

5. Environmental Analysis

5.10 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates potential impacts to land use in the Project Area related to implementation of the Proposed Project. This section is based on proposed land uses described in Section 3, *Project Description*, and shown in Figure 3-4(a-c), *Proposed Land Use Policy Map*. Goals and policies included in the Proposed Area Plan have been evaluated to determine their consistency with other relevant sections of the Proposed Project. In addition, compatibility of proposed land use changes with existing land uses in the surrounding area is discussed in this section. Lastly, the Proposed Project is evaluated for consistency with the Southern California Association of Governments (SCAG) 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Land use impacts can be direct or indirect. Direct impacts result in land use incompatibilities, the division of neighborhoods or communities, or interference with other land use plans, including habitat and wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other topical sections of this DEIR.

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5.10.1.1 REGULATORY SETTING

State and regional laws, regulations, plans, or guidelines applicable to the Proposed Project are summarized below.

State

State Planning Law and Complete Streets Act

State planning law (California Government Code Section 65300) requires every city and county in California to adopt a comprehensive, long-term general plan for the physical development of the jurisdiction and of any land outside its boundaries that, in the planning agency's judgment, bears relation to its planning (sphere of influence). A general plan should consist of an integrated and internally consistent set of goals and policies grouped by topic into a set of elements and guided by a jurisdiction-wide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the community that the general plan should address, such as hazards or flooding.

Additionally, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, became effective January 1, 2011. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks.

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The Proposed Project is not a General Plan. However, the Proposed Area Plan would refine countywide goals and policies in the General Plan by addressing specific issues relevant to the Project Area. The Proposed Project's consistency with state planning law and the California Complete Streets Act is provided in the analysis for Impact 5.10-2.

Assembly Bill 32 and Senate Bill 375

Land use in California is also influenced by application of requirements established in California Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375), which link transportation and land use decisions. AB 32, the Global Warming Solutions Act, was passed by the California state legislature on August 32, 2006. The act embodies state guidance and goals for reduction in greenhouse gas (GHG) emissions, with the intent of placing the State on a course toward meeting specific reduction targets, which were established in Executive Order S-3-05. In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required the California Air Resources Board to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). SCAG is the MPO for the Southern California region, which includes the Project Area.

Regional

Southern California Association of Governments

See Section 4.2.2, *Regional Planning Considerations*, in Chapter 4 for an introduction to SCAG, the 2012–2035 RTP/SCS, and High Quality Transit Areas (HQTAs).

The Proposed Project is considered a project of regional significance according to the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the California Environmental Quality Act (CEQA) Guidelines. As of April 2012, the adopted regional plan to be referred to for consistency analysis is the 2012–2035 RTP/SCS. The Proposed Project's consistency with applicable RTP/SCS goals is analyzed in detail in Table 5.10-2, *Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals*.

Unique to the SCAG region is the option for subregions to create their own SCS. However, the North Los Angeles County subregion, which includes the Project Area, has not chosen to create its own SCS.

Airport Land Use Plans

There are two public-use airports/airfields within the Antelope Valley: General William J. Fox Airfield in Lancaster and Palmdale Regional Airport in Palmdale. Information for these airports is shown below in Table 5.10-1. Their locations are also shown in Figures 3-4a and 3-4b. Neither of these airports is located within the Project Area. However, the airport influence area for both airports extends into the Project Area.

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Table 5.10-1 Public-Use Airports/Airfields in the Region

Airport/Airfield	IATA Airport Code	Type	Location
General William J. Fox Airfield	WJF	General Aviation	Lancaster (Influence Area includes parts of the Project Area)
Palmdale Regional Airport	PMD	Commercial	Palmdale (Influence Area includes parts of Lancaster and the Project Area)

Source: County of Los Angeles 2014.
 IATA = International Air Transport Association

An Airport Land Use Compatibility Plan (ALUCP) is a planning document that contains policies for promoting safety and compatibility between airports and the communities that surround them. In 1991, the Los Angeles County Airport Land Use Commission (ALUC) adopted a comprehensive Los Angeles County ALUCP that covers all airports within its jurisdiction except for General William J. Fox Airfield, which has its own ALUCP. The ALUC has begun implementing a plan to develop individual ALUCPs for each airport in Los Angeles County.

The General William J. Fox Airfield and Los Angeles County ALUCPs provide guidance related to the placement of land uses near airports. These recommendations are based on a variety of factors, including those related to noise, safety, and aircraft movement. In addition to the identification of land use compatibility issues, the ALUCPs identify notification/disclosure areas around each airport.

Habitat Conservation Plans

There are two habitat conservation plan areas within the Project Area: the Draft Desert Renewable Energy Conservation Plan Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and the West Mojave Plan HCP. These plans are summarized below and in Section 5.4, *Biological Resources*, of this DEIR.

Draft Desert Renewable Energy Conservation Plan NCCP/HCP

The Draft Desert Renewable Energy Conservation Plan NCCP/HCP covers approximately 22.5 million acres of federal and nonfederal lands in the California deserts and adjacent lands in Imperial, Inyo, Kern, Los Angeles, Riverside, San Bernardino, and San Diego counties. It is a collaboration between state (e.g., California Energy Commission, CDFW) and federal (e.g., BLM, USFWS) agencies, with input from local governments (including the County), environmental organizations, private industry, and other interested parties to provide effective protection, conservation, and management of desert ecosystems, while allowing for appropriate development and timely permitting of renewable energy projects.

Once approved, implementation of the NCCP/HCP would result in an efficient and effective biological mitigation and conservation program providing renewable energy project developers with binding, long-term endangered species permit assurances, while facilitating the review and approval of solar thermal, utility-scale solar photovoltaic, wind, and other forms of renewable energy and associated infrastructure, such as electric

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transmission lines necessary for renewable energy development within the Mojave and Colorado desert regions of California.

West Mojave Plan HCP

The West Mojave Plan HCP covers approximately 9.3 million acres of the western portion of the Mojave Desert in California, including parts of Inyo, Los Angeles, Kern, and San Bernardino counties. The West Mojave Plan is an interagency HCP that was prepared by the Bureau of Land Management (BLM) in collaboration with federal and state agencies. The County is a participating agency for the HCP.

The purpose of the HCP is to conserve and protect the desert tortoise (*Gopherus agassizii*) and nearly 100 other sensitive plant and wildlife species as well as the habitats on which these species depend, while providing developers of public and private projects with a streamlined program for compliance with federal and California Endangered Species Acts by reducing delays and expenses, eliminating uncertainty, and applying the costs of compensation and mitigation equitably to all agencies and parties. The HCP allows incidental take of covered species and is consistent with the resource management plans adopted by each of the region's five military bases as well as with the Desert Tortoise Recovery Plan. The term of the WMP is 30 years.

