

5.8 LAND USE, ENTITLEMENTS, AND PLANNING

5.8.1 INTRODUCTION

Purpose

The County of Los Angeles Department of Regional Planning Environmental Checklist Form, which was prepared pursuant to the California Environmental Quality Act (CEQA), requires that land use issues be evaluated as part of the environmental documentation process. The impacts of the proposed development on the Project site are analyzed at a project-level of detail; direct and indirect impacts are addressed for each threshold criteria for both the on-site and off-site Project features. Growth-inducing impacts and cumulative impacts are described in Sections 6.0 and 7.0, respectively.

The land use analysis is based on field observations and review of aerial photographs and related planning documents referenced in this section. Environmental impacts associated with issues that affect land use compatibility (e.g., noise, agricultural resources, aesthetics, traffic) are addressed in their respective sections of this EIR. There would be no development within or direct impacts to Significant Ecological Areas (SEAs), or on any lands for which a habitat conservation plan (HCP) or a natural community conservation plans (NCCP) has been adopted as there are no HCPs or NCCPs on the Project site or off-site impact areas. The Project's consistency with the Air Quality Management Plan is discussed in Section 5.11, Air Resources; and consistency with the Regional Housing Needs Assessment is discussed in Section 5.9, Population, Housing, and Employment. These environmental issues are only discussed below to the extent that they would result in an incompatible land use.

As required by Section 65451(b) of the *California Government Code*, "a specific plan shall include a statement of the relationship of the specific plan to the general plan". The Project's consistency with an applicable land use plan, policy, or regulation is addressed throughout this EIR. Consistency with regional plans, the Los Angeles County General Plan (General Plan), and the Antelope Valley Area Plan (AVAP) is discussed below, with the consistency of specific elements of the AVAP also addressed in various sections.

Summary

The Project site is largely undeveloped and there are no residential communities on or near the site, except for scattered residences to the east of the site, north of State Route (SR) 138 and east of 290th Street West. The Project would not divide an established community.

The AVAP designates the Project site as within the West Economic Opportunity Area (EOA); AVAP also requires approval of a Specific Plan for a new master planned community in this EOA. Further, the Land Use Map includes an SP overlay designation over the site. In compliance with applicable Specific Plan County requirements and state law, the Project Specific Plan includes the location of the project's internal circulation network of roadways. Adding the internal Project site roadways meeting the criteria for inclusion on the Antelope Valley Area Plan Highway Plan (Map 3.1 of the AVAP, which includes major highways, secondary highways, limited secondary highways, parkways, and expressways), as well as

the Highway Plan Policy Map included in the General Plan (Figure 7.3, Highway Plan Policy Map), require AVAP and General Plan amendments to fill in the required roadway details within the Project site. Amending Map 3.1 to add internal project site roadways is also consistent with AVAP's requirement for a Specific Plan for a new master planned community in this West EOA. The Project remains consistent with the AVAP, which is part of the General Plan, and no text amendments to the AVAP or County General Plan are proposed.

The Project site would require a zone change to Specific Plan, in accordance with the County's Zoning Ordinance (Title 22 of the County Code), to conform to the General Plan designation as well as the AVAP requirement that a Specific Plan be completed for development in the West EOA. Since a Specific Plan would be adopted for the site, the Project would be consistent with the County's Hillside Management Areas (HMA) Ordinance, since the Specific Plan includes measures to protect sensitive hillside areas as described in Section 3.3, Conceptual Grading Plan, and Appendix 1-B, Hillside Design Guidelines in the Specific Plan.

The proposed grading on the Project site would exceed 100,000 cubic yards and a Conditional Use Permit (CUP) would be needed pursuant to Section 22.56.217 of the Los Angeles County Code. The Project also requires a CUP for the approval of Project-related infrastructure, including roadway circulation system, gas, telephone, cable and internet and electric lines within road right-of-way, a water system including domestic and recycled water tanks and pipelines and accessory booster pumps and storage ponds, sewage disposal pipelines and waste water reclamation facilities, water banks, water wells, flood control and drainage facilities, water treatment facilities, green waste composting, solid waste and materials recovery facilities and recycling centers and an electrical substation. The proposed zone change and CUPs are consistent with the County Code.

The increase in housing and employment that would occur with Project implementation is consistent with the projections for the Project site included in the traffic analysis zones (TAZs) and corresponding figures in the Southern California Association of Governments' (SCAG) 2012-2035 and 2016-2040 Regional Transportation Plan/Sustainable Communities Plan (RTP/SCS). The resident population of the Project at buildout is 82.46 percent of the projected resident population of traffic analysis zone (TAZ) 20280000 and TAZ 20281000 by 2035, but exceeds the Southern California Association of Governments (SCAG) projections for 2040. The 2016 Regional Transportation Plan/Sustainable Communities Plan (RTP/SCS) states that TAZ level data or any data at a geography smaller than the jurisdictional level is included in the draft growth forecasts for regional modeling purpose only, and is advisory and non-binding. As such, the exceedance of population growth projections at the Project site on a TAZ level is not considered a significant adverse impact, as discussed in Section 5.9, Population, Housing and Employment. Population, housing, and economic growth relative to the SCAG RTP/SCS would be less than significant as it relates to the exceedance of regional population projections and no mitigation is required.

The AVAP has been challenged in court, but no injunction against implementation of the plan has been sought or granted. The County's General Plan was adopted in October 2015, and was not challenged and is in effect. Consistent with land use law and the requirements of the California Environmental Quality Act (CEQA), these land use plans are being implemented

and the environmental impact reports (EIRs) prepared for each plan has been considered as part of this Project EIR and each is incorporated by reference. This EIR does not tier from, nor is it legally reliant upon, the EIRs for either the AVAP or the General Plan. Should the approval and adoption of the AVAP or its accompanying EIR be invalidated pending further environmental and policy review, one of the possible judicial remedies could effectively revive the now-superseded former Antelope Valley Areawide General Plan (AVAGP), the earlier Area Plan for this area of Los Angeles County. In that case, the Project would require an AVAGP amendment in addition to a zone change to Specific Plan and other entitlements, including a Conditional Use Permit for development within an SEA. Appendix 5.8-A to this Draft EIR includes a consistency analysis of the proposed Project and the AVAGP policies and provides graphic illustrations of the required AVAGP map amendment figures. As stated in the consistency analysis in Appendix 5.8-A, the Project would require map but not text amendments to the AVAGP. The Project would have less than significant land use impacts with the accompanying AVAGP plan amendments, zone change and other associated entitlements.

Section Format

As described in Section 5.0, Environmental Setting, Impacts, and Mitigation, and in accordance with State CEQA Guidelines Article 9 (Contents of Environmental Impact Reports), each topical environmental analysis includes a description of the existing setting; identification of thresholds of significance; analysis of potential Project effects and identification of significant impacts; identification of mitigation measures, if required to reduce significant impacts; and level of significance after mitigation, if any. This information is presented in the following format (please refer to Section 2.0, Introduction, and Section 5.0, Environmental Setting, Impacts, and Mitigation, for descriptions of each of these topics):

- Introduction
 - Purpose
 - Summary
 - Section Format
 - References
- Relevant Plans, Policies, and Regulations
- Environmental Setting
- Project Design Features
- Threshold Criteria
- Environmental Impacts—A separate analysis is provided for each of the following categories of potential impacts:
 - On-Site Impacts
 - Off-Site Impacts
- Mitigation Measures
- Level of Significance After Mitigation
- References

References

All references cited for preparation of this analysis are listed in Section 5.8.8.

5.8.2 RELEVANT PLANS, POLICIES, AND REGULATIONS

As previously indicated, one aspect of land use planning considered under CEQA is the consistency of the Project with relevant land use plans and regional growth projections. Relevant planning documents associated with the Project site include the Los Angeles County General Plan 2035, the 2015 AVAP, and the SCAG 2016–2040 RTP/SCS. The focus of the analysis is on consistency with plan elements (e.g., land use designations on the Project site and relevant policies regarding development and use of the Project site) and potential adverse impacts to the physical environment relative to these adopted plans and policies. This section is not intended to discuss other projects that are proposed within the same area or near the site, which would be considered cumulative projects and are discussed in Section 7.0. To provide a comprehensive evaluation of the General Plan documents, the evaluation of goals and policies for each element are consolidated in this section. However, the planning programs specific to a topical issue (e.g., biological resource conservation and air quality attainment) are discussed in the respective technical sections in Section 5.

State

Land Use Planning Laws

The requirements and authority for local municipalities (i.e., counties and cities) in California to prepare and administer general plans, including area plans, are contained in Sections 65300–65404 of the *California Government Code*. Area plans are not specifically mentioned in the statute; however, they are authorized under Section 65301(b), which allows individual sections of the general plan to be devoted to a particular subject or geographic area. In addition, they are also allowed as optional elements or subjects under Section 65303 (OPR 2001). The requirements for preparation and implementation of specific plans is contained in Sections 65450–65457 of the *California Government Code*. The requirements for the adoption and administration of zoning laws, ordinances, and other regulations by counties and cities is contained in Sections 65800–65912 of the *California Government Code*.

Specific plans, such as prepared for the Project, are a tool for the systematic implementation of the general plan, and establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. Unlike a community or area plan, a specific plan is not a component of the general plan, but a separately adopted general plan implementation document. The provisions of Section 65450 et seq. of the *California Government Code* require that a specific plan be consistent with the adopted general plan of the jurisdiction within which it is located. In turn, all subsequent subdivision and development, all public works projects, and zoning regulations must be consistent with the specific plan (OPR 2001).

Special Purpose District Laws

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Section 56000 et seq. of the *California Government Code*) establishes the procedures for filing, noticing, elections, and approval of any changes in the organization of a city or special district. This law establishes a Local Agency Formation Commission (LAFCO) for each county in California and outlines LAFCO's functions as it relates to annexations, incorporations, consolidations, organizations/reorganizations, spheres of influence, mergers, detachments, disincorporations, and dissolutions.

The LAFCO for the County of Los Angeles would regulate any changes in the organization of public service providers serving or that would serve the Project site. It would be responsible for the following:

- Regulation of city or special district boundary changes;
- Establishment of spheres of influence—the probable physical boundaries and service area of a city or special district;
- Municipal service reviews, fiscal studies and feasibility studies to determine the need for reorganization or expansion of service boundaries;
- Initiation of special district consolidations or dissolutions; and
- Review of service agreements between public agencies and between public agencies and private parties.

