards and the Alquist-Priolo maps.
S1.1.3	Require geotechnical studies, to be reviewed and approved by the City's geologist, for development proposals in areas where geotechnical hazards may be present, and implement the recommendations of those reports as deemed necessary by the City.	Planning Dept./ City Geologist	Implement through the development review process.
S1.1.4	Require appropriate structural setbacks from active fault rupture traces in accordance with Alquist-Priolo standards and as required by the City, based on geotechnical analysis.	Planning Dept./ City Geologist/ Engineering Dept.	Implement through the development review process.
S1.1.5	Require structural setbacks or special foundations for structures within potentially active fault zones as determined by the City, based on geotechnical analysis.	Planning Dept./ City Geologist/ Engineering Dept.	Implement through the development review process.
S1.1.6	Require special foundations within inactive fault zones if determined necessary by the City.	Planning Dept./ City Geologist/ Engineering Dept.	Implement through the development review process.
S1.1.7	Restrict location of utility lines, whether above or below ground, within fifty feet of a fault trace, except to cross the fault trace. Utility lines crossing fault traces should be specifically designed to withstand the expected movement of the earth in these locations. Utility lines as defined here would include, but not be limited to, electricity, water, natural gas and sewer.	Planning Dept./ Engineering Dept.	Implement through the development review process. Coordinate with utility purveyors on location of utility lines.

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S1.1.8	Require that all structures should meet or exceed state required earthquake resistant design standards.	Engineering Dept./ Building and Safety	Implement through building plan check/ permit issuance.
S1.1.9	Review development proposals located in or immediately adjacent to areas of soil instability, liquefaction areas, and steep slopes to determine if a significant constraint exists and to determine appropriate land use or hazard mitigation methods, and require compliance with any such measures identified.	Engineering Dept./ Planning Dept.	Implement through the development review process.
S1.1.10	Develop and adopt hillside grading standards to minimize the hazards of erosion and slope failure.	Planning Dept.	Coordinate with the Engineering Dept. to develop standards.
S2.2.1	Require all development to comply with applicable FAA regulations which affect development in the Accident Potential Zones.	Planning Dept.	Implement through the development review process.
S2.2.2	Through the design review process, ensure that new buildings are located in a manner which will promote clear linear corridors through the developed area within any Accident Potential Zones, to create potential pilot options in the event of an aircraft emergency.	Planning Dept.	Implement through the development review process.
S2.2.3	Review and evaluate currently existing areas within the low altitude overflight area which are occupied by incompatible uses, to determine the potential of the redevelopment process to convert those land uses to airport compatible uses.	Planning Dept.	Coordinate with the Economic Development Dept. to identify areas and funding.
S2.3.1	Coordinate with Los Angeles County Fire Department to develop a listing of all hazardous waste generators that could affect City residents.	Planning Dept./ Fire Dept.	Develop data base as information is made available.

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S2.3.2	Continue to support and encourage state, City and county efforts to identify existing or previously existing hazardous waste generators or contaminated sites.	Planning Dept.	Cooperate with listed agencies to identify hazardous waste generators.
S2.3.3	Require that soils containing toxic or hazardous substances be cleaned up to the satisfaction of the agency having jurisdiction, prior to the granting of any permits for new development.	Planning Dept.	Implement through the development review process or as sites are identified.
S2.3.4	Restrict or prohibit land uses and activities that generate excessive amounts of hazardous materials or wastes that cannot be properly maintained or disposed.	Planning Dept.	Implement through the existing regulations contained in the zoning code.
S2.3.5	Promote the routing of vehicles carrying potentially hazardous materials along transportation corridors that reduce the risk to the public and sensitive environmental areas. Cooperate with regional agencies in developing such routing systems.	Planning Dept./ Traffic Engineer	Implement through the existing regulations contained in the zoning code.
S2.3.6	Require that all proposed hazardous waste facilities comply with AB2948 (Tanner Legislation) and Chapter 9 Article 96 of the Palmdale Zoning Ordinance.	Planning Dept.	Implement through the existing regulations contained in the zoning code.
S2.3.7	Prepare and adopt a city-wide Hazardous Waste Management Plan consistent with the Los Angeles County Hazardous Waste Management Plan, in order to ensure that local hazardous waste facility siting is compatible with local land use policy.	Planning Dept.	Adopt a hazardous waste management plan pursuant to state law.


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S3.1.1	Ensure that there is not a reduction in effectiveness of emergency services as a result of growth permitted through the implementation of this plan.	Planning Dept./ Fire Dept./ Sheriff's Dept.	Continue coordination with Fire Dept. and Sheriff's Dept. to ensure the maintenance of adequate service levels.
S3.1.2	Develop and implement a plan in cooperation with hospitals, schools, major businesses, utilities, the Red Cross, churches and other service providers to work together and train in preparation for a coordinated response during a major event.	Planning Dept./ Emergency Services Coordinator	Coordinate with service providers according to City's current disaster preparedness plan.
S3.1.3	Periodically, but not less than annually, review emergency service equipment and shelters to ensure that they are adequate to meet the needs of changing land uses and development types.	Emergency Services Coordinator	Implement through the provisions of the disaster preparedness plan.
S3.1.4	Consider the City's daytime and permanent population in determining emergency service needs.	Emergency Services Coordinator	Implement through the provisions of the disaster preparedness plan.
S3.1.5	Require all residents to maintain visible and clearly legible signs and street numbers to shorten the response time of emergency personnel.	Planning Dept./ Building and Safety/ Sheriff's Dept./ Fire Dept.	Initially require through the development review process; use public awareness information to ensure continued compliance.
S3.1.6	Require City staff to undergo regular disaster preparedness training.	Emergency Services Coordinator	Continue existing training efforts.
S3.1.7	Maintain and implement the City's adopted Disaster Preparedness Plan.	Emergency Services Coordinator	Continue implementation of the plan.

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S4.2	Support the development and continued updating of public education programs on health and safety.	Emergency Services Coordinator	Implement through the provisions of the disaster preparedness plan.
S4.2.1	Prepare and disseminate educational information to residents and businesses on preparing for response to hazards of the area, including major earthquake, floods, hazardous waste spills, wildfire, etc.	Emergency Services Coordinator	Implement through the provisions of the disaster preparedness plan.
S4.2.2	Encourage and assist the school districts in teaching children to respond appropriately in an emergency, especially to situations unique to a desert environment. Such training should be repeated regularly to ensure that each child knows what to do in case of heat stroke, snake bites, floods, earthquakes, etc.	Emergency Services Coordinator/ School Districts	Implement through the provisions of the disaster preparedness plan.
S4.2.3	Promote the use of water filtration systems at point-of-delivery for acceptable water quality in emergency situations.	Emergency Services Coordinator	Encourage through public awareness.
Safety Element Implementation Measure A	Public safety programs are aimed at mitigating unacceptable risks where government action is necessary for public safety. Hazard elimination means the removal of existing and potential hazards. As this course is not always possible, precaution and preparedness are necessary. The public safety policies recommend a number of programs that will reduce the loss of life, injury, and property damage in the event of a disaster. These programs focus on educating the public concerning the proper procedures for avoiding hazards; the need for increased emergency preparedness; and prevention or mitigation of existing and potential hazards.	Emergency Services Coordinator	Implement through the provisions of the disaster preparedness plan.

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	<p>Emergency preparedness means the awareness of existing and potential hazards and the adoption of mitigation measures to preserve public health and safety. The City's policy is to give first priority to saving human lives, and to reduce property damage second. The City also seeks to eliminate a hazard, reduce the risks if the hazard cannot be eliminated or avoided; but above all, to plan for any potential disasters. Criteria for the allocation of public funds for various safety programs will determine priorities and facilitate implementation. Both private and public funds and resources will be solicited for these programs.</p>		
<p>Safety Element Implementation Measure A1</p>	<p>The City will develop an inventory of existing hazardous buildings (structures highly susceptible to earthquakes, flood, fire, and other hazards). Existing structures may be required to be improved up to current safety codes before any change of occupancy or use is allowed.</p>	<p>Building and Safety/ Code Enforcement</p>	<p>Develop a data base as information is made available.</p>
<p>Safety Element Implementation Measure A2</p>	<p>The City will study the need to develop a relocation/demolition/rehabilitation program to remove or reduce threats to life and safety associated with known hazardous structures. All available funding resources will be pursued to implement this program. If necessary, relocation assistance will be provided for dependent populations that may presently occupy these buildings.</p>	<p>Building and Safety/ Planning Dept./ Housing Program Administrator</p>	<p>Coordinate with appropriate city depts. to develop program and set priorities for rehabilitation.</p>
<p>Safety Element Implementation Measure A3</p>	<p>The City Engineering Geologist will evaluate the need for a geologic investigation for proposed development within areas of potential geologic hazards. Geologic investigations will be required to include assessment of soil stability, susceptibility to geologic hazards in the area (including distance to nearest fault), and any other conditions which, as determined by the Engineering Department, may affect structural foundations.</p>	<p>City Geologist</p>	<p>Implement through the development review process.</p>

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GENERAL PLAN REFERENCE	MITIGATION MEASURE	RESPONSIBLE AGENCY	ACTION REQUIRED
Safety Element Implementation Measure A4	The City will review all new development for compliance with construction and land use standards regarding earthquake, fire, aircraft accident, and other hazards. Strict enforcement of building codes and development standards shall be maintained with modifications granted only if no risks to life and property are involved.	Building and Safety/ Planning Dept.	Implement through the development review process.
Safety Element Implementation Measure A5	The City has established special study zones in known hazardous areas (earthquake fault zones, flood hazard areas, and areas of steep slopes) in order to identify the need for indepth studies before allowing development within these areas (See Exhibit LU-4.) The construction of high density uses and critical structures on hazardous sites will be limited as required by California state law and City ordinances.	Planning Dept.	Zones will be in place with adoption of the General Plan.
Safety Element Implementation Measure A6	The City will offer training programs for people interested in volunteering during emergency preparedness/response activities so that during major disasters, these volunteers are organized and prepared. This program will allow the City to reach out to residents and inform them of ways they can prepare and help others during disasters. The program could also provide additional manpower to City and County agencies in abating or responding to an emergency.	Emergency Services Coordinator	Implement through the provisions of the disaster preparedness plan.
Safety Element Implementation Measure A7	Public officials will be encouraged to attend seminars dealing with emergency management. Better trained leaders will provide the City with the best knowledge to deal with emergency situations. The City will ensure that emergency service providers are competently trained and have adequate resources to respond to the demands of a major disaster.	Emergency Services Coordinator	Implement through the provisions of the disaster preparedness plan.