The HCP was adopted by BLM in 2006; the U.S. Fish and Wildlife Service (USFWS) issued an amended Biological Opinion to the WMP in 2007. In Los Angeles County, the HCP plan area is coterminous with that of the Draft Desert Renewable Energy Conservation Plan and applies to the Antelope Valley.

5.10.1.2 EXISTING LAND USE

The Project Area is located in northern Los Angeles County. It borders San Bernardino County to the east, Ventura County to the west, and Kern County to the north. The northern portion of the Project Area is dominated by the Antelope Valley, but also contains the Sierra Pelona Mountains and the southern end of the Tehachapi Mountains. The southern portion of the Project Area consists of the San Gabriel Mountains, which are largely within the Angeles National Forest. The Project Area covers 1,800 square miles, or 44 percent of Los Angeles County. The cities of Lancaster and Palmdale are located in the Antelope Valley, but are not included in the Project Area.

The Project Area is predominantly rural and either undeveloped or occupied by government uses (such as National Forests). A smaller portion of land is occupied by single-family uses, military facilities, farmland, and regional parks. Remaining land uses each occupy less than 1 percent of total land area. They include multi-family residential, commercial, office, industrial, golf courses, schools, and miscellaneous uses.

Unincorporated areas in the Antelope Valley are primarily undeveloped, except near Lancaster and Palmdale and in a few scattered communities. Rural residential communities include those surrounded by Lancaster and Palmdale (Desert View Highlands, Quartz Hill, and White Fence Farms), adjacent to those cities (Acton, Antelope Acres, Leona Valley, Littlerock, and Sun Village) and a few that are more isolated (Crystalaire, Fairmont, Gorman, Green Valley, Juniper Hills, Lake Los Angeles, The Lakes communities, Llano, Neenach, Pearblossom, Roosevelt, and Three Points). These areas include commercial and other nonresidential uses,

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but primarily contain parcels that are residential or undeveloped. Notable recreational uses in the Antelope Valley included the Antelope Valley California Poppy Preserve and Saddleback Butte State Park. The Project Area contains the majority of active agricultural land uses in Los Angeles County. A substantial portion of land in the northern portion of the Project Area is used for military operations. In particular, portions of Edwards Air Force Base in Los Angeles County are in the Project Area.

A vast majority of unincorporated areas in the San Gabriel Mountains is within the Angeles National Forest and is undeveloped.

5.10.2 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. For purposes of this EIR, implementation of the Proposed Project may have a significant adverse impact on land use and planning if it would result in any of the following:

- LU-1 Physically divide an established community.
- LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

5.10.3 Relevant Area Plan Goals and Policies

The following is a list of the goals and policies of the Proposed Project that would reduce potentially adverse effects concerning land use and planning.

Land Use Element

Goal LU 1: A land use pattern that maintains and enhances the rural character of the unincorporated Antelope Valley.

- **Policy LU 1.1:** Direct the majority of the unincorporated Antelope Valley's future growth to rural town center areas, rural town areas, and identified economic opportunity areas.
- **Policy LU 1.2:** Limit the amount of potential development in rural preserve areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy LU 1.3:** Maintain the majority of the unincorporated Antelope Valley as Rural Land, allowing for agriculture, equestrian and animal-keeping uses, and single family homes on large lots.

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- **Policy LU 1.4:** Ensure there are appropriate lands for commercial and industrial services throughout the unincorporated Antelope Valley sufficient to serve the daily needs of rural residents and to provide local employment opportunities.
- **Policy LU 1.5:** Provide varied lands for residential uses sufficient to meet the needs of all segments of the population, and allow for agriculture, equestrian uses and animal-keeping uses in these areas where appropriate.

Goal LU 2: A land use pattern that protects environmental resources.

- **Policy LU 2.1:** Limit the amount of potential development in Significant Ecological Areas, including Joshua Tree Woodlands, wildlife corridors, and other sensitive habitat areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy LU 2.2:** Limit the amount of potential development near and within Scenic Resource Areas, including water features, significant ridgelines, and Hillside Management Areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy LU 2.3:** Limit the amount of potential development in Agricultural Resource Areas, including important farmlands designated by the State of California and historical farmland areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy LU 2.4:** Limit the amount of potential development in Mineral Resource Areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy LU 2.5:** Limit the amount of potential development in riparian areas and groundwater recharge basins, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy LU 2.6:** Limit the amount of potential development near the National Forests and on private lands within the National Forests, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.

Goal LU 3: A land use pattern that minimizes threats from hazards.

- **Policy LU 3.1:** Prohibit new development on fault traces and limit the amount of potential development in Seismic Zones, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.

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- **Policy LU 3.2:** Limit the amount of potential development in Very High Fire Hazard Severity Zones, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy LU 3.3:** Limit the amount of potential development in Flood Zones designated by the Federal Emergency Management Agency, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy LU 3.4:** Limit the amount of potential development on steep slopes identified as Hillside Management Acres, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy LU 3.5:** Limit the amount of potential development in landslide and liquefaction areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy LU 3.6:** Limit the amount of potential residential development in airport influence areas near military lands, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.

Goal LU 4: A land use pattern that promotes the efficient use of existing and/or planned infrastructure and public facilities.

- **Policy LU 4.1:** Direct the majority of the unincorporated Antelope Valley's future growth to areas that are served by existing or planned infrastructure, public facilities, and public water systems.

Goal LU 5: A land use pattern that decreases greenhouse gas emissions.

- **Policy LU 5.1:** Reduce the total amount of potential development requiring vehicle trips in the unincorporated Antelope Valley.
- **Policy LU 5.2:** Encourage the continued development of rural town center areas that provide for the daily needs of surrounding residents, reducing the number of vehicle trips and providing local employment opportunities.
- **Policy LU 5.3:** Preserve open space areas to provide large contiguous carbon sequestering basins.
- **Policy LU 5.4:** Ensure that there is an appropriate balance of residential uses and employment opportunities within close proximity of each other.

Goal LU 6: A land use pattern that makes the Antelope Valley a sustainable and resilient place to live.

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- **Policy LU 6.1:** Periodically review changing conditions to ensure that land use policies are compatible with the Area Plan's Rural Preservation Strategy.
- **Policy LU 6.2:** Ensure that the Area Plan is flexible in adapting to new issues and opportunities without compromising the rural character of the unincorporated Antelope Valley.

Mobility Element

Goal M 1: Land use patterns that promote alternatives to automobile travel.

- **Policy M 1.1:** Direct the majority of the unincorporated Antelope Valley's future growth to rural town center areas, rural town areas and where appropriate to economic opportunity areas, to minimize travel time and reduce the number of vehicle trips.
- **Policy M 1.2:** Encourage the continued development of rural town center areas that provide for the daily needs of local residents, reducing the number of vehicle trips and providing local employment opportunities.
- **Policy M 1.3:** Encourage new parks, recreation areas, and public facilities to locate in rural town center areas, rural town areas, and, where appropriate, economic opportunity areas.
- **Policy M 1.4:** Ensure that new developments have a balanced mix of residential uses and employment opportunities as well as park, recreation areas and public facilities within close proximity of each other.
- **Policy M 1.5:** Promote alternatives to automobile travel in rural town center areas and rural town areas by linking these areas through pedestrian walkways, trails, and bicycle routes.