Regional

Southern California Association of Governments Plans

SCAG is the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. The region had a 2015 population exceeding 18 million persons in an area that encompasses more than 38,000 square miles. As the designated MPO, the federal government mandates that SCAG research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Among the leading activities SCAG undertakes are

- Maintaining a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Federal Transportation Improvement Program (FTIP);
- Developing a Sustainable Communities Strategy (SCS) to reduce greenhouse gas emissions as required by applicable State law (Senate Bill [SB] 375) as an element of the RTP;
- Developing demographic projections;
- Developing integrated land use, housing, employment, transportation programs and strategies for South Coast Air Quality Management District (SCAQMD) planning purposes, as discussed further in Section 5.11, Air Resources;

- Serving as co-lead agency for air quality planning in the Central Coast and Southeast Desert air basin districts;
- Developing and ensuring that the RTP and the FTIP conform to the purposes of the State Implementation Plans for specific transportation-related criteria pollutants, per the Clean Air Act;
- Serving as authorized regional agency for intergovernmental review of proposed programs for federal financial assistance and direct development activities;
- Reviewing environmental impact reports for projects having regional significance to ensure they are in line with approved regional plans;
- Developing an area-wide, waste treatment management plan;
- Preparing the Regional Housing Needs Assessment for review and approval by the State, including planning for future population, housing, and employment growth throughout the SCAG region; and
- Preparing the Southern California Hazardous Waste Management Plan with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council.

SCAG plans applicable to the Project are the Regional Comprehensive Plan (RCP), the RTP/SCS, and Regional Housing Needs Assessment (RHNA). These plans are discussed below.

Regional Comprehensive Plan

SCAG's RCP provides a policy framework for regional planning in Southern California. The RCP calls for city and county involvement and coordination in addressing regional issues related to growth management and development. The RCP is divided into nine chapters that focus on a regional strategy to address the RCP's vision for future growth and development. Each chapter includes three levels of recommendations for the region: goals, outcomes, and an action plan that contains constrained policies (or near-term, feasible policies) and strategic initiatives (longer-term strategies).

The RCP only serves as a voluntary "toolbox" to assist local jurisdictions in preparing local plans and addressing local issues of regional significance. As identified in Resolution No. 08-502-1 (Resolution of the Southern California Association of Governments Accepting the 2008 Regional Comprehensive Plan for the SCAG Region), given its advisory nature, the 2008 RCP is not used in SCAG's Inter-Governmental Review (IGR) process for purposes of assessing project-level consistency with adopted SCAG plans under CEQA (SCAG 2008).

Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan (RTP) is a long-range transportation plan that is developed and updated by SCAG every four years to guide transportation investments throughout the region. The Sustainable Communities Strategy (SCS) is a required element of the RTP that integrates land use and transportation strategies to achieve California Air Resources Board (CARB) emissions reduction targets pursuant to Senate Bill (SB) 375.

On April 7, 2016, the SCAG Regional Council adopted the 2016–2040 RTP/SCS. The RTP/SCS combines the need for mobility with a “sustainable future” through a reduction in the amount of emissions produced from transportation sources. This would be made through the operation of low or no emission transportation systems by 2040. The RTP/SCS also focuses on the economy, with expectations of shortening the gap between the regional transportation system and economic vitality. To address the mobility challenge of the region’s continuing roadway congestion, the RTP/SCS proposes transportation investments in transit; passenger and high-speed rail; active transportation; transportation demand management; transportation systems management; highways; arterials; goods movement; aviation and airport ground access; and operations and maintenance projects. These are expected to indirectly create investment opportunities in the region. The 2016–2040 RTP/SCS, like the 2012–2035 RTP/SCS, includes population, household and employment projections in Traffic Analysis Zone (TAZ) maps. TAZ projections for the area that includes the Project site, which were also reflected in corresponding figures included in the 2012 RTP/SCS (SCAG 2012e) and 2016 RTP/SCS (SCAG 2016a), are consistent with the existing population and housing stock in the area and the projected household and employment components of the Project. The 2040 household projections at the TAZ level in the 2016 RTP/SCS are consistent with the proposed Project’s buildout estimates; however, the 2040 population projections by SCAG are less than the Project’s buildout population. The difference may be due to the average household size used in the projections, such that SCAG assumes a smaller household size.

Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) identifies the existing and projected housing needs of each jurisdiction (city and county) within the SCAG region. The future housing needs allocations also identifies the need for affordable housing units to meet future housing needs. The RHNA is discussed in greater detail in Section 5.9, Population, Housing and Employment, of this EIR.

County of Los Angeles

Los Angeles County General Plan

The Los Angeles County General Plan 2035 was adopted in October 2015 and updates the prior General Plan. The General Plan was developed under five guiding principles: employ smart growth; ensure community services and infrastructure are sufficient to accommodate growth; provide the foundation for a strong and diverse economy; promote excellence in environmental resource management; and provide healthy, livable and equitable communities. These principles emphasize the concept of sustainability, so that the needs of the existing population are met without compromising economic, social, and environmental resources that would be available to future generations.

The General Plan serves as the foundational document for community-based plans for 11 planning areas (unincorporated County areas), including the Antelope Valley. The Antelope Valley is described as a predominantly rural area where significant growth has occurred and is expected. A number of rural town centers are located in the Antelope Valley and three Economic Opportunity Areas (EOAs) that are slated for more substantial, urbanized growth,

were designated in the AVAP along with a variety of policies to guide the future planning and development of these EOAs.

The Land Use Element of the General Plan designates the planned land use to direct development within the unincorporated areas of the County. It discusses the land uses in the unincorporated areas, land use tools, special management areas, and disadvantaged communities. It includes a Land Use Policy Map that sets the land use designations for the unincorporated areas and contains goals and policies related to land use and planning.

The Mobility Element discusses the County's transportation system, including freeways, highways and roads, public transit services, bikeways, pedestrian networks, the aviation network, railroads, harbors, parking and terminals. It includes a Highway Plan Policy Map and sets level of service (LOS) D as the desired minimum level of service. It also contains goals and policies related to the transportation needs of all users of a road or street, including pedestrians, bicyclists, users of public transit, motorists, children, seniors, and the disabled. The County's Bicycle Master Plan is a sub-element of the Mobility Element.

The Air Quality Element addresses air quality issues in the County and sets goals and policies to improve air quality and reduce greenhouse gas (GHG) emissions. It includes the Los Angeles County Community Climate Action Plan (CCAP) that establishes actions to reduce GHG emissions from the unincorporated areas of the County to 1990 levels by 2020. The analysis of the Project's consistency with the GHG reduction elements of the CCAP is included in Section 5.21, Climate Change.

The Conservation and Natural Resources Element discusses natural resources and public and private open space areas in the unincorporated County areas. It includes an Open Space Resources Policy Map and goals and policies for the acquisition, planning, and preservation of open space areas. It also addresses biological resources, Significant Ecological Areas (SEAs), National Forests, coastal zones and resources, sensitive habitats, and habitat linkages. Goals and policies call for the preservation of diverse biological resources and ecological systems. The Element addresses local water resources, including groundwater resources, watersheds, areas of special biological significance and marine protected areas. Goals and policies are provided for the protection of local surface and groundwater resources. Goals and policies for the protection of agricultural resources and mineral and energy resources in the County are also outlined in this element. Scenic resources, which include hillsides, scenic viewsheds, and ridgelines in the County are also discussed, along with goals and policies for their protection. In addition, goals and policies for the preservation of historic, cultural, and paleontological resources are provided. The Project's development area is not within an SEA. Additional information and analysis about the County's SEA program is included in Section 5.7, Biological Resources.

The Parks and Recreation Element discusses parks and recreational facilities that are available to residents of unincorporated areas and the region as a whole. These include public parks, trails, multi-benefit parks, school sites, private facilities, and greenways. The Element also discusses natural and historical resources in parks, recreational programs, park service areas, parkland funding, and park development. Goals and policies address the need for park and recreation opportunities for all users.

The Noise Element discusses the effects of noise, noise sources, noise regulations, and the need for noise reduction. It includes goals and policies to reduce excessive noise in the County.

The Safety Element discusses the different public safety hazards in the County. It includes a Seismic and Geotechnical Hazard Zones Policy Map that shows active earthquake fault traces, and areas subject to seismically induced landslides and liquefaction. It also includes a Flood Hazard Zones Policy Map that shows areas within the 100-year and 500-year floodplains. The Fire Hazard Severity Zones Policy Map shows the severity of fire hazards in the County. The Element sets goals and policies to prevent or minimize the loss of life and property damage due to these hazards. Emergency response plans, disaster routes, and service providers are also discussed to meet the goal and policies for effective emergency response management capabilities.

The Public Services and Facilities Element sets goals and policies for the adequate provision of public services, facilities and infrastructure to meet the demand of future growth and development. This Element addresses the need for early care and education, sanitary sewer services, libraries, water services and supplies, solid waste collection and disposal, and utility infrastructure (e.g., power, gas, and telecommunication networks).

The Economic Development Element discusses the County's economic sectors, jobs, employment areas, competitive disadvantages, and existing programs. The Employment Protection Districts Policy Map identifies Employment Protection Districts and also acknowledges the need to foster economic growth through revitalization and education; to attract target industries; and to improve the economy through land use policy and mobility infrastructure. It outlines the County's economic development goals and policies for maintaining a strong economy. Although there are no Employment Protection Districts in the Antelope Valley, the EOAs identified in the AVAP, are envisioned as employment growth areas as they were established based on their potential for economic growth and development while enabling the Antelope Valley to preserve its ecological and rural characteristics, as discussed further below.

The Housing Element addresses the housing needs of the unincorporated areas of the County and sets goals, policies, programs and objectives for the provision of adequate housing for existing and future residents. The County has been assigned a future housing need for 30,145 dwelling units. The 2014–2021 Housing Element identifies vacant and underutilized sites that would accommodate 48,543 dwelling units. Thus, there are adequate sites in the County to accommodate future housing needs. In addition, there are a number of programs to reduce constraints to housing development; to meet the needs of various households; and to match the housing needs of residents with the available housing stock.

The County General Plan also includes maintenance programs, such as annual progress reports, dataset updates, map maintenance, and General Plan updates. It also outlines the implementation programs that correspond to the goals and policies in the General Plan, along with the lead or partner agency responsible for program implementation and the timeframe for implementation.

Antelope Valley Area Plan

The *Antelope Valley Area Plan* (AVAP) was adopted in June 2015 as a component of the Los Angeles County General Plan. The AVAP applies to the unincorporated area of the Antelope Valley, which covers a geographic area of 1,800 square miles or 44 percent of the total County land area. This area surrounds the cities of Lancaster and Palmdale and is bound by San Bernardino County to the east, Ventura County to the west, Kern County to the north, and the Angeles National Forest and Santa Clarita Valley planning area to the south. Exhibit 4-2, *Antelope Valley Area Plan Land Use Designations*, shows the allowable land uses on the site.