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<p>Safety Element Implementation Measure A8</p>	<p>The City will develop programs for public information and the education of residents and businesses on earthquake safety, hazardous materials, aircraft accident, fire prevention, flood hazards, crime, dam inundation, geologic hazards, and other issues for which prevention measures may decrease the potential for personal injury and property damage.</p>	<p>Emergency Services Coordinator</p>	<p>Implement through the provisions of the disaster preparedness plan.</p>
<p>Safety Element Implementation Measure A9</p>	<p>The City has adopted an Emergency Preparedness Plan which identifies emergency responses and recovery operations for disaster occurrences affecting the City. The City will update these procedures at least every five years to accommodate growth and changing situations and to reinform responsible agencies of their specific roles. Resource listings within the City Emergency Preparedness Plan will be updated annually. The City's emergency plan includes disaster recovery programs and reconstruction standards and measures as well as the following information.</p> <ul style="list-style-type: none"> • Evacuation Procedures/Routes--The City will coordinate with the Office of Emergency Services, the Sheriff's Department, and local fire stations in establishing evacuation procedures in the Planning Area. Exhibit S-1 identifies major streets which may serve as evacuation routes. • Emergency Drills--The City's Disaster Preparedness Coordinator will conduct drills each year. These drills will keep both public and private agencies informed of general safety procedures and individual responsibilities. Also, emergency training exercises with state and regional agencies shall be conducted. • Monitoring and Warning System--The City will continually review its warning and public information system, which will facilitate communication during disasters. The public shall be informed of these warning systems to allow prompt and timely responses. 	<p>Emergency Services Coordinator</p>	<p>Implementation is on-going. Review and update the plan as needed.</p>

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	<ul style="list-style-type: none"> • Resource Listing--The City will update its list of resources and individual responsibilities every year to maintain emergency preparedness. 		
<p>Safety Element Implementation Measure A10</p>	<p>Various natural and man-made disasters could affect the residents of Palmdale. Potential disasters include a major earthquake, hazardous materials incident, flooding, dam failure, national security emergency, transportation incident, and major fires in either the wildland or urban areas. In the event of a disaster, local officials and the emergency preparedness coordinator, in conjunction with the Antelope Valley Chapter of the Red Cross need to assess the requirements for mass shelter and feeding.</p> <p>The City's Emergency Preparedness Coordinator has the responsibility for organizing an emergency response plan as required by the State Office of Emergency Services (OES). This multi-hazard emergency plan addresses the City's preparedness response, recovery, and mitigation in the event of an emergency. The City's plan designates the Red Cross as the official disaster relief agency and arranges for other organizations, such as the Salvation Army to assist in disaster relief efforts.</p> <p>Besides developing the City's multi-hazard emergency plan, the emergency preparedness coordinator is also responsible for locating suitable facilities for shelter and making arrangements with the owners of these facilities for use in the event of a disaster. Such ideal facilities are schools, as they are public facilities and can accommodate a large number of people. Additionally, churches and commercial lodging facilities such as motels and hotels could be employed as needed.</p> <p>The Antelope Valley Chapter of the American Red Cross is responsible for opening and managing mass care facilities. In the event of a major disaster, there may be an extended delay period of time before the American Red Cross can respond. In the interim, the Director of Emergency Services will:</p>	<p>Emergency Services Coordinator</p>	<p>Implementation is on-going through continued efforts of the emergency services coordinator.</p>

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	<ol style="list-style-type: none"> 1. Implement the City's disaster response procedure. 2. Authorize the City's staff to open shelters under the auspices of the American Red Cross. 		
Safety Element Implementation Measure A11	The City will continue its mutual aid agreements with other agencies. The City coordinates emergency services in the Planning Area and within the region with various county agencies, the State Office of Emergency Services, and the Federal Emergency Management Agency for responses to disasters that involve the region, state, or nation. City services are also available for mutual aid to neighboring jurisdictions.	Emergency Services Coordinator/ Fire Dept.	Continue coordination with the Fire Dept. and other agencies as appropriate to ensure provision of adequate emergency services.
Safety Element Implementation Measure A12	The City will apply for programs and funds from state, federal, and regional agencies to help provide relocation assistance, emergency management, relief goods, post-disaster reconstruction programs, and emergency housing when needed.	Emergency Services Coordinator/ Finance Dept.	Implement through the provisions of the disaster preparedness plan.
Safety Element Implementation Measure A13	The City may conduct collection of household hazardous waste from residential areas for proper disposal in nearby facilities on at least an annual basis, and more frequently if deemed necessary.	Public Works Dept./ Planning Dept.	Implement through the provisions contained in the adopted Solid Waste Management element.
Safety Element Implementation Measure A17	The City will prepare a hazardous waste management plan that will assure that hazardous waste facility sites and adjacent land uses are compatible with existing developments and that hazardous materials and wastes are stored, used, transported, treated, and disposed of properly. This plan will be adopted and implemented in accordance with state law. Through the development review process, risk management and prevention plans will be required for facilities using or producing hazardous materials and wastes, in accordance with state	Planning Dept.	Adopt a hazardous waste management plan pursuant to state law.

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	guidelines and the City's adopted Hazardous Waste Management Plan.		
Safety Element Implementation Measure A18	Through the review of site plans, conditional use permits, and other development applications, the City will enforce the standards for floodplain development, hazardous waste facilities and materials, seismic safety, fire prevention and protection, and law enforcement.	Planning Dept.	Implement through the development review process.
Safety Element Implementation Measure A21	The City will revise and update its zoning ordinance to incorporate implementation measures in accordance with this Element of the General Plan.	Planning Dept.	Implement as soon as feasible after adoption of the General Plan.
Safety Element Implementation Measure A22	The City will enforce its building and seismic safety codes. The City's building and seismic codes provide minimum standards for the construction of habitable structures. These standards ensure the structural stability and safety of all developments. The Building and Safety Department reviews all construction plans for compliance with codes prior to development. The City's Code Enforcement section responds to citizens concerns regarding unsafe structures, and requires abatement of code violations.	Building and Safety	Continue requiring compliance of all new and existing development with appropriate city codes.
Safety Element Implementation Measure A23	The City will implement CEQA requirements for new development and for capital improvement projects. CEQA requires evaluation of potential impacts to public safety from seismic, flood, fire, risk of upset (spills, explosions, etc.), and other factors.	Planning Dept.	Implement through the development review and CEQA processes.
Safety Element Implementation Measure A26	The City will provide data on known hazards in the Planning Area for public review. This information will increase community awareness and personal preparedness for residents and businesses.	Planning Dept.	Develop a data base as information is made available.

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Safety Element Implementation Measure A27	The City will coordinate with Los Angeles County and the City of Lancaster in addressing public safety issues which affect the Antelope Valley, such as traffic, crime, air pollution, and water resource issues.	Planning Dept.	Continue coordination with listed agencies as necessary to achieve desired reductions.
Safety Element Implementation Measure B	The City will enforce public safety standards in reviewing development proposals, and in land use planning. These standards protect future developments from natural and man-made hazards and provide benchmarks for achieving the goals and objectives listed in Section 2. Other standards, such as minimum street widths and peak water loads, are required by the state code. Standards for streets are discussed in the implementation section of the Circulation Element.	Building and Safety/ Planning Dept./ Engineering Dept.	Implement through the development review process.
Safety Element Implementation Measure B1	<p>Construction and development standards contained in the Zoning and Building codes include:</p> <ul style="list-style-type: none"> • Engineered construction must comply with the Uniform Building Code requirements for seismic zones. • Emergency facilities and sites with explosives and toxic materials must adhere to more restrictive seismic safety construction. • Emergency facilities shall be set back from known hazard areas (earthquake fault zones, aircraft crash zones, and flood plains). • Critical use structures must conduct geologic/seismic hazards studies before construction, and implement appropriate construction techniques. 	Building and Safety/ Engineering Dept.	Continue requiring full compliance with all city codes.
Safety Element Implementation Measure B2	The City has established hillside development standards to prevent landslide and erosion hazards and to preserve natural grades and scenic views, through the recent adoption of the Hillside Management Ordinance addressing the following issues:	Planning Dept.	Implement through the development review process.

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	<ul style="list-style-type: none"> • The maximum angle of manufactured slopes. • The maximum height of a manufactured slopes. • Fire retardant construction, materials, design and landscaping. • Maintenance of natural drainage to the extent practical, consistent with the Master Drainage Plan. • Establishment of maximum street grades. 		
<p>Safety Element Implementation Measure B5</p>	<p>New projects and land use requests should be reviewed for conformance with the intent of the Joint Land Use Committee (JLUC) policies. The JLUC policies related to safety are as follows:</p> <p>a. Land Use Within the Accident Potential Zones.</p> <p>(1) Clear Zone.</p> <p>All of the Clear Zones are currently within the boundaries of Plant 42 and are not within the jurisdiction of either city (City of Palmdale or City of Lancaster) or the County.</p> <p>(2) General Policies for the Accident Potential Zone (APZ).</p> <p>(a) This Safety Element hereby incorporates by reference the FAA Part 77 Regulations and Tab No B-2 of the Master Plan Vicinity Map, Zoning Plan for Air Force Plant 42 for height regulations as they affect the air space around U.S. Air Force Plant 42.</p> <p>(b) All development shall comply with applicable FAA regulations which affect development in these zones.</p> <p>(c) The General Plan Land Use Element Hazard Zones Exhibit and the Safety Element Aircraft Crash Zones Exhibit have identified the areas which are included within the Accident Potential Zones.</p>	<p>Planning Dept.</p>	<p>Implement through the development review process.</p>

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	<p>(d) Open space uses which are low intensity and passive, such as Joshua tree and nature preserves shall be encouraged.</p> <p>(e) Avigation easements shall be obtained wherever possible in this zone.</p> <p>(f) Disclosure statements which declare that the property is located within the accident potential zone and is exposed to aircraft noise shall be required on the sale or transfer of property in this zone.</p> <p>(g) Currently existing areas occupied by incompatible uses shall be examined to determine the potential of the redevelopment process to convert those land uses to airport compatible uses.</p> <p>(h) New buildings shall be located in a manner which will promote clear linear corridors through the developed area to create potential pilot options in the event of an aircraft emergency.</p> <p>(3) Accident Potential Zone 1.</p> <p>i. New residential uses shall not be approved in this zone.</p> <p>ii. Commercial uses shall be prohibited.</p> <p>iii. Industrial uses should be encouraged with the restriction that average employee density shall not exceed 25 persons per acre per hour and lot coverage by buildings shall not exceed thirty percent of the site.</p> <p>(4) Accident Potential Zone 2.</p> <p>i. Residential uses should be discouraged but, if allowed, shall not exceed one dwelling unit/2.5 gross acres.</p> <p>ii. Commercial uses which do not draw large numbers of customers to the site shall be encouraged. Customer intensive retail operations are excluded. Average employee density should not exceed 25 persons per acre per hour.</p>		