Goal M 2: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.

- **Policy M 2.1:** Encourage the reduction of home-to-work trips through the promotion of home-based businesses, live-work units, and telecommuting.
- **Policy M 2.2:** Encourage trip reduction through promotion of carpools, vanpools, shuttles, and public transit.
- **Policy M 2.3:** In evaluating new development proposals, require trip reduction measures to relieve congestion and reduce air pollution from vehicle emissions.
- **Policy M 2.4:** Develop multi-modal transportation systems that offer alternatives to automobile travel by implementing the policies regarding regional transportation, local transit, bicycle routes, trails, and pedestrian access contained in this Mobility Element.

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- **Policy M 2.5:** As residential development occurs in communities; require transportation routes, including alternatives to automotive transit, to link to important local destination points such as shopping, services, employment, and recreation.
- **Policy M 2.6:** Within rural town center areas, explore flexible parking regulations such as allowing residential and commercial development to meet parking requirements through a combination of on-site and off-site parking, where appropriate, or encouraging the provision of different types of parking spaces.

Goal M 3: An efficient network of major, secondary, and limited secondary highways to serve the Antelope Valley.

- **Policy M 3.1:** Implement the adopted Highway Plan for the Antelope Valley, in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis through financing programs, such as grants, congestion pricing, bonding, fair share cost assignments, etc.
- **Policy M 3.2:** In rural areas, require rural highway standards that minimize the width of paving and placement of curbs, gutters, sidewalks, street lighting, and traffic signals, as adopted by the Department of Public Works.
- **Policy M 3.3:** Implement highway improvements only when necessitated by increasing traffic or new development or for safety reasons.
- **Policy M 3.4:** Maintain existing highways to ensure safety, and require adequate street and house signage for emergency response vehicles.
- **Policy M 3.5:** As future land use changes occur, periodically review traffic counts and traffic projections and revise the Highway Plan accordingly.

Goal M 4: A network of local streets that support the rural character of the unincorporated Antelope Valley without compromising public safety.

- **Policy M 4.1:** Require rural local street standards that minimize the width of paving and placement of curbs, gutters, sidewalks, street lighting, and traffic signals, as adopted by the Department of Public Works.
- **Policy M 4.2:** Maintain existing local streets to ensure safety, and require adequate signage for emergency response vehicles.
- **Policy M 4.3:** Encourage ongoing maintenance of private local streets to ensure public safety.

Goal M 5: Long-haul truck traffic is separated from local traffic, reducing the impacts of truck traffic on local streets and residential areas.

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- **Policy M 5.1:** Support development of the High Desert Corridor and the Northwest 138 Corridor Improvement Project, to provide a route for truck traffic between Interstate 5, State Route 14, and Interstate 15.
- **Policy M 5.2:** Direct truck traffic to designated truck routes, such as major and secondary highways, and prohibit truck traffic on designated scenic routes, to the greatest extent feasible.
- **Policy M 5.3:** Require that designated truck routes are designed and paved to accommodate truck traffic, preventing excessive pavement deterioration from truck use.
- **Policy M 5.4:** Add rest stops along designated truck routes to provide stopping locations away from residential areas.
- **Policy M 5.5:** Develop appropriate regulations for truck parking on local streets to avoid impacts to residential areas.

Goal M 6: A range of transportation options to connect the Antelope Valley to other regions.

- **Policy M 6.1:** Support the development of Palmdale Regional Airport and encourage a range of commercial air travel options.
- **Policy M 6.2:** Support the development of William J. Fox Airfield as a facility for general aviation, air cargo operations, and commuter air travel.
- **Policy M 6.3:** Support the development of the High Desert Corridor and the Northwest 138 Corridor Improvement Project between Interstate 5, State Route 14, and Interstate 15, and encourage the participation of private enterprise and capital.
- **Policy M 6.4:** Support increases in Metrolink commuter rail service, and support the expansion of commuter rail service on underutilized rail lines where appropriate.
- **Policy M 6.5:** Support the development of the California High Speed Rail system, with a station in Palmdale to provide links to Northern California and other portions of Southern California, and encourage the participation of private enterprise and capital.
- **Policy M 6.6:** Support the development of a high-speed rail system linking Palmdale to Victorville and Las Vegas, and encourage the participation of private enterprise and capital.
- **Policy M 6.7:** Establish a regional transportation hub in Palmdale with feeder transit service to the rural areas of the unincorporated Antelope Valley.
- **Policy M 6.8:** In planning for all regional transportation systems, consider and mitigate potential impacts to existing communities, and minimize land use conflicts.

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Goal M 7: Bus service is maintained and enhanced throughout the Antelope Valley.

- **Policy M 7.1:** Maintain and increase funding to the Antelope Valley Transit Authority for bus service.
- **Policy M 7.2:** Support increases in bus service to heavily traveled areas and public facilities, such as parks and libraries.
- **Policy M 7.3:** Support increases in bus service to rural communities, linking them to a regional transportation hub in Palmdale and shopping and employment centers in Lancaster and Palmdale.
- **Policy M 7.4:** Improve access for all people, including seniors, youth, and the disabled, by maintaining off-peak service and equipping transit vehicles for wheelchairs and bicycles.
- **Policy M 7.5:** Encourage the use of advanced technologies in the planning and operation of the transit system.

Goal M 8: Alternative transit options in areas not reached by bus service.

- **Policy M 8.1:** Support the expansion of dial-a-ride services to rural communities, linking them to a regional transportation hub in Palmdale and shopping and employment centers in Lancaster and Palmdale.
- **Policy M 8.2:** Evaluate the feasibility of alternative transit options, such as community shuttle services and privately operated transit, to increase accessibility.

Goal M 9: A unified and well-maintained bicycle transportation system throughout the Antelope Valley with safe and convenient routes for commuting, recreation, and daily travel.

- **Policy M 9.1:** Implement the adopted Bikeway Plan for the Antelope Valley in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis.
- **Policy M 9.2:** Along streets and highways in rural areas, add safe bicycle routes that link public facilities, a regional transportation hub in Palmdale, and shopping and employment centers in Lancaster and Palmdale.
- **Policy M 9.3:** Ensure that bikeways and bicycle routes connect communities and offer alternative travel modes within communities.
- **Policy M 9.4:** Encourage provision of bicycle racks and other equipment and facilities to support the use of bicycles as an alternative means of travel.