The AVAP serves as the land use policy and guide for future development, and it discusses the conservation of resources in the Antelope Valley. It provides a more detailed set of goals and policies than the County General Plan and addresses specific issues in the Antelope Valley. It sets a specific vision for the area and a Rural Preservation Strategy that designates rural town center areas, rural town areas, rural preserve areas, and EOAs.

The Land Use Element of the AVAP includes goals and policies for the development or preservation of land in the Antelope Valley and includes a Land Use Policy Map that shows the allowable land uses and permitted development densities and intensities in the unincorporated areas. The Element also addresses Special Management Areas, major planned infrastructure projects, utility-scale renewable energy production facilities, Palmdale Regional Airport, and amendments to the Land Use Policy Map.

The land use designations on the site, as shown in Land Use Policy Map for the Antelope Valley West portion, include Open Space Conservation (OS-C), Rural Land 1 (RL1), Rural Land 2 (RL2), Rural Land 20 (RL20), Rural Land 10 (RL10), Residential (H5), Rural Commercial (CR), and Light Industrial (IL). As shown in Exhibit 4-2, the site is also located within the Economic Opportunity Area Overlay and the Specific Plan Overlay.

The Mobility Element outlines the transportation system improvements needed to serve the mobility needs of current and future residents and land uses. The Element includes goals and policies for the efficient movement of people and goods through the Antelope Valley through travel demand management; an efficient network of highways and streets; management of truck traffic; regional transportation options; local transit services; and bikeways and bike routes, trails, and pedestrian access. State Route (SR) 138 is designated as a proposed Expressway while the County Road south of SR-138 is designated as an existing Limited Secondary Highway.

The Conservation and Open Space Element seeks to protect the Antelope Valley's natural resources and open space areas in undisturbed natural and rural lands. Goals and policies for the preservation of water resources, biological resources, scenic resources, agricultural resources, mineral resources, air quality, energy resources, dark night skies and native vegetation conservation, green building practices, and open space are included in the Element. The Project site is identified to have Class 1 and Class 2 constraints, which identify Special Management Areas that require additional development regulations necessary to prevent the loss of life and property, and to protect the natural environment and important resources. Class 1 refers to land with minimal hazard, environmental and resources

constraints. Class 2 refers to land with moderate hazard, environmental and resources constraints. Constraints on the site include Agricultural Resource Areas, Flood Hazard Zones, Significant Ecological Areas, Hillside Management Areas, and Very High Fire Hazard Severity Zones. The Project avoids development in the SEA included in the AVAP and General Plan.

The Public Safety, Services and Facilities Element addresses the provision of fire protection, law enforcement, libraries, schools, and parks in the Antelope Valley. It sets goals and policies to reduce fire hazards, geologic hazards, and flood hazards and provide adequate law enforcement, disaster preparedness and emergency response. This Element also includes goals and policies for the provision of parks and recreational facilities, schools, libraries, and health facilities.

The Economic Development Element contains goals and policies that seek to promote sustainable economic development in the Antelope Valley while preserving the rural character and environmental resources of the area. The need for employment opportunities in the Valley would be met by employment-generating land uses (e.g., high-tech manufacturing, transportation and logistics, agriculture, renewable energy, construction and housing, recreation, tourism and filmmaking) in appropriate areas to increase the jobs-housing ratio of the Antelope Valley to 1.3 jobs per housing unit. The Element also acknowledges the need for regional and long-term economic development strategies and sets policies for future economic opportunities. The AVAP designates three EOAs (including the area encompassing the Project site) as targets for future economic development, to help preserve the character of existing towns and rural areas, and to help preserve open space and habitat areas in most of the Antelope Valley.

The AVAP contains implementation programs that include the Significant Ecological Area program, Agricultural Resource Areas Program, Economic Opportunity Areas, Transfer of Development Rights Program, Scenic Drives Program, and Community Standards Districts. The southern and western portion of the Project site, which is proposed for open space preservation, is designated as an SEA. The remainder of the Project site is in an EOA, and the central and eastern section of the site are located within a Future Rural Town Area. No development is proposed in an AVAP SEA.

The AVAP designates segments of Interstate (I) 5, SR-138, Gorman Ranch Road, and County Road as Scenic Drives.

The Center for Biological Diversity has filed a legal challenge to the approval of the AVAP and accompanying program EIR, contending that the County violated the California Environmental Quality Act (CEQA) during the approval process. In the event of an adverse litigation outcome, examples of potential judicial remedies include allowing the AVAP to remain in effect while correcting any CEQA non-compliance, invalidating the AVAP and effectively reviving the Antelope Valley Areawide General Plan (AVAGP), the earlier Area Plan for this area of Los Angeles County, or a judicial determination that any CEQA error did not rise to the level requiring revisions of the EIR or AVAP.

Los Angeles County Code

Zoning Ordinance

Title 22, Planning and Zoning, of the Los Angeles County Code is the County's Zoning Ordinance. Allowable land uses, lot size, lot coverage, and building sizes and locations on the Project site are currently regulated through Title 22. The current zoning designations for the Project site are:

- **O-S (Open Space).** The O-S zone allows uses such as campgrounds, crops, animal grazing, and resource management areas used or proposed for the preservation, maintenance, and enhancement of recreational, natural and environmental resources.
- **RPD (Residential Planned Development).** The RPD zone allows uses (e.g., single-family residences and planned unit developments) and provides flexibility in the design of residential developments to encourage well-planned neighborhoods through creative and imaginative planning and to accommodate the unique characteristics or circumstances of the site.
- **CPD-DP (Commercial Planned Development – Development Program).** The CPD-DP zone allows uses such as commercial highway, service, office, parks/playgrounds, and retail uses, with a development program.
- **MPD-DP (Manufacturing Industrial Planned Development – Development Program).** The MPD-DP zone allows uses such as scientific research and development uses, schools, libraries and museums, institutional uses, and crops, with a development program.
- **A-1-2 (Light Agricultural – Two Acre Minimum Lot Size).** The A-1-2 zone allows uses such as crops, animal raising, single-family residences, greenhouses, and other low density residential uses.

The Project site also has a Specific Plan Overlay under the AVAP (discussed above), and the Project is seeking Specific Plan approval with corresponding zoning designation change as discussed further below. Exhibit 4-3, Antelope Valley Area Plan Zoning, shows the current zoning for the site.

Hillside Management Areas Ordinance

In 1982, the County adopted the Hillside Management and Significant Ecological Areas Ordinance, which has been regulated through Section 22.56.215 of the County Code. As part of the General Plan adoption in 2015, discussed above, an updated Hillside Management Areas (HMA) Ordinance was adopted concurrently with the County's General Plan update, discussed above. The HMA Ordinance is found in Section 22.56.217 of the County Code.

Hillside Management Areas are defined as areas with 25 percent or greater natural slopes. A conditional use permit (CUP) is required for any development located wholly or partially in an HMA, with certain exceptions defined in Section 22.56.217(C) of the County Code. The purpose of the HMA Ordinance is to ensure that development preserves and enhances the

physical integrity and scenic value of HMAs, to provide open space, and to be compatible with and enhance community character. The Hillside Design Guidelines (Guidelines) include design measures for sensitive hillside design, and are required to be incorporated for development in HMAs, as specified in the Ordinance. In hillside areas with less than 25 percent natural slope, use of the Guidelines is optional but encouraged. The Guidelines include specific and measurable design techniques that can be applied to residential, commercial, industrial, and other types of projects. Some design techniques may be more appropriate or feasible than others, depending on the type of project, location, size, complexity, site constraints, and other design techniques incorporated into each project. The Guidelines also include measures to protect sensitive hillside areas, as discussed further in Section 3.3, Conceptual Grading Plan, and Appendix 1-B, Hillside Design Guidelines in the Specific Plan and in Section 5.1, Geotechnical, of this EIR.

Significant Ecological Areas Ordinance

The Significant Ecological Areas (SEA) Ordinance is one of the components of the County's SEA Program. (The other components are the General Plan policies and the SEA and Coastal Resources Policy Map [Figure 9.3 of the General Plan], both of which were updated in General Plan.)

The SEA Ordinance is the implementation tool of the SEA Program, and establishes the permitting standards and process for development within SEAs. The SEA Ordinance is currently found in Section 22.56.215 of the County Code. The SEAs are designated through the General Plan, and a CUP is required prior to the specified development (e.g., grading permits, adjustment of property lines, or enlargement of structures) that is in, or partly in, a designated SEA, with certain exceptions defined in Section 22.56.215(C) of the County Code. Exhibit 4-7, Centennial Project – Significant Ecological Area Zone, in Section 4.0, Project Description, depicts the Project site in relation to the SEA boundaries. As discussed below, the Project does not propose any development within an SEA.

5.8.3 ENVIRONMENTAL SETTING

The Project site consists of approximately 12,323 acres of unincorporated County land located in the northwestern section of the Antelope Valley (North Los Angeles County) and just south of the Los Angeles County/Kern County line. The Antelope Valley is characterized by suburban and low-density rural communities that are primarily agricultural in character and at scattered locations throughout the Antelope Valley. Suburban communities in the Antelope Valley include the incorporated cities of Lancaster and Palmdale, while unincorporated communities include Acton, Antelope Acres, Gorman, Lake Hughes, Lake Los Angeles, Leona Valley, Littlerock, Pearblossom, Quartz Hill, Roosevelt, and Sun Village.

The Project site is a part of Tejon Ranch, an approximate 270,000-acre landholding that stretches from just south of the Project site in Los Angeles County to just north of SR-58 in Kern County. Approximately 9.0 percent of Tejon Ranch is located within Los Angeles County, and the Project site comprises approximately 4.5 percent of the total area of Tejon Ranch.

The Project site is generally bound by the Tehachapi Mountains to the northwest, the Antelope Valley to the east, the northern border of the San Gabriel Mountains to the south, and the Los Padres National Forest to the west. The site is approximately 35 miles north of the Santa Clarita Valley (Los Angeles County); approximately 50 miles south of the City of Bakersfield (Kern County) via SR-99 and I-5; and 36 miles and 43 miles northwest of the cities of Lancaster and Palmdale (Los Angeles County), respectively, via SR-138. The Project site's westerly border is approximately one mile east of I-5. SR-138 traverses the southern portion of the Project site in a general west-east alignment. The community of Gorman in Los Angeles County is adjacent to the I-5 and approximately four miles northwest of the I-5 and SR-138 junction.

On-Site and Bisecting Land Uses

The Project site is largely undeveloped, with localized improvements related to ongoing livestock grazing and agriculture, as described below.

Residence. A residential dwelling unit is located near the center of the northern property line, which is occupied by a Tejon Ranch employee.