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	<p>iii. Industrial uses should be encouraged with the restriction that average employee density shall not exceed 25 persons per acre per hour and lot coverage by buildings shall not exceed forty percent of the site.</p>		
<p>Safety Element Implementation Measure C</p>	<p>The goals, objectives, and policies included in the Safety and other elements provide the framework for hazards mitigation through prudent land use planning. One of the most powerful tools for protecting public safety available in the General Plan process is the Land Use Map, which designates the appropriate location for the various types of development permitted in this plan. In areas where a significant hazard is present, the type of development permitted must reduce risks to an acceptable level.</p> <p>Land uses which would potentially handle hazardous materials/wastes shall not be located near residential areas, critical facilities, immobile populations, and other areas as specified in the City's Hazardous Waste Management Plan.</p> <p>Flood hazard areas, aircraft crash zones, and the Alquist Priolo Special Studies Zone are shown on Exhibit LU-4. Unstable soils are shown in Exhibits S-9, S-10 and S-11.</p> <p>New development must be protected from public safety risks and must not add to existing hazards. Development shall be limited in hazard areas as indicated above.</p>	<p>Planning Dept.</p>	<p>The Land Use Map considers public safety concerns. The map will be adopted with the General Plan. Use the development review process to condition projects to comply with public safety regulations.</p>

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<p>Noise Element Implementation Measure A</p>	<p>The City of Palmdale can achieve a noise compatible environment through comprehensive land use planning. Proposed developments are evaluated in terms of the projected impact from future noise sources and the application of the City's objectives and policies. The City's noise compatibility criteria by land use are summarized in Table N-4 and are consistent with both federal and state standards and guidelines. Proposed residential and other noise-sensitive projects impacted by a 65 dBA CNEL or greater would require additional acoustical analysis to achieve acceptable exterior noise levels. Acceptable interior noise levels of 45 dBA CNEL or less must also be achieved.</p> <p>For the City to achieve noise and land use compatibility, mitigation measures and/or restrictions should be imposed on future noise sensitive developments proposed within 65 dBA CNEL contours from transportation sources. The 45 dBA CNEL or less interior criteria for noise sensitive land uses must also be achieved. In addition, noise sensitive developments, proposed near existing stationary noise sources generating noise levels exceeding 65 dBA CNEL, should be discouraged.</p> <p>These goals are also served by encouraging the development of compatible land uses in areas subject to continuing noise exposure from stationary or transportation sources. It is not the goal of the City to render the development of any private property economically infeasible, but to ensure that land uses are located appropriately in terms of noise sensitivity and the surrounding noise environment. Therefore, appropriate levels of protection for normally compatible uses have been established in consideration of the health and well-being of employees and the general public, as well as the need for the City to promote development uses on noise-affected properties which support the economic health and infrastructure of the entire community.</p>	<p>Planning Dept.</p>	<p>Land use planning, as shown on the land use map, considers noise issues. Implementation through the development review process will ensure compliance with noise policies and/or regulations.</p>

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<p>Noise Element Implementation Measure B</p>	<p>The City will require acoustical analysis reports for those projects located within existing or future 60 dBA CNEL impact areas or as deemed necessary by the City. All acoustical analysis reports shall consider existing and future ambient and project related noise levels and shall be prepared by a qualified acoustical engineer with experience in environmental noise assessment and noise control design. Specifically, acoustical analysis reports shall include:</p> <ul style="list-style-type: none"> • Existing ambient and roadway noise levels recorded by a calibrated noise monitor. • Roadway traffic noise level analysis models determining existing and future noise levels anticipated from proposed projects and related cumulative noise sources. • Noise contour maps. • Surrounding land uses with identification of sensitive noise receptors and noise sources. • Impacts of the project to the existing ambient noise environment. • Noise control measures where needed. • Cumulative impacts due to related projects. • Unavoidable adverse impacts to the project area. <p>Acoustical analysis reports shall evaluate the impacts of the existing noise levels on the proposed project as well as the impact of the project on the existing noise environment. The Planning Department will evaluate projects to ensure that noise sensitive land uses, such as schools, hospitals, and residential developments, will not be located adjacent to sources of noise, when exceeding acceptable levels.</p>	<p>Planning Dept.</p>	<p>Implement through the development review process.</p>

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	<p>Where appropriate, the City will require acoustical analysis reports to include acoustical design for residential development adjacent to freeways or major arterials to achieve the appropriate interior and exterior noise levels through sound insulation, or other means, as indicated in Table N-3.</p> <p>The Planning Department may require developments which will generate large congregations of people or maintain late nighttime hours to provide special mitigation measures, as indicated by the acoustical analysis.</p>		
<p>Noise Element Implementation Measure C</p>	<p>The City will adopt a noise ordinance which is compatible with state and federal standards. The ordinance will establish noise impact thresholds for noise abatement and attenuation, in order to reduce potential health hazards associated with high noise levels. Noise ordinances are typically directed at controlling noise from stationary sources and its intrusion onto adjacent properties. Enforcement of the noise ordinance would be an effective tool in controlling non-transportation noise sources. Noise from transportation sources is regulated by federal and state laws.</p> <p>The Department of Building and Safety, the Planning Department, and the Sheriff's Department will work cooperatively to enforce the noise ordinance. The noise ordinance may include policies addressing the following issues:</p> <ul style="list-style-type: none"> • Land use compatibility. • Restriction of hours of operation for construction equipment, power mowers, garbage collection, street sweeping, truck deliveries, leaf blowers, and other noise activities within the hours of 6:30 a.m. and 8:00 p.m., unless the work is made in response to an emergency or special purpose. 	<p>Planning Dept./ Building and Safety/ Sheriff's Dept.</p>	<p>Adopt noise ordinance with, or immediately following, revision of the development code.</p>

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	<ul style="list-style-type: none"> • Periodic investigation of noise sources throughout the City, with citations issued for offender, in addition to investigations conducted due to such complaints. <p>The Noise Ordinance shall set standards and penalties for violating the provisions contained therein. Penalties may range from warnings and monetary penalties to revocation of operating licenses for businesses.</p>		
<p>Noise Element Implementation Measure E</p>	<p>The City will review all new development applications for conformance with the Joint Land Use Committee (JLUC) policies relating to noise, as adopted by the Palmdale City Council on March 6, 1991. The JLUC policies were developed through the joint efforts of the City of Palmdale, the City of Lancaster and the United States Air Force to address basic air installation land use compatibility issues. These policies relate to both noise and safety issues; the safety related policies appear in the Safety Element of the General Plan.</p> <ol style="list-style-type: none"> 1. POLICIES TO GOVERN LAND USE WITHIN THE 65 CNEL CONTOUR ARE AS FOLLOWS: <ol style="list-style-type: none"> a. The General Plan Noise Element Map shall identify the location of the 65 CNEL Contour for U. S. Air Force Plant 42. b. That land which currently has an industrial or commercial general plan designation shall not be changed to a residential or other incompatible use. c. That applications (zone change, General Plan Amendment, etc.) for land use changes which increase residential density shall not be approved. d. That existing residential land use designations shall be examined for potential redesignation to airport compatible designations. It should also be noted that this policy does not require that we re-designate any area, only that we look at the potential. 	<p>Planning Dept.</p>	<p>Implement through the development review process and continued coordination with the Air Force.</p>

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	<p>e. That any developed or undeveloped property which is seeking a land use action from the City shall be conditioned to provide an avigation easement to the Los Angeles Department of Airports, the U.S. Air Force, and the City.</p> <p>f. Research and develop a means of obtaining avigation easements from all properties.</p> <p>g. That a Joint Air Force Plant 42/City of Los Angeles Department of Airports/City of Palmdale/City of Lancaster Part 150 Study shall be conducted to determine the need for soundproofing of existing residential development, to make Plant 42 and the surrounding communities mutually more compatible through use of FAA funding.</p> <p>h. Currently existing residential areas shall be examined to determine the potential of the redevelopment process to convert those land uses to airport compatible uses.</p> <p>i. That noise sensitive receptors shall be excluded (examples of noise sensitive receptors are hospitals and schools).</p> <p>j. That the development and zoning of residentially designated property shall be at the minimum density of the General Plan designation.</p> <p>2. POLICIES TO GOVERN THE LAND USE FOR AREAS WHICH ARE OUTSIDE OF THE 65 CNEL CONTOUR BUT ARE FREQUENTLY OVERFLOWN BY AIRCRAFT AT LOW ALTITUDES FOR TAKE-OFF, LANDING, AND CLOSED PATTERN FLIGHT ACTIVITY. TYPICALLY, THIS LINE WOULD EXTEND AS FAR NORTH AS AVENUE K AND AS FAR SOUTH AS (the southern boundary of the Frequent Overflight Area is currently being reviewed by staff and the Air Force) PALMDALE BOULEVARD. THE EASTERLY BOUNDARY OF THE AREA WOULD EXTEND TO 85TH STREET EAST AND THE WESTERLY BOUNDARY WOULD BE 17TH STREET WEST AS SHOWN ON THE ATTACHED MAP. THESE RECOMMENDATIONS RECOGNIZE THAT EXISTING LAND USES WITHIN OVERFLIGHT AREAS MAY BE INCONSISTENT WITH THE GUIDELINES; HOWEVER, THE RECOMMENDATIONS REFLECT LONG-RANGE GOALS OF THE CITY AND THE AIR</p>		

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	<p>FORCE FOR THAT AREA. THE RECOMMENDATIONS ARE AS FOLLOWS:</p> <ul style="list-style-type: none"> a. That higher density residential uses shall be discouraged and that - in order of priority - industrial, commercial, and low density residential land use designations (i.e., 1 du/ac or larger lots) shall be encouraged. b. That noise sensitive receptors shall be excluded (i.e. hospitals and schools). c. Currently existing areas which are occupied by incompatible uses shall be examined to determine the potential of the redevelopment process to convert those land uses to airport compatible uses. d. That the General Plan shall designate this low altitude overflight area on the General Plan Land Use Map. e. That land which currently has an industrial or commercial general plan designation shall not be changed to a residential or other airport incompatible use. f. That any developed or undeveloped property which is seeking a land use action from the City shall be conditioned to provide an aviation easement to the Los Angeles City Department of Airports, the U.S. Air Force, and the City. g. Research and develop a means of obtaining aviation easements from all properties within this area. <p>JLUC Examples <u>Customer Intensive Uses</u> - Customer intensive retail operations would include grocery stores, drug stores, convenience stores, theaters, shopping centers, department stores, and similar uses.</p> <p><u>Low Customer Intensive Uses</u> - Low customer intensive uses would include nurseries, lumber yards, contractor yards, warehousing, mini storage and similar uses.</p>		