Goal M 10: A unified and well-maintained multi-use (equestrian, hiking, and mountain bicycling) trail system that links destinations such as rural town centers and recreation areas throughout the Antelope Valley.

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- **Policy M 10.1:** Implement the adopted Trails Plan for the Antelope Valley in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis.
- **Policy M 10.2:** Connect new developments to existing population centers with trails, requiring trail dedication and construction through the development review and permitting process.
- **Policy M 10.3:** Maximize fair and reasonable opportunities to secure additional trail routes (dedicated multi-use trail easements) from willing property owners.
- **Policy M 10.4:** Ensure trail access by establishing trailheads with adequate parking and access to public transit, where appropriate and feasible.
- **Policy M 10.5:** Locate and design trail routes to minimize impacts to sensitive environmental resources and ecosystems.
- **Policy M 10.6:** Where trail connections are not fully implemented, collaboratively work to establish safe interim connections.
- **Policy M 10.7:** Ensure that existing trails and trailheads are properly maintained by the relevant agencies.
- **Policy M 10.8:** Solicit community input to ensure that trails are compatible with local needs and character.

Goal M 11: A continuous, integrated system of safe and attractive pedestrian routes linking residents to rural town center areas, schools, services, transit, parks, and open space areas.

- **Policy M 11.1:** Improve existing pedestrian routes and create new pedestrian routes, where appropriate and feasible. If paving is deemed necessary, require permeable paving consistent with rural community character instead of concrete sidewalks.
- **Policy M 11.2:** Within rural town center areas, require that highways and streets provide pleasant pedestrian environments and implement traffic calming methods to increase public safety for pedestrians, bicyclists, and equestrian riders.
- **Policy M 11.3:** Within rural town center areas, promote pedestrian-oriented scale and design features, including public plazas, directional signage, and community bulletin boards.
- **Policy M 11.4:** Within rural town center areas, encourage parking to be located behind or beside structures, with primary building entries facing the street. Encourage also the provision of direct and clearly delineated pedestrian walkways from transit stops and parking areas to building entries.
- **Policy M 11.5:** Implement traffic calming methods in areas with high pedestrian usage, such as school zones.

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Conservation and Open Space Element

Goal COS 1: Growth and development are guided by water supply constraints.

- **Policy COS 1.1:** Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.
- **Policy COS 1.2:** Limit the amount of potential development in areas that are not or are not expected to be served by existing and/or planned public water infrastructure through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy COS 1.3:** Limit the amount of potential development in groundwater recharge areas through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.

Goal COS 3: A clean water supply untainted by natural and man-made pollutants and contaminants.

- **Policy COS 3.4:** Support preservation, restoration and strategic acquisition of open space to preserve natural streams, drainage channels, wetlands, and rivers, which are necessary for the healthy functioning of ecosystems.

Goal COS 4: Sensitive habitats and species are protected to promote biodiversity.

- **Policy COS 4.1:** Direct the majority of the unincorporated Antelope Valley's future growth to rural town center areas, rural town areas, and where appropriate, economic opportunity areas, minimizing the potential for habitat loss and negative impacts in Significant Ecological Areas.
- **Policy COS 4.2:** Limit the amount of potential development in Significant Ecological Areas, including the Joshua Tree Woodlands, wildlife corridors, and other sensitive habitat areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy COS 4.3:** Require new development in Significant Ecological Areas to comply with applicable Zoning Code requirements, ensuring that development occurs on the most environmentally suitable portions of the land.
- **Policy COS 4.4:** Require new development in Significant Ecological Areas, to consider the following in design of the project, to the greatest extent feasible:
 - Preservation of biologically valuable habitats, species, wildlife corridors and linkages;
 - Protection of sensitive resources on the site within open space;

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- Protection of water sources from hydromodification in order to maintain the ecological function of riparian habitats;
 - Placement of development in the least biologically sensitive areas on the site, prioritizing the preservation or avoidance of the most sensitive biological resources onsite;
 - Design of required open spaces to retain contiguous undisturbed open space that preserves the most sensitive biological resources onsite and/or serves to maintain connectivity;
 - Maintenance of watershed connectivity by capturing, treating, retaining and/or infiltrating storm water flows on site; and
 - Consideration of the continuity of onsite open space with adjacent open space in project design.
- **Policy COS 4.5:** Require new development to provide adequate buffers from preserves, sanctuaries, habitat areas, wildlife corridors, State Parks, and National Forest lands.
 - **Policy COS 4.6:** Encourage connections between natural open space areas to allow for wildlife movement.
 - **Policy COS 4.10:** Restrict development that would reduce the size of water bodies, minimizing the potential for loss of habitat and water supply.

Goal COS 5: The Antelope Valley's scenic resources, including scenic drives, water features, significant ridgelines, buttes, and Hillside Management Areas, are enjoyed by future generations.

- **Policy COS 5.1:** Identify and protect natural landforms and vistas with significant visual value by designating them as Scenic Resource Areas.
- **Policy COS 5.2:** Limit the amount of potential development in Scenic Resource Areas through appropriate land use designations with very low densities in order to minimize negative impacts from future development.
- **Policy COS 5.3:** Require new development in Hillside Management Areas to comply with applicable Zoning Code requirements, ensuring that development occurs on the most environmentally suitable portions of the land.
- **Policy COS 5.6:** Restrict development on buttes and designated significant ridgelines by requiring appropriate buffer zones.
- **Policy COS 5.7:** Ensure that incompatible development is discouraged in designated Scenic Drives by developing and implementing development standards and guidelines for development within identified viewsheds of these routes (Map 4.2: Antelope Valley Scenic Drives).

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Goal COS 6: Farming is a viable profession for Antelope Valley residents, contributing to the Valley's rural character and economic strength.

- **Policy COS 6.1:** Limit the amount of potential residential development in Agricultural Resource Areas (Map 4.3: Agricultural Resource Areas) through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan, minimizing the potential for future land use conflicts.
- **Policy COS 6.2:** Limit incompatible non-agricultural uses in Agricultural Resource Areas. Where non-agricultural uses are necessary to meet regional or community needs, require buffering and appropriate development standards to minimize potential conflicts with adjacent agricultural uses.
- **Policy COS 6.7:** Investigate the feasibility of financial and/or zoning incentive programs for farmers, such as Williamson Act contracts, conservation easements and flexible zoning provisions.

Goal COS 8: Mineral resources are responsibly extracted.

- **Policy COS 8.1:** Allow new mineral resource extraction activities only in designated Mineral Resource Areas.
- **Policy COS 8.2:** Where new mineral resource extraction activities are allowed, ensure that applications undergo full environmental review and public noticing. Require site remediation after completion of mineral resource extraction activities.

Goal COS 9: Improved air quality in the Antelope Valley.