Grazing Operations. The Tejon Ranch Company currently leases a portion of the ranch, including the site, to an independent company for grazing and agricultural uses. Of the 12,323-acre Project site, approximately 10,950 acres (89 percent) are used for cattle grazing, which has occurred on the site for over 150 years. The maximum amount of cattle on site at one time was historically approximately 365 heads.

Agricultural Activities. On-site agricultural activities are discussed in detail in Section 5.5, Land Resources. There are approximately 1,000 acres of cultivated land within the eastern portion of the Project site. These include pivot fields that are managed for the production of alfalfa or a three-way forage mix (e.g., barley, oats, sedan grass). This area has been cultivated by the Tejon Ranch Company since 1998. Prior to 1998, the land was used primarily for grazing.

California Aqueduct and Related Facilities. The Project site is immediately south of the divergence of the California Department of Water Resources' (DWR's) California Aqueduct, where it becomes the East and West Branches. The West Branch of the California Aqueduct (Quail Lake Canal) runs south from the divergence, crosses through the Project site, and flows to the adjacent off-site Quail Lake Reservoir. While the West Branch bisects the Project site, it is not included within the Project boundaries. The Oso Pumping Plant, which is part of the aqueduct system, is located in the north-central portion of the Project site immediately east of the aqueduct as shown in Exhibit 4-18, Known Major Utilities in Project Area, but because this is a part of DWR's aqueduct system, it is also not part of the Project site. The East Branch, which turns southeast from the divergence, runs off site just north of the northeastern Project site boundary.

High Desert Hunt Club. The High Desert Hunt Club is private hunt club operated by Tejon Ranch on approximately 7,530 acres at the southern end of the ranch. Approximately 1,147 acres of the Hunt Club is located at the southern end of the Project site and 6,383 acres are

located off site, southeast of the Project site. The Hunt Club offers guided game bird hunting to members and guests. Access to this facility is provided by an existing dirt road off SR-138 at Tentrock Canyon. A historic adobe building (Beale Adobe) is located in the Tentrock Canyon area outside the Project site and serves as a staging area for hunters and as offices for the Hunt Club. The Hunt Club operates from 8:00 AM to 4:00 PM Thursday to Monday. It is open on Tuesdays and Wednesdays for guided valley quail hunts during the valley quail season, generally from October 17 to January 31 (CDFW 2016).

The area utilized by the Hunt Club includes a transitional area between the desert, foothill, and mountain environments within SEA No. 17, San Andreas. The northern boundary of the Hunt Club is generally defined by SR-138 (as shown in Exhibit 3-2, Project Vicinity Map, in Section 3.0, Environmental Setting), but Hunt Club activities occur in the more isolated areas south of the first ridge of foothills, which approximately follow the southeastern boundary of the site. No hunting activities currently occur between the area south of SR-138 and the top of the first ridge. The Hunt Club uses dirt roads, hiking trails or cleared areas, and other areas that are conducive for game fowl cover.

Hunter's Camp. A hunter's camp is located in the northwestern edge of the Project site, but is no longer in use. The camp consists of six trailers, a shooting range, and two outhouses. These structures are currently in a state of disrepair and are not habitable.

Infrastructure—Roads. SR-138 traverses through the southern portion of the Project site. The eastern Project site boundary is defined by 290th Street West and the northern extension of Margalo Drive. In addition, 300th Street West runs through the eastern portion of the site from SR-138 over the East Branch of the California Aqueduct and to the agricultural fields to the north. Gorman Post Road crosses the southwestern portion of the Project site and runs in a northwesterly direction from SR-138 to the community of Gorman by I-5. Cement Plant Road is a paved roadway that runs northwesterly and northerly from SR-138 through the Project site to provide access to the National Cement Plant that is located northwest of the site in Kern County. Several paved access roads are also present near the California Aqueduct and associated facilities. Other on-site paved roads lead to localized agricultural operations on the site. In addition, many unpaved roads exist as part of farming and grazing activities on the Project site.

Infrastructure—Utilities. Existing utilities on the site include overhead and underground utility lines owned by the Southern California Edison (SCE), Southern California Gas Company (SoCalGas), and AT&T. These utilities are discussed in detail in Section 5.20, Dry Utilities.

Infrastructure—Water. The site has an aboveground water storage tank at the southwestern portion of the Project site. A water well is present in the central portion in an area formerly used as a homestead and the Hunt Club receives its water from a spring and spring-fed well.

State Route 138. SR-138 runs in a general east-west direction through the southern section of the site. This highway is a currently a two-lane highway with paved shoulders, but the California Department of Transportation (Caltrans) is proposing to widen and realign SR-

138 into a four- to six-lane highway through and near the site, as part of its comprehensive Northwest 138 Corridor Improvement Project.

Surrounding Land Uses

The following is a discussion of existing land uses in the vicinity of the Project site, as shown on Exhibit 3-3, Aerial Photograph and Project Boundary. The Tehachapi Mountains are near the northwestern and western perimeter of the site and rise up to approximately 5,400 feet above mean sea level (msl) west of the site. The elevation of the mountains gradually declines before reaching the Project site's valley floor where elevations are approximately 3,000 feet above msl at the northeastern portion of the site to approximately 4,250 feet above msl in the northwestern portion of the site. The Los Angeles County/Kern County jurisdictional boundary forms part of the Project site's northern border.

North

- Most of the area immediately north of the Project site is owned by the Tejon Ranch within Kern County and is largely used for grazing.
- The Mountain Communities of Lebec, Frazier Park, Cuddy Valley, Lake of the Woods, and Pine Mountain Club are located northwest of the Project site in Kern County. Main access to these mountain communities is through I-5.
- The privately owned and operated National Cement Plant is northwest of the Project site (in Kern County, adjacent to the Kern County/Los Angeles County line). The cement plant is approximately one mile north of the Project site's northern boundary on property leased from the Tejon Ranch. Access to the cement plant is provided by National Cement Plant Road, which traverses the Project site and is generally located west of the California Aqueduct.
- The Oso Pumping Plant is owned and maintained by the DWR and is located in the northern portion of the Project site, along the West Branch of the Aqueduct. It can be accessed via 300th Street West and a road extending northwest to the Aqueduct.
- The East Branch of the California Aqueduct is immediately northeast of the Project site boundaries.
- The Alamo Power Plant, another component of the State Water Project (SWP), is located along the Aqueduct's East Branch immediately adjacent to the northeastern boundary of the site.
- North of the East Branch of the Aqueduct and the Alamo Power Plant is the Tehachapi East Afterbay, which is an operational storage and water reservoir component of the SWP.

South

- Quail Lake, an unlined water storage facility owned and operated by the DWR, is located along the southwestern border of the Project site. The West Branch of the Aqueduct bisects the Project site in a general north-south direction and empties into Quail Lake.

- The Quail Lake Skypark Airport is a single strip, private airport located immediately southeast of Quail Lake and south of the Project site. This airport consists of a 3,000-foot runway.
- The High Desert Hunt Club, a private hunt club is partially located within the Project boundaries and largely located southeast and outside the Project site.
- There are a number of single-family residences south of the Project site along SR-138 and east of 300th Street West. Additionally, several residences are scattered on the hills south of the Project site along Ridge Route Road and Pine Canyon Road/County Road N2.
- The Angeles National Forest is located approximately 1.5 miles south of the Project site at the nearest point, east of I-5 and south of Pine Canyon Road/County Route N2.

East

- A number of residences are located along 300th Street West and east of the site north of SR-138 from 290th Street West to 280th Street West.
- Vacant land and agricultural land are also located east of the site.
- The residential community of Neenach is located approximately 2.6 miles to the east of the site (north of SR-138) and the Three Points community is located approximately 4.0 miles to the southeast (south of SR-138). Neenach and Three Points are both developed with light agricultural uses and single-family homes on large lots.
- The East Branch of the California Aqueduct runs through the agricultural lands east of the Project site.

West

- SCE's Bailey Electric substation is on the western portion of the site but is not part of the site.
- Undeveloped land in the Tehachapi Mountains borders the western perimeter of the site.
- The residential community of Gorman is located west of the site, adjacent to the I-5 and approximately four miles northwest of the I-5 and SR-138 junction. This community is developed with commercial uses that serve travelers on the I-5, some single-family homes, and light agricultural uses.
- I-5 runs north-south approximately one mile west of the western boundary of the Project site.
- The Hungry Valley State Vehicular Recreation Area (SVRA) in the Los Padres National Forest is located west of I-5 at the Gorman exit. This SVRA is an Off-Highway Vehicle (OHV) park that is owned and operated by the Off-Highway Motor Vehicle Recreation (OHMVR) Division of California State Parks. Recreation facilities in the SVRA are further discussed in Section 5.14, Parks and Recreation.

5.8.4 PROJECT DESIGN FEATURE

PDF 8-1 The Centennial Project provides for the preservation of approximately 5,624 acres of on-site open space included within the Open Space designation (refer to Exhibit 4-11, Centennial Project – On-Site Open Space/Mitigation Area). The proposed on-site open space areas have been configured to:

- Preserve all SEA-designated land that is located within the Project site boundary;
- Avoid development on slopes greater than 25 percent that occur primarily in the western portion of the Project area; and
- Preserve and enhance oak woodlands, savannahs, and significant riparian areas.

5.8.5 THRESHOLD CRITERIA

The following significance threshold criteria are derived from the County of Los Angeles Environmental Checklist. The Project would result in a significant land use impact if it would:

Threshold 8-1 Physically divide an established community.

Threshold 8-2 Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans.

Threshold 8-3 Be inconsistent with the County zoning ordinance as applicable to the subject property.

Threshold 8-4 Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria.

5.8.6 ENVIRONMENTAL IMPACTS

Threshold 8-1 **Would the project physically divide an established community?**

The Centennial Project involves the development of residential uses, non-residential employment areas, retail uses, public facilities, recreational uses, and associated infrastructure on a site that is predominately undeveloped and used for cattle grazing and agriculture. Proposed land uses and development intensities are discussed in Section 4.0, Project Description, of this EIR. Development standards are provided in the *Centennial Specific Plan* (Appendix 4.0-A).

The Project site is not part of an established community. The site is approximately 35 miles north of the Santa Clarita Valley; approximately 50 miles south of the City of Bakersfield; approximately 36 miles northwest of the City of Lancaster and 43 miles northwest of the City of Palmdale. The community of Gorman is adjacent to the I-5, approximately four miles

northwest of the I-5/SR-138 junction. The community of Neenach is located 2.7 miles to the east. The community of Frazier Park is located approximately 12.5 miles to the northwest.