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Noise Element Implementation Measure F	<p>The City shall support the Airport Land Use Commission of Los Angeles County in planning for appropriate land uses around USAF Plant 42 through consistency of the City's General Plan with the County's Comprehensive Airport Land Use Plan. This implementation measure is further discussed in Section 3 of the Safety Element.</p>	Planning Dept.	Implement through adoption of the land use map.
Noise Element Implementation Measure G	<p>The City shall coordinate with appropriate agencies and developers to reduce unnecessary noise in the vicinity of noise-sensitive locations through the following actions:</p> <ul style="list-style-type: none"> • Maintain liaison with transportation agencies, such as Caltrans, regarding the reduction of noise from existing facilities and roadways. The design and location of facilities and roadways shall also be considered. • Maintain liaison with Los Angeles County Health Department to update information on the effects and impacts of noise pollution on humans. • Consider noise as a priority factor in evaluating residential or other noise-sensitive projects. Building orientation and configuration should be utilized to minimize or eliminate noise problems for a sites adjacent to the freeway, arterials, or rail lines. Additional effective noise reduction tools include the use of earthen berms, sound reducing walls, and generous setbacks. • Maintain a liaison with the Southern Pacific rail line to reduce the level of noise produced by train movement within the City, through the regular maintenance of the tracks and trains. Monitor the existing operations on the rail line, as well as any plans for future development so as to predict future noise levels. 	Planning Dept.	Coordinate with listed agencies to reduce noise where feasible. Use the development review process as a basis for coordination efforts.

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	<ul style="list-style-type: none"> • Enforce regulations, such as the State Vehicle Code noise standards, for City owned and City operated vehicles. 		
Noise Element Implementation Measure H	The City will maintain a map of receptors and sources in the Planning Area for new development in order to anticipate and/or avoid incompatible land uses. Acoustical analysis reports will be required to incorporate the receptor and source map in the report on a smaller scale.	Planning Dept.	Create data base as information is made available.
Noise Element Implementation Measure I	The City will require developments to implement noise control measures during construction. Acoustical design shall include measures to control noise at the source, along the transmission path or at the receptor.	Planning Dept.	Implement through the development review process.

EXHIBIT E

CORRECTIONS AND ADDITIONS TO THE GENERAL PLAN TEXT

Through the course of City Council public hearings, a number of policy and implementation measures were revised. The following represents the revised text.

LAND USE ELEMENT

Policy L1.2.5.g: Annexation of any area which is within the boundaries of an adopted community standards district shall consider and respect the provisions of these standards in any future land use approvals.

Objective L1.2: ~~Implement~~ ~~Adopt~~ annexation policies that promote logical and orderly boundaries, respond to community concerns, and minimize fiscal impacts to the City.

Policy L1.3.3: Through the development review process, evaluate proposals with respect to their impacts on adjacent properties, including their impacts on existing uses of those properties, and require that project designs employ appropriate techniques to increase compatibility between uses.

Policy L1.4.1.c: When ~~residentially~~ ~~designated~~ ~~land~~ land designated for less intensive uses abuts mineral extraction areas, the responsibility for providing adequate buffers should be borne equitably by both quarry operators and ~~residential~~ adjacent developers, where feasible based upon existing conditions and existing approvals.

Policy LU3.1.1.g: Medium Residential (6.1 to 10.0 du/ac): The Medium Residential (MR) designation is intended for residential uses at maximum gross densities ranging from 6.1 to 10 units per acre. Housing types may include single family detached, single family attached, townhouses, condominiums, duplexes, triplexes, apartments, or manufactured housing developments. Permitted structure types will be as specified in the underlying zone district. For single family residential uses within this designation, the minimum permitted lot size is 7,000 square feet, unless otherwise specified in an approved specific plan or residential planned development offering a variety of lot sizes, housing types, and public amenities, a senior housing project, or other approved development plan.

The Medium Residential designation is appropriate within those areas having existing or planned residential uses at 6.1 to 10 units per acre, which are or will be served by adequate infrastructure and services needed to support this level of development. Maximum permitted density will be determined through the development review process, based upon environmental and infrastructural conditions. Equestrian and large animal uses are not intended within this district.

Policy L3.2.6: Require disclosure, as deemed appropriate, on proposed residential developments which are affected by existing conditions such as, but not limited to, noise, dust, odors, light, seismic hazards, and frequent overflight of aircraft.

Policy L3.3.4: The City recognizes the need to preserve existing mobilehome housing opportunities within the City of Palmdale and planning area. Table LU-5 lists the mobilehome parks in the City of Palmdale and planning area as of January, 1993. In order to provide

stability and a high quality living environment for residents of these mobilehome parks, the following standards for maintenance and criteria for conversion of the parks to other uses shall apply:

a. Standards for Maintenance:

i) Common areas, including common landscaping, parking areas, drive aisles, and pedestrian access, shall be maintained in a neat and orderly fashion, free from conditions which may jeopardize residents' health, safety and welfare. Unsafe conditions shall be promptly repaired.

ii) Park amenities, such as recreation buildings, outdoor recreation features, and laundry facilities, shall be maintained in a functional manner as prescribed in the approved plan for the park.

b. Conversion Standards and Procedures:

i) The proposed conversion shall be in compliance with the provisions of California Government Code Sections 65863.7 through 65863.9.

ii) Residents shall be provided with the right of first refusal to purchase the park and all improvements if the land occupied by the park is to be sold.

iii) The proponent of the proposed conversion shall provide all owners of individual mobilehomes within the park with a reasonably complete and current list of vacant and available mobilehome park spaces within a 20-mile radius.

iv) The proponent of the proposed conversion shall pay each mobilehome owner a relocation fee (as specified in a conversion ordinance) to assist the recipient in meeting costs of relocation, higher rents for replacement mobilehome park spaces and/or the added cost of a replacement mobilehome.

c. Evaluation of Current/Future Land Use Designation and Zoning:

i) When reviewing a proposed mobile home park conversion, the City should evaluate the existing and proposed zoning and land use designations of the site of the proposed conversion to ensure that future use of the site is compatible with the surrounding area. The City Council may initiate a General Plan Amendment and Zone Change on the site if deemed necessary to ensure that future use of the property meets General Plan goals, objectives and policies.

Policy L3.3.5: Require a Conditional Use Permit, or equivalent approval the duration of which will run for the life of the development, for the establishment of any new mobilehome park or subdivision, or major modification of an existing mobilehome park within the City. The approval shall be consistent with all zoning code requirements for mobilehome parks, planned unit developments or subdivisions. Through the approval process, apply the following standards for development:

a. Utilize greenbelts/walkways to separate rows of mobilehomes, provide pedestrian access, and maintain aesthetically pleasing open space areas;

b. Provide recreational amenities that are conveniently located and accessible via pedestrian pathways, with facilities for all age groups utilizing the park;

- c. Create unit privacy and individuality by use of varied unit footprints;
- d. Provide functional and accessible common open space;
- e. Provide functional and defined private yard space to each mobilehome unit;
- f. Utilize curvilinear streets, short street segments, cul-de-sacs, or a combination thereof as opposed to long, narrow alley-like drives;
- g. Incorporate landscape islands and street trees on private interior streets and drives;
- h. Vary garage and unit setbacks;
- i. Provide guest parking, distributed throughout the project;
- j. Screen recreational vehicle storage and buffer those areas from adjacent residential uses;
- k. Provide at least two means of public access to mobilehome communities;
- l. Provide sidewalks on at least one side of private drives and streets, and ensure that the internal pedestrian walkway system connects logically to off-site walkways to provide convenient access to schools, parks, and commercial areas;
- m. Provide an enclosed garage to each unit, with an adequate setback to allow tandem parking in front of the garage.
- n. Provide trash enclosure areas, properly screened, throughout the park within a reasonable distance from each unit.
- o. For gated communities, provide adequate guest parking and stacking room at project entrances.
- p. Provide adequate setbacks between the park and adjacent residential designations, with adequate screening through a combination of landscaping, walls, berms, trails, or other means.

Policy L3.5.5: Require that development is designed to be sensitive to the preservation and protection of the desert environment and that building orientation and design consider and complement the natural characteristics of the desert environment.

Policy L4.1.1 d: Regional Commercial: The Regional Commercial (RC) designation is designed to accommodate retail and service uses attracting consumers from a regional market area. Goods and services provided are typically long-term in nature, rather than convenience goods. Representative uses include department stores, regional shopping malls, automobile dealerships, hotel/motels, and large retail outlets. Supportive commercial uses serving a community commercial function, such as financial institutions, retail and food services, may also be appropriate in this designation, provided that such uses are not primarily oriented to the convenience market. Regional commercial uses should be accessible via major arterial streets or freeways. Total development area within regional commercial designations typically ranges from 40 to 100 acres or more, although individual

developments within the designation may be on smaller parcels. Maximum floor area ratio is 1.0. Site design of regional centers should consider pedestrian needs and internal circulation that minimizes impacts on adjacent arterials.

Policy L4.1.2: Provide opportunities for commercial uses that meet the specialized needs of rural residential neighborhoods throughout the planning area, as follows:

a. Permit neighborhood commercial development within rural areas to serve the needs of these areas, provided that such projects provide safe, logical and functional access for pedestrian and equestrian users from the adjacent neighborhood.

b. Ensure that development is designed for appropriate uses (feed and tack stores, produce markets, or similar uses) and incorporates functional design elements (such as staging areas for equestrian users) that are reflective and supportive of the immediate rural neighborhood. Convenience stores, or similar neighborhood commercial uses that are typically located within a suburban neighborhood would not be considered consistent with this policy.

c. Where a change of land use or zone designation is required to permit development of a project within an area containing the characteristics described in this section, this change shall be processed concurrently with a development application to ensure that the site is developed in conformance with this policy.