- **Policy COS 9.1:** Implement land use patterns that reduce the number of vehicle trips, reducing potential air pollution, as directed in the policies of the Land Use Element.
- **Policy COS 9.2:** Develop multi-modal transportation systems that offer alternative to automobile travel to reduce the number of vehicle trips, including regional transportation, local transit, bicycle routes, trails, and pedestrian networks, as directed in the policies of the Mobility Element.
- **Policy COS 9.3:** In evaluating new development proposals, consider requiring trip reduction measures to relieve congestion and reduce air pollution from vehicle emissions.
- **Policy COS 9.4:** Promote recycling and composting throughout the Antelope Valley to reduce air quality impacts from waste disposal activities and landfill operations.
- **Policy COS 9.5:** Encourage the use of alternative fuel vehicles throughout the Antelope Valley.
- **Policy COS 9.7:** Encourage reforestation and the planting of trees to sequester greenhouse gas emissions.

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- **Policy COS 9.8:** Coordinate with the Antelope Valley Air Quality Management District and other local, regional, state, and federal agencies to develop and implement regional air quality policies and programs.

Goal COS 18: Permanently preserved open space areas throughout the Antelope Valley.

- **Policy COS 18.1:** Encourage government agencies and conservancies to acquire lands in the following areas and preserve them as permanent open space:
 - Significant Ecological Areas, including Joshua Tree Woodlands, wildlife corridors, and other sensitive habitat areas;
 - Hillside Management Areas;
 - Scenic Resource Areas, including water features such as the privately owned portion of Elizabeth Lake, significant ridgelines, buttes, and other natural landforms;
 - Lands adjoining preserves, sanctuaries, State Parks, and National Forests; and
 - Privately owned lands within the National Forest.
- **Policy COS 18.4:** Pursue funding for open space acquisition and maintenance on an ongoing basis.

Goal COS 19: New development meets open space objectives while maintaining rural character.

- **Policy COS 19.1:** Require new development in Hillside Management Areas and Significant Ecological Areas to comply with applicable Zoning Code requirements for open space preservation.
- **Policy COS 19.2:** When new development is required to preserve open space, require designs with large contiguous open space areas that maximize protection of environmental and scenic resources.
- **Policy COS 19.3:** Allow large contiguous open space areas to be distributed across individual lots so that new development preserves open space while maintaining large lot sizes that are consistent with a rural environment, provided that such open space areas are permanently restricted through deed restrictions.
- **Policy COS 19.4:** Pursue innovative strategies for open space acquisition and preservation through the land development process, such as Transfers of Development Rights, Land Banking, and Mitigation Banking, provided that such strategies preserve rural character.

Public Safety, Services, and Facilities Element

Goal PS 1: Protection of the public through fire hazard planning and mitigation.

- **Policy PS 1.1:** Limit the amount of potential master-planned development in Very High Fire Hazard Severity Zones through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.

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Goal PS 2: Protection of the public through geological hazard planning and mitigation.

- **Policy PS 2.1:** Limit the amount of potential development in Seismic Zones and along the San Andreas Fault and other fault traces, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy PS 2.2:** Limit the amount of potential development on steep slopes (Hillside Management Areas) and within landslide and liquefaction areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.

Goal PS 3: Protection of the public through flood hazard planning and mitigation.

- **Policy PS 3.1:** Limit the amount of potential development in Flood Zones designated by the Federal Emergency Management Agency through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.

Goal PS 8: Antelope Valley residents enjoy access to parks and recreational facilities.

- **Policy PS 8.3:** Provide new parks as additional development occurs or as the population grows, with a goal of four acres of parkland for every 1,000 residents.
- **Policy PS 8.4:** Prioritize new parks for existing park deficient communities.
- **Policy PS 8.6:** Within rural town center areas, promote the inclusion of parks, recreational facilities, and other gathering places that allow neighbors to meet and socialize.

Goal PS 10: A wide range of educational opportunities for Antelope Valley residents.

- **Policy PS 10.1:** Coordinate with all Antelope Valley school districts to ensure that new schools are provided as additional development occurs or as the population grows.
- **Policy PS 10.2:** Encourage new schools to locate in rural town center areas, rural town areas, and economic opportunity areas, where appropriate, where they will be accessible by pedestrian walkways, trails, bikeways, and bicycle routes.
- **Policy PS 10.3:** Encourage new schools to locate near parks and recreational facilities.

Economic Development Element

Goal ED 1: A healthy and balanced economic base in the Antelope Valley that attracts a wide range of industries and businesses and provides high-paying jobs for local residents.

- **Policy ED 1.1:** Promote the continued development of regional commercial and industrial employment centers in appropriate areas in the Antelope Valley, including the Fox Field Industrial Corridor.

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- **Policy ED 1.2:** Allow the development of commercial and industrial uses at the Palmdale Regional Airport site, provided that those uses are compatible with airport operations and do not restrict or prohibit future expansion of the airport.
- **Policy ED 1.3:** Support the growth of “high tech” industries to employ the Antelope Valley population’s highly educated workforce.
- **Policy ED 1.4:** Support the development of the High Desert Corridor and the Northwest 138 Corridor Improvement projects to improve the east-west movement of goods, particularly between the Antelope Valley and the industrial areas of Kern and San Bernardino counties and beyond.
- **Policy ED 1.5:** Promote the development of an “Inland Port” in the Antelope Valley, providing additional employment in the trade and logistics sectors.
- **Policy ED 1.6:** Support the development of a range of travel options that better connect the Antelope Valley to existing regional trade and employment in other regions, including the High Desert Corridor and the Northwest 138 Corridor Improvement Projects.
- **Policy ED 1.7:** Promote farming and other agricultural activities that contribute to the Antelope Valley economy.
- **Policy ED 1.11:** Encourage the development of utility-scale renewable energy projects at appropriate locations and with appropriate standards to ensure that any negative impacts to local residents are sufficiently mitigated.
- **Policy ED 1.13:** Ensure early discussions with Edwards Air Force Base and U.S. Air Force Plant 42 regarding new industries, such as utility-scale renewable energy production facilities, to limit potential impacts on mission capabilities.
- **Policy ED 1.14:** Promote appropriate types of residential development in the vicinity of existing communities and town centers that are in reach of existing infrastructure and utilities.
- **Policy ED 1.15:** Where appropriate, promote residential development as part of a wider mixed-use strategy in communities that desire such uses in their areas and where plans for major infrastructure and facilities are currently underway. These areas have been identified as economic opportunity areas as shown in the Land Use Policy Map (Map 2.1) of this Area Plan.
- **Policy ED 1.16:** Preserve the scenic resources of the Antelope Valley, including Scenic Drives, Significant Ridgelines and Significant Ecological Areas, in such a way that can contribute to the economic activities in the area.