There is a residential area located immediately east of the site on 290th Street West and scattered residences are located along SR-138 and east of 300th Street West. As noted above, existing development within and surrounding the Project site is limited to scattered single-family residences south and east of the Project site, and a caretaker/employee residence on the site. However, these residences do not form an established community.

The existing residence on the site would be demolished and/or relocated when development occurs. This displacement would be voluntary and would not divide any established community.

Once developed, the Project would create residential villages and a new community that would be surrounded by areas of open space, agricultural land, and existing rural residential uses. No impact related to the division of established communities would occur.

The Project's potential impacts related to existing land uses, resources, and activities are discussed in other sections of this EIR, as follows:

- Cement Plant Operations – Section 5.3, Hazards and Fire Safety.
- Grazing Operations and Agricultural Activities – Section 5.5, Land Resources.
- Significant Ecological Areas – Section 5.7, Biological Resources.
- National Forests and Recreational Facilities – Section 5.14, Parks and Recreation.
- California Aqueduct and Related Facilities – Section 5.18, Water Resources.
- Dry Utility Relocations – Section 5.20, Dry Utilities.

Potential indirect impacts to adjacent residences, as associated with visual changes, air pollutant emissions, and increased traffic and noise, would not divide a community. These issues are further addressed in other sections of this EIR: Section 5.10, Traffic, Access, and Circulation; Section 5.11, Air Resources; Section 5.12, Noise; and Section 5.13, Visual Resources.

The proposed off-site water bank infrastructure are not contiguous to or in the vicinity of any established communities. The proposed utility infrastructure and roadway improvements would serve the Project and would not divide development on the Project site or existing land uses in the surrounding area. Therefore, no division of an established community would occur. There would be no impact.

Impact Summary: There are no established communities in the Project area that would be divided with implementation of the Project. No impact would occur, and no mitigation is required.

Threshold 8-2 **Would the project be inconsistent with the applicable County plans for the subject property including, but not limited to, the**

General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?

Los Angeles County General Plan

The Project is consistent with the five guiding principles of the Los Angeles County General Plan. Specifically, the Centennial Project uses “smart growth” strategies in the planning of residential and non-residential uses on the site that would include a variety of housing densities and types, with some located near commercial areas, places of employment, schools, parks, a library, and public facilities while at the same time providing a comprehensive roadway network, with amenities for walking and biking. Public facilities and utility lines and services would be located on site to “ensure community services and infrastructure are sufficient to accommodate growth”. As part of the Project, commercial and business park areas would be included to accommodate business investments and create employment opportunities for local residents and that would promote a “strong and diverse economy”. In addition, large expanses of open space (approximately 5,624 acres) would be provided at the western and southeastern sections of the site and in areas with sensitive biological resources to preserve the area’s “environmental resources”. Under the Specific Plan, reconfiguring an existing single-family home to accommodate a second dwelling unit is allowed only to the extent specified in a Tentative Tract Map, and only as allowed under applicable State law and local ordinances. . Without regard to whether a State density bonus is ever used on the Project site, the total number of dwelling units, inclusive of all product types, cannot exceed the number of dwelling units identified in the Project Description and considered in this EIR absent further CEQA review.

The Land Use Element of the County General Plan also promotes land use compatibility through complementary land uses that promote a balanced distribution of jobs, housing and services within the overall Project site. The Project implements this important General Plan concept by locating commercial areas, schools, and parks at the village cores to serve the demand for goods and services and meet the educational and recreational needs of the residents of the individual villages and balance the distribution of jobs, housing, and services within each village. Higher density housing would also be located near the village cores, with lower densities farther from the village cores, to provide a mix of housing types that will accommodate the needs and preferences of different households. In addition, the town center will accommodate mixed-use developments with high density residential uses and commercial areas that would serve the entire Centennial community and the surrounding areas. To promote the County’s health outcomes, a network of bikeways, trails and sidewalks would be provided throughout the Project site, along with scattered parks and recreational facilities. Allowable land uses include health clubs, health food stores, health service clinics, health retreats, and community gardens. Additionally, as discussed further in Section 5.5, Land Resources, the Project would accommodate a total of 50 acres of small-scale agriculture and agriculture-related uses, including, but not limited to community gardens, farmers markets/fresh fruit and vegetable stands, growing and sales of nursery stock, and commercial greenhouses. The Project would also allow preschools at the village cores and a medical center and a campus for a community college or other higher education facility in the Institutional/Civic and Business Park areas to meet the County’s early education and higher education policies.

The County General Plan addresses all unincorporated County areas and has broad goals and policies related to land use and planning. A review of the County General Plan shows that the Project site is located in Special Management Areas where safety hazards and/or environmental resources are present. The site is located within the Military Influence Area for Edwards Air Force Base where the floor elevation from the ground level is set at 200 feet. No conflict will occur since the maximum building height for the Project is 160 feet. The Fire Hazard Severity Zones Policy Map shows different areas of the site are subject to very high, high, and moderate fire hazards. The Safety Element also shows I-5 and SR-138 as disaster routes. No conflict with these issues would occur with the Project, as discussed in Section 5.3, Hazards and Fire Safety.

The Mobility Element identifies SR-138 as a proposed Expressway (controlled access highway with six to ten lanes). The Project would accommodate Caltrans' future widening and realignment of SR-138. This is addressed in Section 5.10, Traffic, Access and Circulation.

The Conservation and Natural Resources Element includes a Regional Habitat Linkages Map that identifies a wildlife movement corridor through the Project site that connects the Tehachapi Mountains and the Angeles National Forest. The Significant Ecological Areas and Coastal Resource Areas Policy Map also shows the San Andreas SEA on and near the western and southern edges of the site. Section 5.7, Biological Resources addresses wildlife corridors and Project consistency with the San Andreas SEA.

The Safety Element includes a Seismic and Geotechnical Hazard Zones Policy Map that shows the San Andreas Fault Zone along the northeastern edge of the Angeles National Forest, south and southwest of the site. Section, 5.1, Geotechnical, discusses the San Andreas Fault and seismic hazards on the site. The Flood Hazard Zones Policy Map shows the 100-year floodplain on Quail Lake and the East and West Branches of the California Aqueduct. This issue is addressed in Section 5.2, Hydrology and Flood.

The Economic Development Element states that the Antelope Valley has comparative advantages and unique opportunities for future economic growth and development, and the General Plan also identifies EOAs in the Antelope Valley that are planned for future growth and development. The Project would utilize this comparative advantage with the development of employment-generating uses on the site, consistent with the description of the Project site as part of the West EOA in the AVAP. Thus, the Project would not conflict with the Los Angeles County General Plan and no General Plan Amendment text or policy change is needed to allow the Project. Designated internal project site roadways would need to be added to Figure 7.3, Highway Policy Map, and this internal site roadway mapping would trigger the need for an amendment to this General Plan figure.

Antelope Valley Area Plan

The AVAP contains goals and policies that are specific to the issues in the Antelope Valley, and is a component of the County General Plan. The Project is consistent with applicable goals and policies of the AVAP. In addition to the goals and policies, a review of the AVAP shows three EOAs have been identified as areas where there are major opportunities for future growth and development. These EOAs have land use designations that would allow

for the development of a mix of residential, commercial, and light industrial uses but would preserve the rural character and ecological resources of the surrounding area.

The West EOA is located at the northwestern section of the Antelope Valley where future development is anticipated due to its location along the planned Northwest 138 Corridor Improvement Project, the I-5, and new commercial and housing developments in Kern County. This EOA covers the Project site and the Project would accommodate future development on the site, as planned in the West EOA in the AVAP.

The AVAP also calls for the development of a specific plan or similar planning activities in EOAs to ensure orderly and sustainable development and the provision of the required infrastructure and public utilities. The *Centennial Specific Plan* has been developed in compliance with this requirement. In compliance with applicable County requirements for Specific Plans and State law, the Centennial Specific Plan includes the location of the Project's internal circulation network of roadways and trails. Some of these internal roadways meet the criteria for being included in the AVAP Highway Plan (Map 3.1 of the AVAP, which includes major highways, secondary highways, limited secondary highways, parkways, and expressways). Amending Map 3.1 of the AVAP is being proposed to fill in the major roadways that are interior to the Project site, consistent with AVAP's requirement for a Specific Plan (inclusive of internal circulation roadways) for a new master planned community in this EOA. With the Map amendment, the Project remains consistent with the AVAP, and no text amendments to the AVAP are required.

The Land Use Policy map in the AVAP shows the land use designations, which would regulate permitted land uses and development densities/intensities. The Land Use Plan in the *Centennial Specific Plan* includes the same land uses as the designations for the site, with the boundaries of the different land uses generally aligning with the land use designations in the AVAP. No change in land use designation, additional growth, or reduction in the amount of open space is proposed by the Project.

The West EOA extends beyond the project site boundaries. While Centennial's infrastructure would not be sized to accommodate growth beyond that which is proposed for the Project, future nearby landowners could propose to connect to or build upon the Project's infrastructure to serve future development in the surrounding area. Any such future proposals would be subject to environmental analysis pursuant to CEQA, and must include the level of detail (e.g., residential and commercial size information, project footprint information, project water quantity and sources, etc.) required for a future project-level review process. Any such approvals of future development in the West EOA would also be a discretionary decision by the County. Since no such projects have been proposed, such details are not available and CEQA does not require speculation. In general, however, buildout of the approved AVAP has informed the cumulative impact analysis in this EIR and includes the additional incremental of development authorized within the West EOA but not included in the Project.

The EOAs also include areas that have the potential to develop as a future Rural Town Area, and are depicted on the AVAP's Rural Preservation Strategy map. Future Rural Town Areas are within EOAs that provide local employment and goods and services for the daily needs

of residents in the surrounding area. These town areas would accommodate local public facilities and commercial uses or a mix of commercial and residential uses served by a range of transportation options. The Project would include commercial and business park uses, public facilities, schools and parks, as well as residential uses, which is consistent with the future Rural Town Area identification of the site.

The Project would not conflict with the transportation system needed to serve the mobility needs of current and future residents and land uses, as discussed in the Mobility Element. The Project would provide an on-site circulation system and would accommodate future widening and realignment of SR-138, as it is developed as an Expressway by Caltrans. This is discussed further in Section 5.10, Traffic, Access and Circulation. As indicated above, the Project's internal circulation network includes internal roadways that meet the criteria for being included in the AVAP Highway Plan. Thus, an amendment to Map 3.1 of the AVAP is needed to show the major roadways that are interior to the Project site and that would serve the circulation needs of development that is consistent with the AVAP. Even with this Map Amendment, the Project remains consistent with the AVAP goals and policies and Land Use Policy Map, and no text amendments to the AVAP are proposed or required.