Policy L4.2.2: Ensure that commercial uses are spaced at appropriate intervals throughout the City in order to adequately serve users while minimizing land use interface conflicts and preserving the capacity of arterial streets, through the following measures:

a) Avoid the creation of strip commercial development along arterial roadways. Cluster commercial development in nodes to the extent feasible.

b) Require that nodes of commercial development intended to serve primarily a neighborhood service function be spaced at no closer than one-half mile from other commercial designations.

c) Preserve a minimum spacing of one mile between commercial areas serving primarily community or regional service functions, to the extent feasible.

Policy L4.2.15: Develop design criteria and development standards to ensure that commercial developments are planned, phased and constructed in a manner which integrates design elements, including but not limited to parking, landscaping, access and building orientation within an overall development plan.

Policy L7.1.3: Adopt policies for approximately 100 80± acres located east of the Antelope Valley Freeway, approximately 440 feet north of Avenue S, west of 5th Street East and south of Avenues R-8 and R-12, which is designated as "Business Park" on the Land Use Map, to ensure that future businesses uses in this area will present an attractive visual appearance from the freeway and adjacent properties, and that development is sensitive to the physical, environmental and land use constraints in the area, as follows:

a. A master plan shall be prepared for the entire 100 80± acres prior to issuance of subsequent entitlement permits for individual parcels within the subject area.

b. A Conditional Use Permit or equivalent entitlement shall be required for all development within the subject area.

c. All future development shall comply with the following architectural standards to ensure that development is low profile, well integrated with the natural topography, and utilizes appropriate architectural elements and materials:

1. Building design should incorporate similar materials, form, and architectural details on all elevations to present a unified appearance.

2. To the extent feasible, building heights should be minimized through creative grading techniques such as partial subterranean designs to reduce above ground height of buildings when viewed from lower lying areas.

3. Building materials and colors should be chosen that enhance blending with the natural terrain. Highly reflective materials are discouraged.

d. Building heights shall be in accordance with underlying zone district requirements, however, in no event shall building heights exceed two (2) stories or 35 feet in height as measured from the highest adjacent grade.

e. All landscaped areas and the future park site shall be improved and maintained by the developer or successors interest.

f. The developer or successor in interest will be responsible for retention and protection of natural vegetation in non-graded areas.

g. Parking areas should be screened from lower lying areas through use of berms, landscaping, or similar measures. Landscape plan concepts for parking lot areas should emphasize creation of a tree canopy by providing tree wells between parking spaces at appropriate intervals.

Policy L7.1.4: Ensure that development within the area generally located north of Avenue S-4, west of the A.V. Freeway (also known as the Anaverde Hills) is compatible with and complimentary to existing development by requiring that future subdivisions provide a minimum 1 acre net lot area.

Policy L7.1.5: On the Land Use Map, establish a land use designation that may be utilized in areas of the City currently lacking urban services but where future development may be anticipated upon establishment of plans for infrastructure and related development issues as defined below:

Special Development Designation

The Special Development (SD) designation is appropriate for areas which merit focused planning efforts to ensure orderly and logical development in accordance with General Plan policies. The SD designation is placed upon areas which, due to lack of infrastructure and public services, topography, environmental sensitivity, and development constraints, require comprehensive planning prior to development which goes beyond the level of detail normally associated with the General Plan. This planning could be accomplished through the Specific Plan process, although other methods may be acceptable if they provide the following: 1) A detailed implementation program, including facility phasing and funding; 2) carefully prescribed balance of development and open space within a planning area, in an economically feasible manner; 3) special regulations that are responsive to unique local conditions; and 4) necessary flexibility for long range planned community projects.

Other than single family dwellings on existing lots, ~~gross density within the residential portions of the SD designation shall have a range of 0-2 dwellings per acre.~~ development is primarily intended to be residential in nature, with a gross density of 0-2 dwelling units per acre. However, supportive commercial uses are anticipated within the (SD) designation. Actual permitted residential densities and the location and intensity of commercial uses are to be determined based upon a site's capacity to accommodate the proposed development, considering such factors as availability of urban services; adequacy of existing and proposed roads to service the proposed densities; physical constraints, including slopes, drainage courses, faults, or similar features; compatibility with adjacent land uses; or other requirements of development, as identified through the review process. In no instance shall the density range established for this designation be interpreted as a guarantee of permitted density.

Upon preparation, review and adoption of one or more comprehensive Specific Plans or similar comprehensive planning document(s) for property within this designation, ~~a~~ higher residential density and the location and intensity of supportive commercial uses may be established based upon environmental, topographic, and infrastructural capacity of the land as defined by supporting documentation. With approval of such Specific Plan or comprehensive planning studies, a General Plan Amendment may be approved to amend the land use designation as determined appropriate pursuant to those studies.

Policy L7.1.9: Ensure that development within the Southwest Special Development Planning Area occurs in a logical and orderly pattern, and provides for timely and economical provision of infrastructure, compatibility with existing neighborhoods, sensitivity to environmental and topographic constraints, and establishment of proper buffering around the landfill, by requiring the following area-wide planning and infrastructural studies:

a. Urban development should not occur within the Southwest Special Development Area until area-wide plans establishing backbone infrastructure and carrying capacities of the area are completed to the satisfaction of the City, including road, sewer, water and drainage improvements.

b. Infrastructure plans shall contain an analysis and establishment of municipal facility needs for the area, including, but not limited to, parks, schools, libraries, maintenance yards, public trails and greenbelts, satellite police and fire stations, or similar facilities deemed necessary as a result of urban development within the Southwest Special Development Area.

c. A method for financing infrastructural and facility needs shall be established that equitably allocates costs among property owners who will benefit from these improvements.

d. Alignments of streets and arterials serving a regional function shall be established to the extent feasible, including but not limited to Avenue S and City Ranch Road.

e. Plans for sewer line extensions to the area shall provide for gravity flow systems, to the extent feasible.

f. Development within hillside canyon areas shall provide adequate means of ingress and egress, with secondary access required.

g. Compatible residential land use designations shall be established adjacent to existing residential neighborhoods.

h. Land use designations shall be established that provide a minimum 1000 foot buffer between the ultimate landfill boundaries and residential uses.

i. Significant ridges within the highly visible upper elevations of Verde Ridge and the Sierra Pelona foothills shall be preserved as natural open space.

j. Market feasibility studies and locational analysis shall be provided to determine appropriateness of commercial site(s) as part of any Specific Plan or comprehensive plan submittal. Where deemed feasible and appropriate, the commercial uses should be evaluated based on their potential impact on existing land uses, the anticipated service area and proximity to the regional transportation network. Design of any commercial facilities shall be compatible with the overall community design theme.

Policy L7.1.10: Within the Mineral Resource Extraction Zone generally located east and west of 70th Street West and south of Avenue M-8, ensure that future mining activities over which the City has discretionary authority are compatible with neighboring residential uses, to the extent feasible, by implementing the following standards:

a. Permit only the extraction and processing of materials that are native to the site; uses such as concrete and asphalt batching, which require import of raw materials, are not acceptable.

b. Ancillary uses allowed on the site should be only those uses normally associated with extraction and/or processing of decomposed granite. Uses that are not directly associated with the primary use of the site, such as the storage of vehicles or equipment not related to on-site materials extraction, are not appropriate.

c. Ensure that measures to control noise, dust and erosion/sedimentation are applied to on-going mining activities.

d. To the extent feasible, require screening from public view all equipment, stockpiles or wastepiles.

e. Evaluate truck access to and from the site in order to reduce impacts generated by truck traffic, such as noise and safety concerns, which affect nearby residents.

Policy ER4.2.4: Coordinate with local water agencies to monitor ground water levels, State water allocations and development approvals, to assure that development does not outpace long-term water availability. In the event applicable water agencies notify the City that ground water levels and State water allocations are insufficient to serve existing development or project development, the City will determine whether it is appropriate to reevaluate this General Plan and take other appropriate actions, as permitted by law.

Goal ER8: Avoid the premature conversion of agricultural lands to urban uses.

Objective ER8.1 Identify significant farm lands pursuant to the State of California Important Farmlands Inventory and provide for their preservation as an interim use within the planning area.

Policy ER8.1: Encourage the preservation of agricultural lands in non-urban areas and as an interim use where urban development is not anticipated for several years.

Policy ER8.2: Preserve agricultural uses as a means of retaining aquifer recharge both naturally and through treated water sources.

Implementation Measures

C. City Development Code

The City will formulate and adopt by ordinance a comprehensive Development Code, containing standards for all aspects of land development and land use including site design, use compatibility, access, parking and circulation, lot sizes and dimensions and other development regulations designed to ensure public health, safety and welfare. The Development Code will establish zone districts that are consistent with land use designations in the General Plan Land Use Element. In addition, the Code will address the following specific development issues which have been addressed in various General Plan policies and objectives:

1. Signs
2. Hillside development
3. Dependent housing units
4. Accessory buildings in residential zones
5. Condominium conversions
6. ~~MOBILEHOME/PARK/CONVERSIONS~~ Mobilehome park and subdivision standards, including provisions regarding mobilehome park conversions and on-going maintenance
7. Rural development standards (including street improvements and street lighting)
8. Subdivisions
9. Zoning for mineral resource extraction areas
10. Minimum residential standards
11. Development standards for Mixed Use-Transitional areas
12. Development standards for the Downtown Overlay District

In conjunction with the comprehensive Development Code, the City will revise and update its zone districts and adopt a permanent Zoning Map superseding the interim zoning map referenced above.

I. Annexations

The City will evaluate fiscal, infrastructural and land use impacts of proposed annexations to the City, as well as, the desires of inhabitants within these areas, including the requirements of any adopted Community Standards District, and consider these issues in making decisions on future annexations.

L. Economic Development

6. The City will support and participate in ongoing activities, such as the "Antelope Valley Bridge from Education to Careers", which work to prepare students, through a joint effort of business, industry, government and education, for careers which will enhance the quality of the local, regional and state workforce.

O. Mobilehome Park Conversion Ordinance

Immediately upon adoption of the General Plan, the City will initiate development of a mobilehome park conversion ordinance. The conversion ordinance shall incorporate provisions for review and approval of park conversions consistent with criteria set forth in Policy L 3.3.4, including, but not limited to, the establishment of a relocation fee, the purchase of non-relocatable units which

are occupied by low and moderate income households and the provision of information regarding available spaces in the vicinity of the park.

P. Community Design

The City will develop and adopt a Community Design Element which addresses overall community form and function. Standards and guidelines will be included in this Element to ensure that future development is sensitive to and compatible with the natural desert environment, including climatic, environmental and aesthetic conditions.

Amended Exhibit LU-6

Added Table LU-5

CIRCULATION ELEMENT

Goals, Policies and Objectives

Policy Cl.2.4(c): Coordinate with affected agencies and jurisdictions to address the potential for establishing a regional north-south transportation corridor within the west side of the Antelope Valley.