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5.10.4 Environmental Impacts

The following impact analysis addresses Appendix G thresholds of significance. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.10-1: Implementation of the Proposed Project would not include construction of roads or other improvements that could divide an established community. [Threshold LU-1]

Impact Analysis: The Proposed Area Plan is a long-range plan for the future of the Project Area. In addition to identifying land use and zoning changes in the Project Area, the Proposed Area Plan discusses proposed and planned roadways in the Project Area. These improvements are discussed for conceptual purposes; approval of the Proposed Project does not include approval of individual transportation or infrastructure projects. The following analysis discusses the potential effects of the Proposed Project on established communities.

Land Use and Zoning Changes

As described in Chapter 3, *Project Description*, of this DEIR, most increases in land use densities proposed by the Proposed Project are concentrated in economic opportunity areas (EOAs), which generally feature established roadway networks that would remain the same under the Proposed Project. The proposed land use and zoning changes do not introduce radically different land uses into neighborhoods, propose new street patterns, or otherwise divide any existing established communities. Although buildout calculations for the Proposed Area Plan contain unbuilt development capacity on parcels outside areas planned for increases in residential densities, this capacity, if developed, would generally occur along existing land use patterns and roadways. Furthermore, the Proposed Project's Rural Preservation Strategy policy would ensure that drastically new land use patterns and development types would not be introduced in rural areas.

At a programmatic level, the Proposed Project does not allow land uses patterns that would result in division of an established neighborhood or community.

Streets and Highways

Portions of the Project Area identified as EOAs are expected to see substantial growth in the coming decades. Accordingly, the Mobility Element includes goals and policies related to expansion and enhancement of the Project Area's streets and highways. These are aimed at ensuring that the roadway network is sized and designed to serve the land uses and growth allowed under the Proposed Project. Plans are also underway to dramatically improve the capacity and quality of existing road networks through a couple of major infrastructure projects being undertaken by Metro and Caltrans, namely the High Desert Corridor and the NW138 Corridor Improvement Project.

The Proposed Project includes an updated Highway Plan for the Project Area (see Figure 5.1-2 of this DEIR) that will amend the Adopted General Plan Highway Plan and establishes new street classifications for both new and existing roadway segments. Major and secondary highways identified in the proposed Highway Plan are generally extensions or upgrades of existing two-lane roadways, although new roadways are also identified. Highways identified in the Highway Plan would generally not travel through existing

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neighborhoods; they would traverse largely vacant areas and would increase regional access and connectivity between Lancaster, Palmdale, and surrounding unincorporated areas. The proposed Land Use Policy Map also shows potential alignments for the proposed High Desert Corridor freeway and Northwest 138 Corridor Improvement project. However, these alignments are conceptual only. Approval of the High Desert Corridor or the Northwest 138 Corridor Improvement Project is not part of the discretionary project analyzed in this DEIR.

Because the Proposed Project does not involve approval of specific improvement projects related to the existing roadway network, the Highway Plan of the Proposed Project would not result in the division of an existing neighborhood or community.

Public Transit

Although the proposed Mobility Element includes goals and policies related to public transit in the Project Area, the element does not specify locations or alignments for future transit projects. Because the location, scale, and design of future transportation projects is unknown, analysis of their localized impacts is speculative. Future airport, commuter rail, and high speed rail projects constructed prior to buildout of the Proposed Project would be subject to project-level CEQA review.

Conclusion

New land uses allowed under the Proposed Project would generally follow existing land use patterns and are not anticipated to divide existing communities. Although the Proposed Project discusses expansion of the existing street, highway, and transit networks in the Project Area, the project does not involve approval of any specific transportation projects. Impacts would be less than significant.

Impact 5.10-2: Implementation of the Proposed Project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

Impact Analysis: The following is an analysis of the Proposed Project's consistency with applicable state and regional laws, regulations, plans, and guidelines.

State Planning Law and California Complete Streets Act Consistency

Although the Proposed Project is not a General Plan, the Area Plan has been prepared in accordance with state planning law, as provided in California Government Code Section 65300. The Area Plan is meant to be a framework for guiding planning and development in the Project Area through 2035 and beyond and can be thought of as the blueprint for Project Area's growth and development. The proposed Land Use Policy Maps (see Figure 3-4(a-c)) and goals and policies in the updated elements strive to preserve and ensure land use compatibility throughout the Project Area. The proposed Mobility Element also contains policies that would help the County implement AB 1358. In particular, Policies M 11.1, M 11.2, and M 11.5 require that the circulation network in "rural town centers" be designed to accommodate pedestrians, bicyclists, and equestrians.

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Each of the specific and applicable requirements in the state planning law (California Government Code Section 65300) have been examined and considered to determine if there are environmental issues within the community that the General Plan should address, such as fire hazards and flooding. The various environmental issues associated with the Proposed Project (e.g., air quality, hazards, flooding, traffic, etc.) are addressed in their respective topical sections in Chapter 5, *Environmental Analysis*, of this DEIR.

SCAG 2012–2035 RTP/SCS

Table 5.10-2 provides an assessment of the Proposed Project’s relationship to pertinent 2012–2035 SCAG RTP/SCS goals. Proposed Area Plan policies identified in the table are listed in Subsection 5.10-4 of this section.

Table 5.10-2 Consistency with SCAG’s 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals

RTP/SCS Goal #	SCAG Goal	Project Compliance with Goal	Relevant Area Plan Policies
G1	Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific goal and is therefore not applicable. However, the Proposed Area Plan does include goals and policies aimed at improving regional economic development and competitiveness. These are largely found in Chapter 6, <i>Economic Development</i> , of the Area Plan.	ED 1.1 through ED 1.19
G2	Maximize mobility and accessibility for all people and goods in the region.	<p>Consistent: Upon implementation of the Proposed Project, the transportation network in the Project Area would be designed, developed, and maintained to meet the needs of local and regional transportation and to ensure efficient mobility and accessibility. A number of regional and local plans and programs would be used to guide development and maintenance of transportation networks in the Project Area, including but not limited to:</p> <ul style="list-style-type: none"> • SCAG’s 2012–2035 RTP/SCS • County of Los Angeles Traffic Impact Analysis Guidelines • Los Angeles County Congestion Management Program • 2009 Metro Long Range Transportation Plan • 2012 Los Angeles County Bicycle Master Plan • Caltrans Traffic Impact Studies Guidelines and Highway Capacity Manual • Assembly Bill 1358 (The California Complete Streets Act) <p>Additionally, the County is required by the California Government Code to coordinate its Mobility Element with regional transportation plans, including SCAG’s 2012–2035 RTP/SCS. The Mobility Element is a comprehensive transportation management strategy that addresses infrastructure capacity. The Mobility Element of the Proposed</p>	LU 3.6, LU 5.1 and LU 5.2, LU 5.4, M 1.1 through M 1.5, M 2.1 through M 2.5, M 3.1 through M 3.5, M 4.3, M 5.1 through M 5.3, M 6.1 through M 6.8, M 7.1 through M 7.5, M 8.1 and M 8.2, M 9.1 through M 9.4, M 10.1 through M 10.8, M 11.1 through M 11.3, PS 8.7, PS 9.1 and PS 9.2, PS 10.2, PS 11.4, PS 12.4, ED 1.2, ED 1.4 through ED 1.6, ED 1.20