The Conservation and Open Space Element identifies the site to have Class 1 and Class 2 constraints. The preservation of natural resources is discussed in Section 5.7, Biological Resources. Protection from seismic and geologic hazards is addressed in Section 5.1, Geotechnical. Protection from flood hazards is addressed in Section 5.2, Hydrology and Flood.

The Public Safety, Services and Facilities Element addresses the provision of fire protection, law enforcement, libraries, schools, and parks in the Antelope Valley. The Project would provide on-site fire stations, a Sheriff's station, schools, parks and a library to serve residents of the site and surrounding area. Section 5.14, Parks and Recreation, Section 5.15, Education, Section 5.16, Fire and Law Enforcement Services, and Section 5.17, Other Public Services, discuss existing and proposed public services and facilities.

The Economic Development Element contains goals and policies that seek to promote sustainable economic development in the Antelope Valley, while preserving the rural character and environmental resources of the area. The Project is located in an EOA where business investments and employment centers would be located to spur economic growth and increase the jobs-housing ratio of the Antelope Valley. SCAG estimates the 2012 employment base of the North Los Angeles County Subregion at 181,089 jobs and its housing stock at 200,990 units (SCAG 2016c). This translates to a jobs-housing ratio of 0.90. As discussed in Section 5.9, Population Housing and Employment, the Project would have a jobs-housing ratio of 1.22, which would improve the overall jobs-housing balance in the subregion, consistent with the intent of the Economic Development Element of the AVAP.

Community-Specific Land Use Concepts in the AVAP do not apply to the Project site since the site is not located in an established community. A number of implementation programs are also discussed at the end of the AVAP. The Project would comply with applicable programs, such as the Significant Ecological Area program, Economic Opportunity Areas, Transfer of Development Rights Program, Scenic Drives Program, and Community Standards Districts.

In summary, the Project would implement the AVAP and would not conflict with it. An analysis of the Project’s consistency with the goals and policies of the AVAP is presented in Table 5.8-1 below.

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
Chapter 2: Land Use Element	
Goal LU 1: A land use pattern that maintains and enhances the rural character of the unincorporated Antelope Valley.	Consistent. The Project is consistent with the Land Use Policy Map of the <i>Antelope Valley Area Plan</i> (AVAP), as discussed above.
Policy LU 1.1: Direct the majority of the unincorporated Antelope Valley’s future growth to rural town center areas and identified economic opportunity areas, through appropriate land use designations, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.	Consistent. The Project is consistent with the Land Use Policy Map of the AVAP and would focus land use development and associated growth within the West Economic Opportunity Area (EOA) and future Rural Town Area as indicated on the Land Use Policy Map, where future development is planned and anticipated.
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.	Consistent. The Project does not propose development in designated rural preserve areas.
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.	Consistent. The Project is consistent with the Land Use Policy Map of the AVAP and would focus development within the West EOA, so as to retain the rural character in the rest of the Antelope Valley.
Policy LU 1.4: Ensure that 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.	Consistent. The Project proposes commercial, business park, and institutional/civic land uses that will provide services to residents within the Project site and in the surrounding areas, consistent with the AVAP. Over 20,000 permanent jobs are expected to be created from Project employment uses.
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.	Consistent. The Project would provide residential land uses at varied densities to meet the needs of different segments of the population, consistent with the AVAP. The Project would also provide a network of trails for bicycling and hiking, including equestrian activities on the regional trail within the Project site.
Goal LU 2: A land use pattern that protects environmental resources.	Consistent. The Project is consistent with the Land Use Policy Map of the AVAP. The Project development boundary provides protection of environmental resources through the ongoing preservation of Significant Ecological Areas (SEAs), biological resource mitigation lands, and Tejon Ranch lands preserved under the Tejon Ranch Land Use and Conservation Agreement., and the Project’s land plan includes mixed uses and a range of densities at a neighborhood scale to promote pedestrian and bicycle use, and reduce automobile trips.

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
<p>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.</p>	<p>Consistent. One of the Project Objectives is to avoid development within, and that would affect, established SEAs to minimize disturbance of high-value biological resources, including native grasslands, oak savannas, and oak woodlands, and preserve contiguous open space areas in order to keep its viability as wildlife habitat. The San Andreas SEA has been designated as Open Space in the Land Use Map for the Project, where development would not occur. The Project also preserves important regional wildlife corridors and the biological connectivity of regional open space lands, as discussed in Section 5.7, Biological Resources, of this EIR.</p>
<p>Policy LU 2.2: Limit the amount of potential development within Scenic Resource Areas, including water features, significant ridgelines, and Hillside Management Areas, through appropriate land use designations, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.</p>	<p>Consistent. The Project site is not located in or near a designated Scenic Resource Area. The majority of the site has slopes less than 25% and the areas with the greatest slopes would be preserved as Open Space. Development within the Hillside Management Areas (HMAs) would be required to comply with hillside provisions within the Specific Plan, which have been designed to protect sensitive hillside conditions as discussed further in Section 3.3, Conceptual Grading Plan, and Appendix 1-B, Hillside Design Guidelines, in the Specific Plan.</p>
<p>Policy LU 2.3: Except within economic opportunity areas, 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.</p>	<p>Consistent. The Project site is located within the West EOA and future Rural Town Area as indicated on the AVAP Land Use Policy Map. While there are Agricultural Resource Areas at the eastern section of the site, the site is located within the West EOA, which would accommodate urban development in the Antelope Valley to preserve agricultural areas outside the EOAs.</p>
<p>Policy LU 2.4: Except within economic opportunity areas, 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.</p>	<p>Consistent. The Project site is located within the West EOA and is outside Mineral Resource Areas.</p>
<p>Policy LU 2.5: Except within economic opportunity areas, 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.</p>	<p>Consistent. Project development is located within the West EOA and would avoid or minimally impact riparian areas on the site by designating major drainage channels on the site as Open Space. Section 5.7, Biological Resources, discusses this issue in greater detail.</p>

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ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
<p>Policy LU 2.6: Except within economic opportunity areas, 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.</p>	<p>Consistent. The Project site is located within the West EOA and outside the Angeles National Forest.</p>
<p>Goal LU 3: A land use pattern that minimizes threats from hazards.</p>	<p>Consistent. The Project includes a Geologic Safety Zone that requires a 100-foot minimum setback in each direction from faults determined to be active to promote avoidance of fault-related hazards. Also, the proposed Floodplain Safety Zone would preclude habitable residential, commercial, school and institutional structures in the 100-year floodplain (Section 5.2, Hydrology and Water). In addition, the majority of areas with steep slopes south of State Route (SR) 138 and at the western portion of the site are designated as Open Space. Project Design Features (PDFs) and Mitigation Measures (MMs) have been provided for Valley Fever and wildfire hazards (Section 5.3, Hazards and Fire Safety).</p>
<p>Policy LU 3.1: Except within economic opportunity areas, prohibit new development on fault traces and limit the amount of 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.</p>	<p>Consistent. The Project site is located within the West EOA and the Project requires a 100-foot minimum setback in each direction from faults determined to be active, as part of the Geologic Safety Zone that is proposed on unnamed faults at the western section and on the San Andreas Fault Zone along the southwestern edge of the site (see Exhibit 5.1-2, Geologic Hazards). Section 5.1, Geotechnical, provides additional discussion of this issue.</p>
<p>Policy LU 3.2: Except within economic opportunity areas, 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</p>	<p>Consistent. The Project site is located within the West EOA and future tract maps are required to incorporate fuel modification setbacks in accordance with County standards and applicable Specific Plan requirements.</p>
<p>Policy LU 3.3: Except within economic opportunity areas, 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.</p>	<p>Consistent. The Project site is located within the West EOA and includes a Floodplain Safety Zone that promotes public safety and protects water quality for development within areas subject to flooding (prior to development) to minimize flood hazards. The 100-year floodplain is shown in Exhibit 5.2-5, Receiving Channels of Concern and 100-Year Floodplain, and Section 5.2, Hydrology and Flood, discusses this issue in detail.</p>

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ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
<p>Policy LU 3.4: Except within economic opportunity areas, limit the amount of potential development on steep slopes identified as 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.</p>	<p>Consistent. The Project site is located within the West EOA. The majority of the site has slopes less than 25% and the areas with the greatest slopes would be preserved as Open Space. Development within the Hillside Management Areas (HMAs) would be required to comply with hillside provisions within the Specific Plan, which have been designed to protect sensitive hillside conditions as discussed further in Section 3.3, Conceptual Grading Plan, and Appendix 1-B, Hillside Design Guidelines, in the Specific Plan.</p>
<p>Policy LU 3.5: Except within economic opportunity areas, 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.</p>	<p>Consistent. The Project site is located within the West EOA and the Project was designed to avoid both the landslide in the northwestern corner of the site and liquefaction hazards. The majority of proposed development areas are outside anticipated liquefiable zones; these liquefiable areas are proposed to remain as open space or to become greenways, detention/infiltration basins, and/or hydromodification facilities, with 5,624 acres designated as Open Space.</p>
<p>Policy LU 3.6: Except within economic opportunity areas, limit the amount of potential residential development in airport influence areas and 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.</p>	<p>Consistent. The Project site is located within the West EOA and is not located within a designated airport influence area or near military lands.</p>
<p>Policy LU 3.7: All development projects located on parcels that are within an airport influence area shall be consistent with all policies of that airport's land use compatibility plan.</p>	<p>Consistent. The Project is consistent with the AVAP. The Project site is located near the Quail Lake Skypark Airport. While this airport is not identified in the County's Airport Land Use Compatibility Plan, this is a private airport with a base of six aircraft and is not open to the general public; does not have a land use compatibility plan; and is not within a designated airport influence area, as discussed further in Section 5.3, Hazards and Fire Safety, of this EIR.</p>
<p>Goal LU 4: A land use pattern that promotes the efficient use of existing and/or planned infrastructure and public facilities.</p>	<p>Consistent. The Project is a new development and incorporates several features to promote efficient use of infrastructure and public facilities. Table MV-1 of the Specific Plan outlines the planning and design metrics that are reflected in planned utility infrastructure and public facilities and services that would be provided to serve residents of the Project (Sections 3.10 and 3.11 of the Specific Plan). For example, the Project has an efficient use of land, and includes a balanced mix of uses that result in a jobs/housing balance that would reduce single-occupancy, automobile travel and overall vehicle miles traveled, as addressed in greater detail in</p>