Policy Cl.2.5: In order to maintain the efficiency, effectiveness, and safety of Pearblossom Highway, a corridor design study shall be conducted. The design shall incorporate expressway design features to the extent practical. The design shall include, but not be limited to, features such as the following:

a. Identification of potential traffic signal locations, with application of the maximum practical spacing and limitation of signals to arterial intersections.

b. Where practical, intersections should be grade separated.

c. Direct driveway and local or collector street access should be minimized. Direct access should be avoided if alternative access is available; maximum driveway spacing (generally 400 feet or more spacing between driveways) should be utilized; left-turn restrictions shall typically apply and right-turn lanes shall be provided; joint access shall be encouraged to minimize the number of driveways.

d. Intersection designs should include provision of right-turn lanes and double left-turn lanes. Free flow right-turn lanes shall be used at arterial intersections to the extent practical.

e. Lane widths should be no less the 12 feet and the median should be 30 feet in width or more where feasible.

f. Consideration for pedestrian and non-motorized vehicle safety shall be incorporated into the design. Features to be considered may include grade separations, setback of facilities from the roadway, and restriction of crossings.

g. The design shall incorporate aesthetic features and positive advance guide signing."

Implementation Measures

O. Truck Routes

The City will evaluate the Municipal Code periodically to ensure the adequacy of existing designated truck routes and to address the need for modified truck routes within various areas of the City.

U. Westside Transportation Corridor

The City will, through input on the Antelope Valley Sketch Plan, assist in evaluating the potential location, size and designation of a regional north-south transportation corridor within the west side of the Antelope Valley.

V. Pearblossom Highway

The City will prepare a design study for the Pearblossom Highway corridor. The study will consider existing rights-of-way, established and proposed land use patterns, accommodation of pedestrian and bicycle facilities and design alternatives that ensure pedestrian safety, and alternative means of addressing circulation/access concerns including the potential redesignation of Pearblossom Highway to an Expressway.

ENVIRONMENTAL RESOURCE ELEMENT

Goals, Policies and Objectives

Policy ER1.1.8: Cooperate with private and public entities whose goals are to preserve natural and man-made open space. Develop criteria and guidelines to identify how to establish land trust open space locations.

Policy ER2.1.1: The following broadly defined areas, shown on the Overlay Map and Exhibit ER-5, will be designated as a Significant Ecological Area (SEA) overly on the General Plan Land Use Map: Big Rock Wash, Little Rock Wash, Ritter Ridge, Portal Ridge and Alpine Butte. Biological surveys should be performed to determine the nature and extent of their ecological significance prior to any approval of new developments within the overlay area. Any development permitted in these areas must consider significant environmental resources and preserve environmental resources to the extent feasible.

Objective ER4.3: Maintain and further the City's commitment to long-term water management within the Antelope Valley by promoting and encouraging planning for the conservation and managed use of water resources, including groundwater, imported water, and reclaimed water.

Policy ER4.3.1: Assess the feasibility of utilizing reclaimed water for landscape irrigation on a city-wide basis. Factors to be considered include the potential quantities of reclaimed water as determined by the Sanitation Districts, and costs associated with developing infrastructure and delivery systems to facilitate utilization. Within those areas in which it is determined to be feasible to utilize reclaimed water, consider establishment of an ordinance requiring installation of secondary water delivery systems to service landscaped areas.

Policy ER4.3.2: Work with local water purveyors to assess the potential for capturing local run-off and utilization of imported water (water banking) for groundwater recharge within the Planning Area; through the land use planning process, ensure that important recharge areas are retained for that use.

Policy ER4.3.3: Continue to seek out long-range water management techniques as new technology is developed; promote implementation of systems which are feasible and appropriate to the Planning Area.

Policy ER4.3.4: Encourage residents and businesses to recycle water where feasible, and where water recycling does not result in health and safety concerns, within their homes and/or businesses.

Policy ER4.3.5: Participate in regional efforts to retain imported water allocations and seek out other sources as they become available.

Objective ER6.1: Recognize the regional importance of the classified and designated mineral deposits within Palmdale's Planning Area (as described in Special Report 143, Part V, Classification of Sand and Gravel Resource Areas, Saugus-Newhall Production-Consumption Region and Palmdale Production-Consumption Region, and Designation Report No. 6, Designation of Regionally Significant Construction Aggregate Resource Areas in the Saugus-Newhall and Palmdale Production-Consumption Regions and as shown on Exhibits ER-1A and ER-1B) and discourage encroachment of incompatible land uses which could threaten the long-term viability of sand and gravel mining and processing operations in the Little Rock Wash area.

Policy ER7.1.6: Cooperate with private and public entities whose goals are to protect and preserve historic landmarks and important cultural resources.

Implementation Measures

H. Mining Standards

In accordance with the provisions of the Surface Mining and Reclamation Act (SMARA) and subsequent amendments, the City of Palmdale has adopted an ordinance implementing mineral resource management policies. Mining within designated aggregate resource areas requires approval of a conditional use permit (CUP) before operations begin. The CUP shall be granted for a period of time as specified by the Planning Commission with renewals approved by the Planning Commission. In addition, renewal of the CUP is dependent on the success of proposed mitigation measures for residual hazards. The ordinance also requires a reclamation plan for returning the site to reusable condition following cessation of mining operations. State environmental regulations require ongoing monitoring of operations to ensure adequate mitigation of adverse impacts.

The City has developed standards for mining activity in the Planning Area in conjunction with the Mineral Resource Extraction (MRE) land use (Exhibit LU-2). Mineral resource extraction is appropriate in these areas, as long as it complies with the following conditions:

1. Approval of a reclamation plan in compliance with the state Surface Mining and Reclamation Act (SMARA), as amended, and City regulations.
2. Standards for development in areas adjacent to the MRE designations require that all new residential, commercial or industrial development provide buffering from quarrying operations that will conform to policies contained in the General Plan relating to noise, dust control, traffic or other impacts identified through the environmental review process. Where the Mineral Resource Extraction (MRE) land use designation is adjacent to existing or approved but unbuilt development, the responsibility for buffering impacts of quarry operations shall be upon the quarry operator. Where the MRE designation is adjacent to vacant land which has no approvals for development, the responsibility for buffering shall be shared by the future developer of the vacant property. In all cases, concentrated noise generators shall require buffering from the boundaries of the MRE designation to mitigate noise impacts on adjacent uses.

3. One of the Mineral Resource Extraction area covers a major groundwater recharge area and there exists a potential for groundwater contamination; thus, mining is not permitted below the groundwater level or to a level as determined through environmental analysis.
4. Noise impacts must be minimized by ensuring that the noise level at the property line is 65 dBA CNEL or less, when noise-sensitive uses or designations abut the quarry.
5. Mining areas must be fenced with a 6-foot view obstructing fence, wall, or landscaped berm along public streets or adjacent to residential areas.
6. Use of asphalt and petroleum-based materials, or other operations which may impair groundwater quality, in the ~~quarry~~ ~~district~~ Mineral Resource Extraction designation are prohibited, unless substantial evidence is provided to demonstrate that such uses will not have significant impact on groundwater or other resources.
7. Safety measures for routine operations shall be established prior to permit approval.
8. As the Little Rock Wash MRE area may potentially contain sensitive ecological habitat, and has been indicated on the General Plan Land Use map as Significant Ecological Area (SEA) overlay zone, appropriate steps shall be taken to identify, and protect any significant flora and fauna.
9. All mining operations in the Little Rock Wash area shall incorporate flood plain management provisions into their operations.

Add Exhibit ER-1b

Add Exhibit ER-10

PUBLIC SERVICES ELEMENT

Goals, Policies and Objectives

Policy PS1.1.5: When new development is proposed in vacant, rural areas which have not yet been master planned for provision of infrastructure, require that development proponents provide for or contribute a fair share towards development of regional master facility plans for roads, sewer, water, drainage, schools, libraries, parks, fire and other community facilities, prior to granting conditional approval of development applications.

Policy PS1.6.1: Through adoption of an ordinance, regulate utility line and other utility infrastructure placement and require undergrounding in specified locations where feasible.

Policy PS2.1.1: Require new development to obtain adequate water service to meet the increased demand service needs generated by that development.

Policy PS2.1.3: Promote water conservation and long-term water management in all phases of development planning and construction through the policies and implementation measures contained in the Environmental Resources Element.

Policy PS4.1.4: Condition approvals of development projects to meet the funding requirements of applicable school districts to the extent permitted by law. On legislative decisions such as zone changes or General Plan Amendments, require appropriate school mitigation as determined by the affected districts to the extent permitted by law.

Policy PS4.2.1: Cooperate with other jurisdictions and public or private agencies to work towards establishment of a four-year college or university in the Antelope Valley.

Policy PS5.6.3: Promote provision of Provide/for/ a full range of public services within the Civic Center plan area, including library, cultural center, sheriff's station, fire station, and City Administration.

Policy PS5.8.1: Develop or provide a performing arts center to serve a variety of musical, theatrical, exhibit and community needs/meeting/uses.

GOAL PS7: Provide for open space elements throughout the planning area which preserve significant natural, historic, scenic and topographic features while minimizing fiscal impacts to the City and its residents.

Objective PS7.1: Ensure that any land proposed to be acquired, dedicated or maintained by the City will contribute benefits to the general public, and that short- and long-term impacts of accepting responsibility for such land are adequately evaluated by the City.

Policy PS7.1.1: Evaluate proposed dedications of land or easements to the City for various purposes based on the following criteria:

a. Natural Open Space/Trails/Parkland: The proposed dedication of land or easements for the purpose of natural open space, trails, or parkland to the City should be evaluated based on the following criteria:

1. The open space, trails and/or parkland dedication should serve the open space/recreational needs of the City, rather than the more localized benefit of a single neighborhood.

2. Other responsible agencies or land trusts should be considered as an alternative to outright dedication of open space to the City. In these instances, the City should determine whether a blanket easement to the City for open space and passive recreation is desirable.

3. The open space area or trails should be reviewed to determine if they are adjacent to other publicly held open space and whether they are an integral element in the ultimate development of local or regional trails or a local/regional greenbelt. Trails should be reviewed to determine consistency with proposed alignments contained in the City's Parks, Recreation and Trails Element, North County Plan or any other recognized plan.

4. An evaluation should be made to ascertain whether the proposed area contains biotic, historic, or cultural resources of local or regional significance or whether the site represents a natural and scenic resource to the City.