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Table 5.10-2 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals

RTP/SCS Goal #	SCAG Goal	Project Compliance with Goal	Relevant Area Plan Policies
		<p>Area Plan contains policies (see list at right) that provide specific guidance on how to improve mobility in the Project Area and create a transportation network that accommodates all users.</p> <p>Refer to Section 5.16, <i>Transportation and Traffic</i>, which addresses local and regional transportation, traffic, circulation, and mobility in more detail.</p>	
G3	<p>Ensure travel safety and reliability for all people and goods in the region.</p>	<p>Consistent: All modes of public (including motorized and nonmotorized) and commercial transit throughout the Project Area would be required to follow safety standards established by corresponding state, regional, and local regulatory documents, standards, and regulations.</p> <p>For example, pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., County of Los Angeles) and regional (e.g. SCAG, Caltrans) agencies. Additionally, pedestrian circulation systems are required to be designed and constructed for the adaption and use of people with disabilities, consistent with the Americans with Disabilities Act (ADA) and state requirements. The County is also committed to ensuring that adequate pedestrian circulation is provided in future growth areas.</p> <p>Furthermore, roadways must follow safety standards established for the local and regional plans mentioned in the analysis for RTP/SCS Goal G2, as well as the County's adopted engineering standards for vehicular circulation improvements and systems. The provision of safe and reliable modes of transit throughout the Project Area would be ensured through the County's development review and building plan check process.</p> <p>The Mobility, and Public Safety, Services and Facilities Elements of the Proposed Area Plan provide guidance and policies that promote the safe movement of people and goods, with importance placed on pedestrian and vehicular safety.</p>	<p>M 3.3 through M 3.5, M 4.2 and M 4.3, M 5.2, M 6.8, M 7.1, M 7.4, M 8.1 and M 8.2, M 9.2, M 10.6, M 11.1 and M 11.2, M 11.4 and M 11.5, PS 4.2, PS 6.6, PS 9.1 through PS 9.3</p>
G4	<p>Preserve and ensure a sustainable regional transportation system.</p>	<p>Consistent: All major new roadway improvements and other upgrades to the existing transportation network would be required to be assessed by some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the need for improving future traffic capacities. Additionally, the regional plans mentioned in the analysis for RTP/SCS Goal</p>	<p>LU 5.1 through LU 5.4, LU 6.1 and LU 6.2, M 1.1 through M 1.5, M 2.1 through M 2.6, M 6.1 through M 6.8</p>

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Table 5.10-2 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals

RTP/SCS Goal #	SCAG Goal	Project Compliance with Goal	Relevant Area Plan Policies
		<p>G2 would be applicable to the design and development of the regional roadway network in the Project Area.</p> <p>The Mobility Element of the Proposed Area Plan encourages regional coordination of transportation issues and provides guidance and policies that help preserve and ensure a sustainable regional transportation system.</p>	
G5	Maximize the productivity of our transportation system.	<p>Consistent: The local and regional transportation system would be improved and maintained to maximize efficiency and productivity. The County's Public Works Department oversees the improvement and maintenance of the Project Area's public rights-of-way on a routine basis.</p> <p>The County strives to maximize productivity of the region's public transportation system (e.g., bus, rail, and bicycle) for residents, visitors, and workers. For example, the County implements a Bicycle Master Plan, adopted in 2012, that encourages the development and maintenance of a safe and convenient bikeway system. The Mobility Element of the Area Plan has been designed to be consistent with, and implement, the Bicycle Master Plan.</p> <p>Public transit in the Project Area is provided by Amtrak (bus), Antelope Valley Transit Authority, and Metrolink. The Transportation Division of the Public Works Department coordinates with these agencies to ensure that transportation in the Project Area is efficient and safe. Furthermore, the Mobility Element of the Proposed Area Plan contains guidance and policies to improve the region's transportation system (see list at right).</p>	M 1.1 through M 1.5, M 3.1 through M 3.5, M 4.2 and M 4.3, M 5.1 through M 5.3, M 6.1 through M 6.8, M 7.1 through M 7.5, M 8.1 and M 8.2, M 9.1 through M 9.4, M 10.1 through M 10.4, M 10.6 and M 10.7, M 11.1
G6	Protect the environment and health of our residents by improving air quality and encouraging active transportation (i.e. nonmotorized transportation, such as bicycling and walking).	<p>Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods, green-design techniques for buildings, and other energy-reducing techniques. For example, individual development projects in Los Angeles County are required to comply with provisions of the California Building Standards Code, which includes the Green Building Standards Code (CALGreen). Compliance with these regulations would be ensured through the development review and building plan check process.</p> <p>The County also strives to maximize protection of the environment and improvement of air quality by</p>	LU 1.1, LU 4.1, LU 5.1 through LU 5.4, M 1.1 through M 1.5, M 2.1 through M 2.5, M 9.1 through M 9.4, M 10.1 through 10.8, M 11.1 through M 11.5, COS 9.1 through COS 9.8

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Table 5.10-2 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals

RTP/SCS Goal #	SCAG Goal	Project Compliance with Goal	Relevant Area Plan Policies
		<p>encouraging and improving the use of the region's public transportation system (i.e., bus, rail, and bicycle). As mentioned in the analysis for RTP/SCS Goal G5, the County implements its own Bicycle Master Plan. The Mobility Element of the Area Plan has been designed to be consistent with, and implement, the Bicycle Master Plan. Additionally, the County is committed to ensuring that, consistent with complete streets strategies, adequate pedestrian circulation is provided in areas planned for growth.</p> <p>Furthermore, the Proposed Project's emphasis on focusing new development capacity in three economic opportunity areas (see Chapter 3 of this DEIR for descriptions of the EOAs) would incentivize nonmotorized transportation modes such as biking and walking. This strategy, which acknowledges the relationship between land use and mobility, would reduce vehicle miles traveled and thereby reduce impacts related to air quality, greenhouse gas emissions, and traffic.</p> <p>Elements of the Proposed Area Plan contain guidance and policies to improve and protect the region's air quality and environment and promote nonmotorized transportation. Policies related to the encouragement of nonmotorized transportation are largely concentrated in the Mobility Element, while additional policies related to air quality and greenhouse gases are identified in the Conservation and Open Space Element. A comprehensive list of applicable Proposed Area Plan policies is identified at right.</p>	
G7	Actively encourage and create incentives for energy efficiency, where possible.	<p>Consistent: As mentioned in the response to RTP/SCS Goal G6, the County Code includes provisions that require buildings constructed in Los Angeles County to be energy efficient. In particular, Title 31 of the County's Code incorporates the California Green Building Standards Code by reference.</p> <p>Elements of the Proposed Area Plan also contain policies that promote energy efficient building practices and transportation systems (see full list at right).</p>	M 2.1 through M 2.5, COS 7.2, COS 9.1 and COS 9.2, COS 9.5 and COS 9.6, COS 10.1 through 10.5, COS 11.1 through 11.3, COS 12.1 and COS 12.2, COS 14.6, COS 17.1 through 17.5, ED 1.10 through ED 1.14