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
	the Specific Plan and Section 5.10, Traffic, Access and Circulation, and Section 5.21, Climate Change, of the EIR. The Project also includes several sustainable design performance metrics, as described in the Mission and Vision and Appendix 2-A, Green Development Program, of the Specific Plan.
Policy LU 4.1: Direct the majority of the unincorporated Antelope Valley’s future growth to the economic opportunity areas and areas that are served by existing or planned infrastructure, public facilities, and public water systems, as indicated in the Land Use designations shown on the Land Use Policy Map (Map 2.1) of this Area Plan.	Consistent. The Project is consistent with the Land Use Policy Map of the AVAP and public facilities and utility infrastructure systems would be provided to serve the Project.
Goal LU 5: A land use pattern that decreases greenhouse gas emissions.	Consistent. The Project includes a Green Development Program that requires the implementation of measures to reduce greenhouse gas emissions, including measures above and beyond regulatory requirements, and a land use pattern that is focused on promoting active transportation modes (e.g., walking and biking) with a network of trails and a village-based land plan to provide proximate schools, parks and neighborhood-serving commercial uses throughout the Centennial community. Also, greenhouse gas emissions are reduced by reducing single-occupancy automobile travel and vehicle miles traveled through efficient land use planning with a jobs/housing balance of 1.22, and with a comprehensive transportation plan, as described in greater detail in Section 5.21, Climate Change.
Policy LU 5.1: Ensure that development is consistent with the Sustainable Communities Strategy adopted in 2012, an element of the Regional Transportation Plan developed by the Southern California Association of Governments.	Consistent. One of the Project Objectives is to ensure consistency with the Southern California Association of Governments’ (SCAG’s) Sustainable Communities Strategy through development of an environmentally and economically sustainable master-planned community. The Project includes such features as a Green Development Program to reduce greenhouse gas (GHG) emissions and a Mobility Plan to further reduce GHG and promote wellness and other community goals with a robust mix of active transportation features.
Policy LU 5.2: Encourage the continued development of rural town centers that provide for the daily needs of surrounding residents, reducing the number of vehicle trips and providing local employment opportunities.	Consistent. The Project includes the development of nine villages that will each contain multiple land uses that enable residents to live closer to schools, shopping, neighborhood businesses and services, civic buildings, medical facilities, and employment centers. The Project includes multiple housing options, ranging from apartment homes close to the town center to single-family homes in lower-density areas. The

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Goal/Policy	Project Consistency
	Project includes alternatives to automobile travel (e.g., bicycle network, trails and pedestrian system) and more efficient uses of land that would result in reduced single-occupancy automobile travel and vehicle miles traveled, as described in greater detail in Section 5.21, Climate Change.
Policy LU 5.3: Preserve open space areas to provide large contiguous carbon sequestering basins.	Consistent. The Project helps implement the Tejon Ranch Land Use and Conservation Agreement, and thereby preserves over 240,000 acres of contiguous open space areas (in perpetuity) both within the Project site and in the immediately adjacent Tejon Ranch and includes a plan for the ongoing maintenance of conserved open space areas, including mitigation areas, greenways, drainage corridors, and other natural resource features within the Project site. Approximately 5,624 acres of open space areas are located within the Project site.
Policy LU 5.4: Ensure that there is an appropriate balance of residential uses and employment opportunities within close proximity of each other.	Consistent. The Project includes the development of nine villages that will each contain multiple land uses that enable residents to live closer to schools, shopping, neighborhood businesses and services, civic buildings, medical facilities, and employment centers.
Goal LU 6: A land use pattern that makes the Antelope Valley a sustainable and resilient place to live.	Consistent. A key Project Objective is to implement the AVAP land use designation for the Project site and ensure consistency with SCAG’s Sustainable Communities Strategy, as described in greater detail in the Project Description and Section 5.21, Climate Change.
Policy LU 6.1: Periodically review changing conditions to ensure that land use policies are compatible with the Area Plan’s Rural Preservation Strategy, including economic opportunity areas.	Not Applicable. This is a County effort.
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.	Not Applicable. This is a County effort.
Chapter 3: Mobility Element	
Goal M 1: Land use patterns that promote alternatives to automobile travel.	Consistent. The Project proposes a more efficient use of land through a jobs/housing balance of 1.22 that would reduce single-occupancy automobile travel and vehicle miles traveled as described further in Section 5.10, Traffic, Access and Circulation, of this EIR. The Project also includes the development of nine villages that will each contain multiple land uses that enable residents to live closer to schools, shopping neighborhood businesses and services, civic buildings, medical facilities, and employment centers,

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
	encouraging less automobile travel. Non-automobile transportation modes are discussed as part of the Mobility Plan in the Specific Plan and Section 5.21, Climate Change.
Policy M 1.1: Direct the majority of the unincorporated Antelope Valley’s future growth to rural town centers and economic opportunity areas, to minimize travel time and reduce the number of vehicle trips, as indicated in the Land Use designations shown on the Land Use Policy Map (Map 2.1) of this Area Plan.	Consistent. The Project is located within the West EOA, and as such is consistent with the Land Use Policy Map of the AVAP.
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	Consistent. The Project includes the development of nine villages that will each contain multiple land uses that enable residents to live closer to schools, shopping, neighborhood businesses and services, civic buildings, medical facilities, and employment centers.
Policy M 1.3: Encourage new parks, recreation areas, and public facilities to locate in rural town center areas, rural town areas, and economic opportunity areas.	Consistent. The Project is located within the West EOA, and is consistent with the Land Use Policy Map of the AVAP.
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.	Consistent. The Project includes the development of nine villages that will each contain multiple land uses that enable residents to live closer to schools, shopping, neighborhood businesses and services, civic buildings, medical facilities, and employment centers, as well as recreation areas.
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.	Consistent. The Project includes an extensive system of sidewalks, greenway trails, and community trails to serve as alternative means of transportation (e.g., bicycling and walking) on the Project site. The Project provides for achieving an 80% average, but no less than 50% of residential units to be located within ½ mile of a village core or the town center that includes commercial and mixed use developments; provides 100 percent of all dwelling units within a ¼ mile of a park no less than 10,000 square feet, a trailhead, a club house or other public amenity and parks 1 acre or more in size within a 5-minute walk of 80% of residential units; locates 90% of residential units within a 10-minute bike ride of retail and service uses; and locates 70% of residential units within a 15-minute bike ride of an employment area.
Goal M 2: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.	Consistent. The Project includes a Mobility Plan that requires formation and ongoing operation of a Transportation Management Association (TMA) to implement ongoing transportation improvements and measures to reduce on-site single-occupancy automobile use by 30% in relation to standard Institute of Transportation Engineers (ITE) generation

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
	rates for the overall Project, to reduce off-site peak hour commutes to and from the Project site in single-occupancy automobiles by 20%, and to manage parking demand and supply to further encourage non-automobile transit modes.
Policy M 2.1: Encourage the reduction of home-to-work trips through the promotion of home-based businesses, live-work units, and telecommuting.	Consistent. The Specific Plan allows live-work units and home-based businesses, and would provide high speed telecommunications infrastructure to allow telecommuting. The Project’s Transportation Management Association would also encourage these and other measures to reduce home-to-work trips on an ongoing basis.
Policy M 2.2: Encourage trip reduction through promotion of carpools, vanpools, shuttles, and public transit.	Consistent. The Project includes a Mobility Plan that requires formation and ongoing operation of a TMA to implement ongoing transportation improvements and measures to reduce on-site single-occupancy automobile use by 30% in relation to standard ITE-generation rates for the overall Project, and to reduce off-site peak hour commutes to and from the Project site in single-occupancy automobiles by 20%.
Policy M 2.3: In evaluating new development proposals, require trip reduction measures to relieve congestion and reduce air pollution from vehicle emissions.	Consistent. The Project includes a Mobility Plan and other GHG reduction measures to reduce air pollution from vehicle emissions, as discussed in the Mobility Plan and Section 5.21, Climate Change.
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.	Consistent. The Project includes facilities for alternatives to automobile travel (e.g., public transit, bicycle network, and pedestrian system - with corresponding easements as described in the Specific Plan). The Project includes a Mobility Plan that requires formation and ongoing operation of a TMA to implement ongoing transportation improvements and measures to reduce on-site single-occupancy automobile use by 30% in relation to standard ITE-generation rates for the overall Project, and to reduce off-site peak hour commutes to and from the Project site in single-occupancy automobiles by 20%.
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.	Consistent. The Project includes facilities for alternatives to automobile travel (e.g., public transit, bicycle network, and pedestrian system – with corresponding easements as described in the Specific Plan). As part of the Mobility Plan, the Project’s Circulation Plan includes major east-west roadways, to serve the Project’s east-west travel demand, to connect major on-site activity centers, and to lessen the Project’s traffic demand on SR-138. The Circulation Plan sets forth requirements for circulation design, roadway classifications; intersection controls; and traffic calming measures. Centennial traffic-calming design measures include narrower street widths to

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ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
	<p>slow automotive traffic, roundabouts, speed tables, bulb-outs at intersections to restrict roadway width and narrow the pedestrians’ crossing distance, raised intersections or crosswalks, chokers that narrow a roadway at mid-block, chicanes or lateral shifts that narrow street widths and also provide on-street parking or landscaping on alternate sides of the street, and textured pavement. Each component of the Mobility Plan incorporates Transportation Demand Management (TDM) features to reduce dependence on the automobile and a system of complete streets and multi-modal, non-motorized transportation facilities to provide for a more efficient use of transportation resources among Project occupants.</p> <p>The Project includes small- to medium-sized streets and blocks that allow for shorter walking distances to retail areas, parks, schools, and other destinations; pedestrian environments incorporated with public streets; parking behind buildings to encourage walking in retail areas along street frontages; and parks 1 acre or more in size within 0.25 mile of 80% of residences.</p> <p>Features of the Mobility Plan include commuter rideshare and transit; ride networking; car-share services; on-demand ridesharing; electric vehicle charging stations; preferential parking for carpools and vanpools; lunch shuttle service from business park to food establishments; bicycle connectivity through underpasses and overpasses connecting to the business park south of the SR-138; and transit routes and stops, including associated easements.</p>
<p>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.</p>	<p>Consistent. Although the Project does not contain a designated rural town center, the Project is designated as a future rural town area and establishes development standards that include parking requirements for each permitted land use designation. A number of Smart Parking metrics have been established that promotes shared and on-street parking facilities, as listed in Table MV-1 of the Specific Plan.</p>
<p>Goal M 3: An efficient network of major, secondary, and limited secondary highways to serve the Antelope Valley.</p>	<p>Consistent. The amendment of the AVAP Highway Plan to show major roadways internal to the site would establish the highway system that would serve the Project and the surrounding area. The Project also includes secondary roads, and a network of localized roadways, as described further in Section 3.2 and Appendix 2-C, Mobility Plan, in the Specific Plan and in Section 5,10, Traffic, Access and Circulation, of this EIR. Roadway widths have been designed to be “right-</p>