5. An evaluation of any adjacent proposed development should ascertain the impacts of such development on the natural resources and aesthetic qualities of the site.

6. For natural areas which are in a degraded condition due to human activity or natural events such as fire or flood, an evaluation should be made of the costs to restore such sites to their natural or a useable condition.

7. Open space and trails should be accessible to the general public and provide general benefit; remnant areas within developments which are undevelopable may not be appropriate for acceptance in all cases, and may be more suitably maintained by a homeowners' association.

8. The short- and long-term fiscal impacts of accepting, improving and maintaining open space or trails should be evaluated. Such evaluation should include an assessment of existing and potential fire hazards in wildland areas, geologic conditions, hazardous material assessments, or other site conditions which may require significant City expenditure for mitigation.

9. Any proposed parkland should be evaluated to determine whether there is: a) an identified need for additional parkland within the area; b) whether the site is of adequate size and shape to accommodate park development; c) whether the site is proposed to incorporate additional facilities such as drainage basins; d) whether the site is compatible with existing and proposed adjacent land uses; e) whether the site is accessible to the general public; and f) whether the proposed dedication would provide greater benefit than would the collection of fees to be used for development of existing dedicated park sites.

b. Slopes/Parkways: Where development projects propose the annexation of slope areas and/or parkways into the City landscape assessment district for maintenance, such areas shall be evaluated utilizing the following criteria:

1. Any slope proposed for City maintenance should be evaluated to ensure that the slope is: a) adjacent to a designated arterial right-of-way; b) contiguous to district-maintained land; c) accessible to maintenance vehicles; and d) the overall height and slope ratio is acceptable.

2. Development proposals which include slopes of excessive height and length which are proposed for City maintenance should be evaluated with respect to other design alternatives which could limit these slopes. Publicly maintained slopes should be minimized to the extent feasible.

3. The short- and long-term fiscal impacts of accepting maintenance of slopes should be evaluated.

4. Any parkways and slopes to be maintained by the City should be found to provide benefit to the general public through provision of safe, efficient and attractive streetscapes and easements. City maintenance should not be expected for areas where slopes or landscaping will provide only a local benefit to a limited area, such as where they have been created to develop view lots or marketing corridors.

SAFETY ELEMENT

Goals, Policies and Objectives

Policy S1.2.1: Require that new development should not be exposed to flood hazards or contribute to an existing flood hazard, in accordance with the City's Floodplain Management Ordinance and related criteria within the City's Engineering Design Standards.

Objective S2.6: Minimize exposure of residents to other man-made hazards, to the extent feasible.

Policy S2.6.1: If, in the future conclusive evidence links the ELF fields associated with electrical distribution lines, electrical distribution stations, or transformers with deleterious health effects, develop standards for construction, building setbacks, and/or land use restrictions for those areas impacted by hazardous ELF fields.

Policy S2.6.2: To the extent permitted by law, work cooperatively with the applicable agencies and homeowners to eliminate/modify sources which interfere or disrupt emergency communications including, but not limited to, improperly installed or operated Ham and citizen band radios.

Policy S4.1.3: Promote the upkeep and proper maintenance of the City's housing stock and other structures and properties through the establishment and enforcement of building maintenance standards for purposes of protecting the health, safety and welfare of the public.

Implementation Measure

A. Public Safety Programs

22. Building and Seismic Safety Codes:

The City will enforce its building and seismic safety codes ~~/// The City's Building and Seismic Codes~~ which provide minimum standards for the construction of habitable structures, and ensure the structural stability and safety of all development. The Building and Safety Department reviews all construction plans for compliance with codes prior to development. The City's Building and Safety Department responds to citizen concerns regarding unsafe structures and enforces building codes, and the City's Code Enforcement Section requires abatement of all other code violations.

28. Minimum Building Maintenance

Adopt an Ordinance which specifically sets forth minimum standards for property maintenance. The ordinance will require that all properties within the City are maintained in a condition which is free from potential risks to public health, safety and welfare.

NOISE ELEMENT

Goals, Policies and Objectives

Policy N1.2.4: Where deemed appropriate based upon available information, acoustical analysis and appropriate mitigation for noise-sensitive land uses should be required in areas which may be adversely impacted by significant intermittent noise sources. Such noise sources may include but not be limited to railroads, racetracks, stadiums, aircraft overflights and similar uses.

Implementation Measures

B. Acoustical Analysis Reports

The City will require acoustical analysis reports for those projects located within existing or future 60 dBA CNEL impact areas, areas subject to single-event noise episodes or as deemed necessary by the City. All acoustical analysis reports shall consider existing and future ambient and project related noise levels and shall be prepared by a qualified acoustical engineer with experience in environmental noise assessment and noise control design. Specifically, acoustical analysis reports shall include:

- Existing ambient and roadway noise levels recorded by a calibrated noise monitor.
- Roadway traffic noise level analysis models determining existing and future noise levels anticipated from proposed projects and related cumulative noise sources.

- Noise contour maps.
- Surrounding land uses with identification of sensitive noise receptors and noise sources.
- Impacts of the project to the existing ambient noise environment.
- Noise control measures where needed.
- Cumulative impacts due to related projects.
- Unavoidable adverse impacts to the project area.
- Assessment of impacts from single-event noise episodes

Acoustical analysis reports shall evaluate the impacts of the existing noise levels on the proposed project as well as the impact of the project on the existing noise environment. The Planning Department will evaluate projects to ensure that noise sensitive land uses, such as schools, hospitals, and residential developments, will not be located adjacent to sources of noise, when exceeding acceptable levels.

Where appropriate, the City will require acoustical analysis reports to include acoustical design for residential development adjacent to freeways or major arterials to achieve the appropriate interior and exterior noise levels through sound insulation, or other means, as indicated in Table N-3.

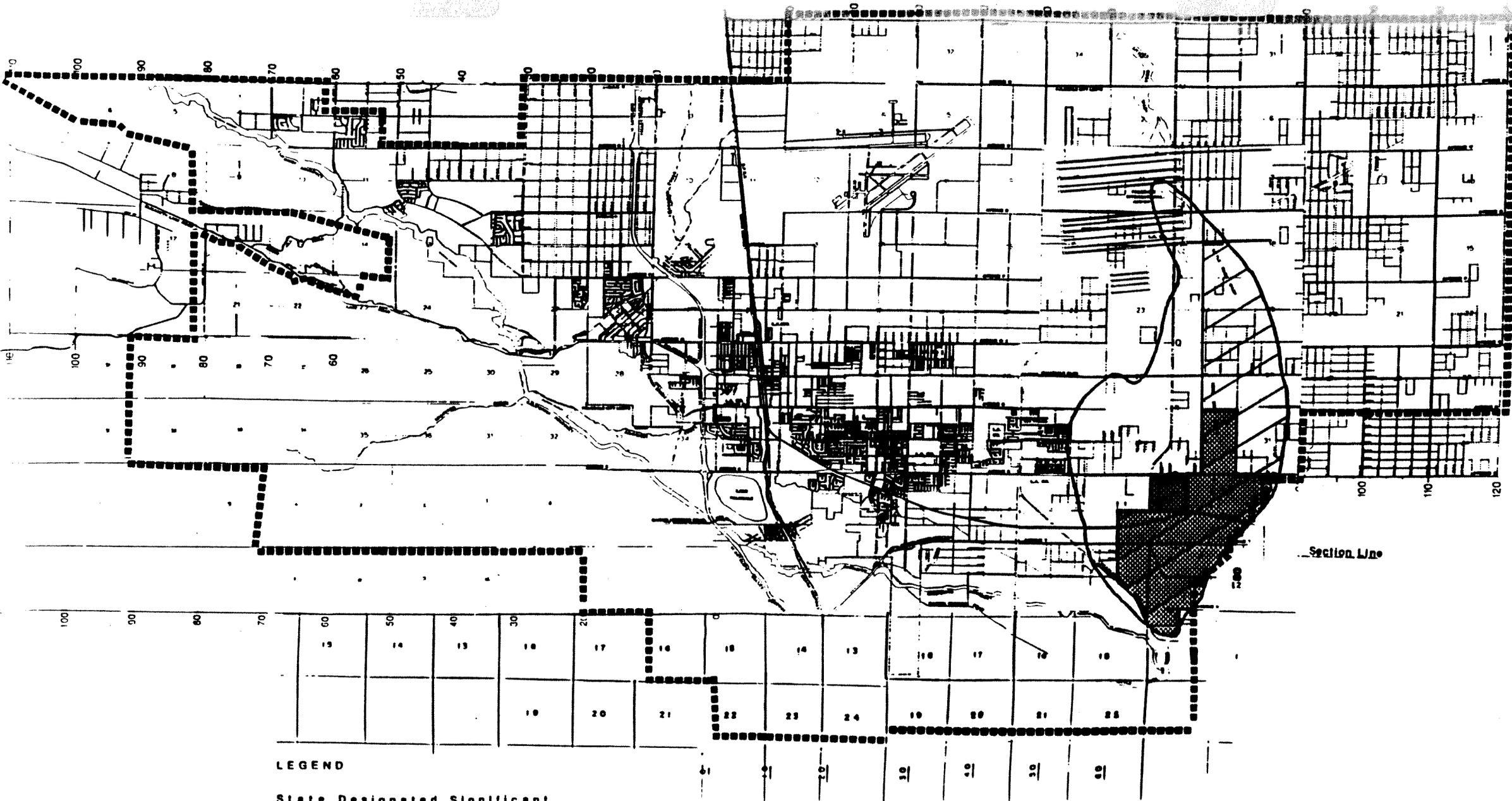
The Planning Department may require developments which will generate large congregations of people or maintain late nighttime hours to provide special mitigation measures, as indicated by the acoustical analysis.

HOUSING ELEMENT

Programs

Program H1.B: Density Bonus Ordinance (Proposed)

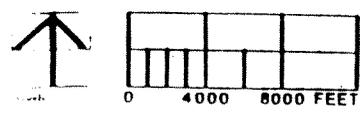
In accordance with state law, adopt a density bonus program that includes developer incentives as required by California Government Code 65915. Provide a 25% density bonus for housing developers who make 10% of their units affordable to households earning 50% of median income, 20% of their units affordable to households earning 60% of median income, or 50% of their units to qualifying senior residents. Provide additional density bonuses for housing projects which exceed these levels, to be specified in a density bonus ordinance.