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Table 5.10-2 Consistency with SCAG’s 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals

RTP/SCS Goal #	SCAG Goal	Project Compliance with Goal	Relevant Area Plan Policies
G8	Encourage land use and growth patterns that facilitate transit and nonmotorized transportation.	<i>Consistent:</i> See response to RTP/SCS Goal G6.	LU 1.1 and LU 1.2, LU 4.1, LU 5.1 and LU 5.2, LU 5.4, M 1.1 through M 1.5, M 2.1, M 2.5, M 9.1, M 11.2, M 11.3 These policies—which address land use and growth patterns—would be complemented by implementation of policies that directly facilitate transit and nonmotorized transportation (see policies listed under Goal G5 and G6, above).
G9	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<i>Consistent:</i> The County conducts frequent monitoring of existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (i.e., Caltrans and SCAG) would continue to work with the County to manage these systems. Security situations involving roadways and evacuations would be addressed in the County’s emergency management plans developed in accordance with the state and federal mandated emergency management regulations. Elements of the Proposed Area Plan contain guidance and policies for a safe and efficient transportation system. In particular, implementation of Policies PS 6.1 through PS 6.6 in the proposed Public Safety, Services and Facilities Element would ensure that emergency planning in the Project Area would be a collaborative effort shared by a wide range of agencies and organizations.	M 3.5, M 4.3, M 7.5, M 8.2, PS 6.1 through PS 6.6

Source: 2012–2035 SCAG Regional Transportation Plan/Sustainable Communities Strategy.

The analysis in Table 5.10-2 concludes that the Proposed Project would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the Proposed Project would not result in significant land use impacts related to the RTP/SCS.

Airport Land Use Compatibility Plans

Buildout of the Proposed Project would involve new development and redevelopment on parcels within the plan areas of the comprehensive Los Angeles County ALUCP—which includes Palmdale Regional Airport—and the ALUCP for the General William J. Fox Airfield. However, future development under the Proposed Project would be required to be consistent with any applicable ALUCP. Furthermore, compliance with policies included in the Land Use Element and Public Safety, Services & Facilities Element of the Proposed Area Plan related to land use compatibility would ensure that development would not conflict with airport land use plans. In particular,

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Policy ED 1.2 requires that new land uses near Palmdale Regional Airport be compatible with the airport and not “restrict or prohibit future expansion of the airport.” Policy LU 3.6 limits new residential uses in airport influence areas and near military land.

Conclusion

As demonstrated in Table 5.10-2 and the other subsections above, the Proposed Project would not conflict with goals contained within SCAG’s 2012–2035 RTP/SCS or other land use plans. Therefore, impacts related to compatibility between the Proposed Project and applicable plans adopted for the purpose of avoiding or mitigating environmental effects would be less than significant.

Impact 5.10-3: The Proposed Project would not conflict with the West Mojave Plan. [Threshold LU-3]

Impact Analysis: As discussed above under Section 5.10.1.1, *Regulatory Setting*, the West Mojave Plan HCP (WMP) applies to portions of the Project Area. A second HCP, the Desert Renewable Energy Conservation Plan (DRECP), is under development, but not yet adopted. Consistency between these two plans and the Proposed Project is discussed below.

The plan areas for the Draft Desert Renewable Energy Conservation Plan NCCP/HCP and the West Mojave Plan HCP cover the northern two-thirds of the Project Area. This region is north of the San Gabriel Mountains and contains the Antelope Valley and its eastward transition into the Mojave Desert. Within Los Angeles County, the plans areas for the two conservation plans are coterminous.

Once approved, the Draft Desert Renewable Energy Conservation Plan NCCP/HCP would provide renewable energy project developers with binding, long-term endangered species permit assurances while facilitating the review and approval of solar thermal, utility-scale solar photovoltaic, wind, and other forms of renewable energy and associated infrastructure. Because the Draft Desert Renewable Energy Conservation Plan NCCP/HCP is not yet approved, implementation of the Proposed Project would not conflict with the Plan. Furthermore, the Proposed Area Plan establishes that site-specific renewable energy systems are highly preferred over new utility-scaled energy projects (see Policy COS 12.1). Lastly, approval of the Proposed Project does include approval of specific energy projects in the plan area of the Draft Desert Renewable Energy Conservation Plan NCCP/HCP.

The intent of the West Mojave Plan is to conserve habitat for special-status species in the Mojave Desert while creating a streamlined permit process that minimizes the need for individual consultations with the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife. Although buildout of the Proposed Project would result in substantial growth and development in the West Mojave Plan HCP area, individual development projects in the Antelope Valley would be required comply with provisions of the West Mojave Plan HCP and other local, state, and federal regulations. Furthermore, conservation areas identified in the West Mojave Plan are located in Rural Preserve Areas in the proposed Land Use Policy Map and covered by policies related to the County’s Rural Preservation Strategy, which would limit development in these areas. Therefore, the Proposed Project does not conflict with the West Mojave Plan HCP.

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Conclusion

As demonstrated above, the Proposed Project would not conflict with adopted habitat conservation plans. Although buildout of the Proposed Project would include development and redevelopment in areas covered by conservation plans, such development would be required to comply with provisions of those plans. Therefore, impacts would be less than significant.

5.10.5 Cumulative Impacts

Cumulative projects in the region would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Similar to the Proposed Project, cumulative projects in the region would utilize regional planning documents such as SCAG's RTP/SCS during planning, and the general plans of cities would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in these jurisdictions would be required to comply with the applicable land use plan or they would not be approved without a general plan amendment.

As discussed above, implementation of the Proposed Project would not conflict with existing land use plans, policies, or regulations of agencies with jurisdiction over the Project Area. Therefore, the Proposed Project would not contribute to a significant cumulative impact.

5.10.6 Existing Regulations

State

- State planning law (California Government Code Section 65300)
- Assembly Bill 1358, the California Complete Streets Act

Local

- Los Angeles County Code
- Adopted Los Angeles County General Plan

5.10.7 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, the following impacts would be less than significant: 5.10-1, 5.10-2, and 5.10-3.

5.10.8 Mitigation Measures

No mitigation measures are necessary.

5.10.9 Level of Significance After Mitigation

No significant impacts were identified with regard to land use and planning.

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5.10.10 References

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