LEGEND

State Designated Significant Resource Area

-  Mineral Resource Extraction District
-  Existing Quarry Operations



L-55

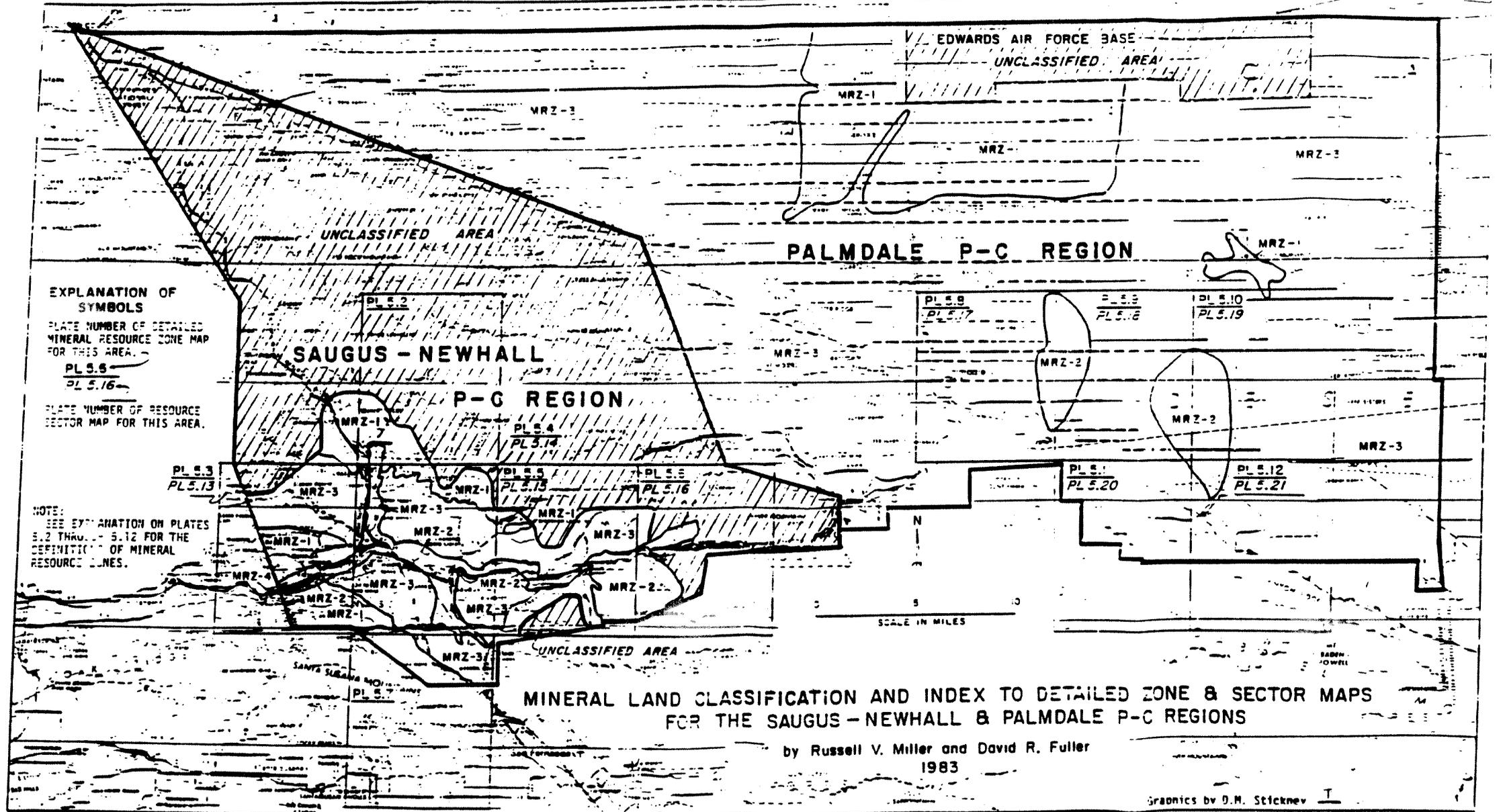
**Sand and Gravel
Resource Area
Palmdale General Plan**

Planning Commission
Draft 10/22/92 EXHIBIT LU-6

TABLE LU-5
EXISTING MOBILEHOME PARKS

1. Domenic's Adult Mobile Home Estates
38015 30th Street East
(8.25 du/ac density)
2. Grecian Isle Mobile Home Community
444 East Avenue R
(7.85 du/ac density)
3. Sierra Vista Mobile Home Estates
3255 East Avenue R
(9.6 du/ac density)
4. Sagetree Village Mobile Home Community
3524 East Avenue R
(16.0 du/ac density)
5. Almond Heights Mobile Estates
40701 Rancho Vista Blvd.
(6.6 du/ac density)
6. Rolling Hills Estates
1030 East Avenue S
(6.1 du/ac density)
7. Palmdale Mobilehome Park
38015 65th Street East
(7.8 du/ac density)
8. Ponderosa Vista
5200 Entrar Drive
(5.9 du/ac density)
9. Thousand Elms Mobile Lodge
37311 North 47th Street E.
(9.3 du/ac density)
10. Joshua View Mobilehome Park
6150 East Avenue T
(24 du/ac density)
- * 11. Alpine Village Mobile Home Park
36211 Sierra Highway
(4.24 du/ac density)
- * 12. Antelope Valley Center
8807 E. Palmdale Blvd.
(11.5 du/ac density)
- * 13. S-B Trailer Park
38525 90th Street east
(11.3 du/ac density)
- * 14. Telstar Trailer Park
343 E. Ave. Q
(7.5 du/ac density)

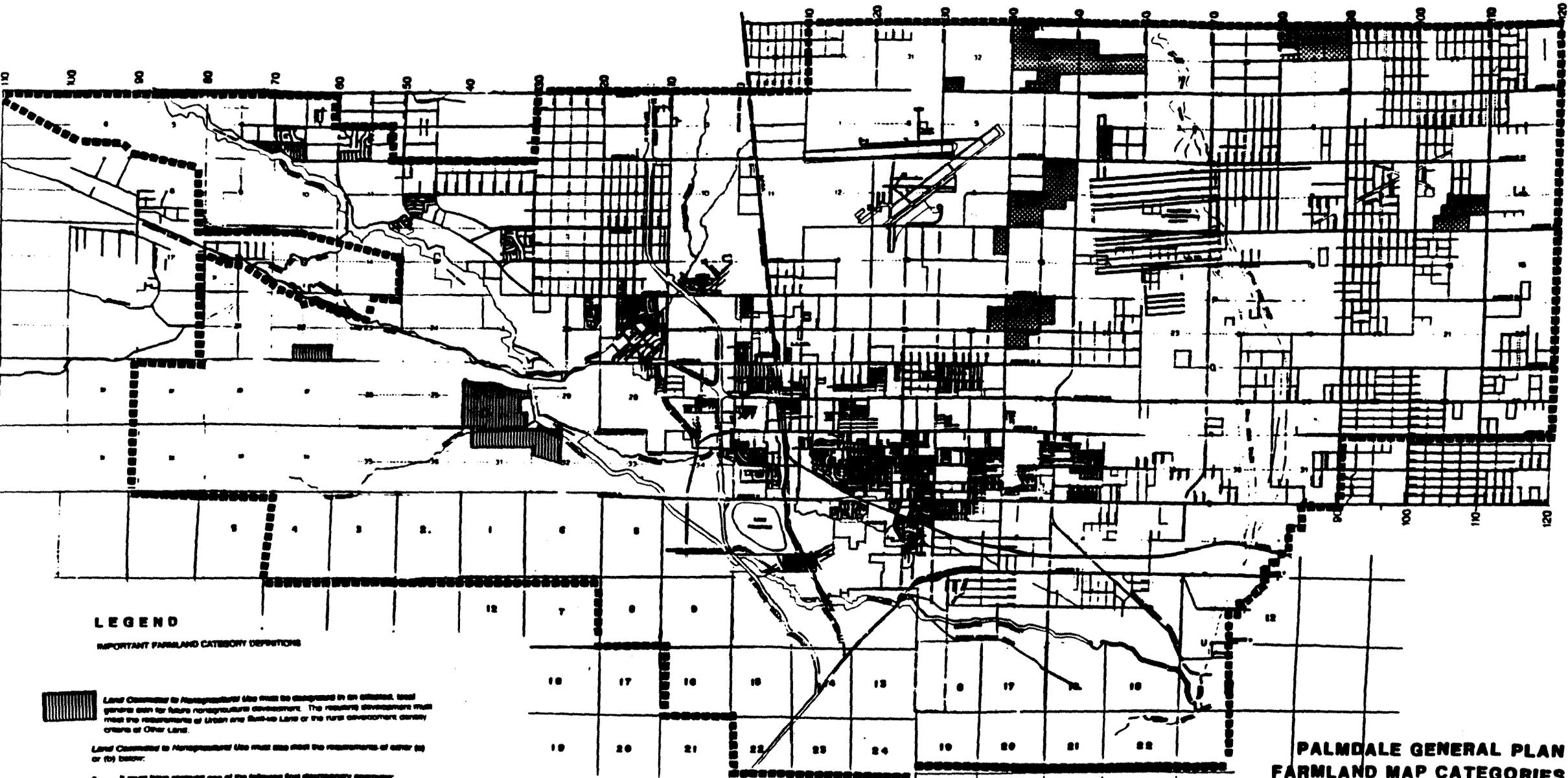
* Mobilehome/Trailer parks within the planning area



Base map by U.S. Geological Survey

STATE-CLASSIFIED MINERAL RESOURCE DEPOSITS

EXHIBIT ER-1B



LEGEND

IMPORTANT FARMLAND CATEGORY DEFINITIONS



Land Classified to Nonagricultural Use must be designated in an official, local general plan for future nonagricultural development. The resulting development must meet the requirements of Urban and Suburban Land or the rural development density criteria of Other Land.

Land Classified to Nonagricultural Use must also meet the requirements of either (a) or (b) below:

- a. It must have received one of the following final discretionary approvals:
 1. Tentative subdivision map approved per the Subdivision Map Act;
 2. Tentative or final parcel map approved per the Subdivision Map Act;
 3. Reseal development agreement per Section 65504 of the Government Code;
 4. Other approvals by a local government which are equivalent to items 1-3 above and which denote the nature of government's disposition in Land Classified to Nonagricultural Use. Zoning by itself does not qualify as a permanent commitment.



DEFINITION OF LOCAL IMPORTANCE

Farmland of Local Importance is either currently producing crops, or has the capability of production. Farmland of Local Importance is land other than Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. This land may be important to the local economy due to its productivity. It does not include publicly owned lands for which there is an explicit policy preventing agricultural use.

**PALMDALE GENERAL PLAN
FARMLAND MAP CATEGORIES**