**TABLE 5.8-1
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Goal/Policy	Project Consistency
	sized” taking into account Project features that reduce vehicular volumes below standardized design assumptions used to establish default roadway widths, as described further in the Specific Plan.
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.	Consistent. The Project has and would contribute its fair share for improvements to the regional transportation system, as discussed in Section 5.10, Traffic, Access and Circulation. Also, the amendment of the Highway Plan to show major roadways internal to the site would establish the highway system that would serve the Project and the surrounding area.
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.	Consistent. New roads will be “right-sized” and constructed in accordance with the standards in the <i>Centennial Specific Plan</i> , as adopted by the County and which incorporates rural features as well as the Project’s reduced automobile use metrics into its construction standards.
Policy M 3.3: Implement highway improvements only when necessitated by increasing traffic or new development or for safety reasons.	Consistent. New major highways, secondary highways, limited secondary highways, parkways, and expressways will be constructed as part of the Project, in accordance with the standards in the <i>Centennial Specific Plan</i> . The Project would also comply with the Centennial Transportation Improvement Program (CTIP) agreement with the County and Caltrans for roadway, freeway and highway improvements needed to serve the Project, as discussed in Section 5.10, Traffic, Access and Circulation.
Policy M 3.4: Maintain existing highways to ensure safety, and require adequate street and house signage for emergency response vehicles.	Consistent. Development on the Project site would comply with all applicable County of Los Angeles requirements for the condition of roads and signage for emergency response vehicles, including Fire Department code and ordinance requirements, to provide emergency access for the Sheriff’s and Fire Departments, and ambulance services, as discussed further in Section 5.16, Fire and Law Enforcement Services on this EIR. Highway improvements are addressed Section 5.10, Traffic, Access and Circulation.
Policy M 3.5: As future land use changes occur, periodically review traffic counts and traffic projections and revise the Highway Plan accordingly.	Consistent. The amendment of the AVAP Highway Plan to show major roadways internal to the site would establish the highway system that would serve the Project and the surrounding area
Policy M 3.6: Engage local communities and agencies in the planning and implementation of transportation improvements.	Not Applicable. This is a County effort.

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Goal/Policy	Project Consistency
<p>Goal M 4: A network of local streets that support the rural character of the unincorporated Antelope Valley without compromising public safety.</p>	<p>Consistent. The Project’s Mobility Plan proposes a multi-modal transportation system that will include a roadway system, transit routes, bikeways, and greenway trails and is designed to provide safe and efficient mobility throughout the community. Narrower lanes and street widths, bulb-outs, chokers, and chicanes will be provided as traffic calming measures, subject to approval by the County. Project street lighting is also required to comply with the rural street lighting standards, as described in Section 5.13, Visual Resources.</p>
<p>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.</p>	<p>Consistent. New roads will be constructed in accordance with the standards in the <i>Centennial Specific Plan</i>, as adopted by the County and which incorporates rural features into its construction standards.</p>
<p>Policy M 4.2: Maintain existing local streets to ensure safety, and require adequate signage for emergency response vehicles.</p>	<p>Consistent. Development on the Project site would comply with all applicable County of Los Angeles Fire Department code and ordinance requirements, including visible addresses. Narrower lanes and street widths, bulb-outs, chokers, and chicanes will be provided as traffic calming measures, subject to approval by the County.</p>
<p>Policy M 4.3: Encourage ongoing maintenance of private local streets to ensure public safety.</p>	<p>Consistent. Ongoing maintenance of private local streets, drives and lanes will be provided by the homeowner’s association or other management entity.</p>
<p>Goal M 5: Long-haul truck traffic is separated from local traffic, reducing the impacts of truck traffic on local streets and residential areas.</p>	<p>Consistent. The Project includes a Mobility Plan that provides for safe and efficient internal and external vehicular traffic flow that minimizes interactions between local traffic and truck traffic from the National Cement Plant and SR-138 by realigning National Cement Plant Road from its intersection with SR-138 to the western side of Quail Lake and tying into Gorman Ranch Road.</p>
<p>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.</p>	<p>Not Applicable. Development of the High Desert Corridor or the Northwest 138 Corridor Improvement Project is outside the scope of the Project. However, the Project would accommodate the realignment and widening of SR-138, as discussed in Section 5.10, Traffic, Access and Circulation.</p>
<p>Policy M 5.2: Direct truck traffic to designated truck routes and prohibit truck traffic on designated scenic routes, to the greatest extent feasible.</p>	<p>Consistent. Truck traffic to and from the site during construction and operational site activities would utilize designated truck routes in accordance with existing County regulations. There are no scenic highways or scenic routes near the site. Truck use of roads identified as Scenic Drives in the AVAP would also be in accordance with existing regulations, including the County’s Transportation Permit.</p>

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Goal/Policy	Project Consistency
Policy M 5.3: Require that designated truck routes are designed and paved to accommodate truck traffic, preventing excessive pavement deterioration from truck use	Consistent. While there are no designated truck routes on the site, any future truck routes would be designed and constructed in accordance with County standards.
Policy M 5.4: Add rest stops along designated truck routes to provide stopping locations away from residential uses.	Not Applicable. This is a County effort.
Policy M 5.5: Develop appropriate regulations for truck parking on local streets to avoid impacts to residential areas.	Consistent. The <i>Centennial Specific Plan</i> establishes development standards that include parking requirements for each permitted land use designation. Street parking would be regulated by the County Code.
Goal M 6: A range of transportation options to connect the Antelope Valley to other regions.	Consistent. Through the Transportation Management Association, the Project will facilitate the use of transit and other alternatives to single-occupancy automobile trips off site, and is required to reduce single-occupancy automobile commute trips as set forth in the Mobility Plan, as discussed further in Section 3.2 and Appendix 2-C in the Specific Plan.
Policy M 6.1: Support the development of Palmdale Regional Airport and encourage a range of commercial air travel options.	Not Applicable. This is a County effort.
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.	Not Applicable. This is a County effort.
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.	Not Applicable. Development of the High Desert Corridor or the Northwest 138 Corridor Improvement Project is outside the scope of the Project. However, the Project would accommodate the realignment and widening of SR-138, as discussed in Section 5.10, Traffic, Access and Circulation.
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.	Not Applicable. This is a County effort.
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.	Not Applicable. This is a County effort.
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.	Not Applicable. This is a County effort.
Policy M 6.7: Establish a regional transportation hub in Palmdale with feeder transit service to the rural areas of the unincorporated Antelope Valley.	Not Applicable. This is a County effort.

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Goal/Policy	Project Consistency
<p>Policy M 6.8: In planning for all regional transportation systems, consider and mitigate potential impacts to existing communities, and minimize land use conflicts.</p>	<p>Consistent. The Project would accommodate the realignment and widening of SR-138, as discussed in Section 5.10, Traffic, Access and Circulation.</p>
<p>Policy M 6.9: Engage regional agencies, such as Caltrans, SCAG, Metro, and the California High Speed Rail Authority in the implementation of an effective and efficient integrated multi-modal regional transportation network. Ensure adequate funding on an ongoing basis through financing programs, such as grants, congestion pricing, bonding, fair share cost assignments, etc.</p>	<p>Not Applicable. This is a County effort.</p>
<p>Goal M 7: Bus service is maintained and enhanced throughout the Antelope Valley.</p>	<p>Consistent. While the Project would not include bus service throughout the Antelope Valley, the Project’s Mobility Plan includes commuter rideshare and transit; ride networking; car-share services; on-demand ridesharing; electric vehicle charging stations; preferential parking for carpools and vanpools; lunch shuttle service from business park to food establishments; bicycle connectivity through underpasses and overpasses connecting to the business park south of the SR-138. Through the Transportation Management Association, a partnering arrangement will be established with the Antelope Valley Transit Authority to provide bus service to the Project site.</p>
<p>Policy M 7.1: Maintain and increase funding to the Antelope Valley Transit Authority for bus service.</p>	<p>Not Applicable. This is a County effort.</p>
<p>Policy M 7.2: Support increases in bus service to heavily traveled areas and public facilities, such as parks and libraries.</p>	<p>Consistent. While the Project would not include bus service throughout the Antelope Valley, the Project’s Mobility Plan includes higher density development areas that will facilitate future bus service on the Project site, as well as other alternative transportation modes, such as commuter rideshare and transit; ride networking; car-share services; on-demand ridesharing; electric vehicle charging stations; preferential parking for carpools and vanpools; lunch shuttle service from business park to food establishments; bicycle connectivity through underpasses and overpasses connecting to the business park south of the SR-138. Through the Transportation Management Association, a partnering arrangement will be established with the Antelope Valley Transit Authority to provide bus service to the Project site.</p>

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Goal/Policy	Project Consistency
<p>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.</p>	<p>Consistent. While the Project would not include bus service throughout the Antelope Valley, the Project’s Mobility Plan includes commuter rideshare and transit; ride networking; car-share services; on-demand ridesharing; electric vehicle charging stations; preferential parking for carpools and vanpools; lunch shuttle service from business park to food establishments; bicycle connectivity through underpasses and overpasses connecting to the business park south of the SR-138. Through the Transportation Management Association, a partnering arrangement will be established with the Antelope Valley Transit Authority to provide bus service to the Project site.</p>
<p>Policy M 7.4: Improve access for all people, including seniors, youth, and the disabled, by maintaining off-peak service and equipping transit services for wheelchairs and bicycles.</p>	<p>Consistent. The Project, through the Specific Plan and the TMA, would provide convenient access to public bus transportation, carpooling, park and ride, special charter operations, on-demand car services, and similar types of activities related to local or off-site transit and transportation. Off-peak service hours and equipping transit services for wheelchairs and bicycles would be the responsibility of the transit operator and not the Developer/Applicant.</p>
<p>Policy M 7.5: Encourage the use of advanced technologies in the planning and operation of the transit system.</p>	<p>Consistent. The Project will contribute fair-share funds to implement operational improvements (e.g., restriping and/or Intelligent Transportation Systems) to increase efficiency based on the projected traffic volumes, as discussed further in Section 5.10, Traffic, Access and Circulation of this EIR. The TMA will facilitate innovative transportation services such as on-demand car service and car-sharing.</p>
<p>Goal M 8: Alternative transit options in areas not reached by bus service.</p>	<p>Consistent. The Project’s Mobility Plan includes Mobility Performance Standards, a Circulation Plan, programs for Complete Streets, Non-Motorized Transportation, Transit, and TDM. The Mobility Plan includes a comprehensive system of roadways and would accommodate a public transit system and other forms of transportation to promote alternatives to the use of the automobile through a coordinated network of public roadways, sidewalks, bikeways, and pedestrian trails.</p>
<p>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.</p>	<p>Not Applicable. This is a County effort. The responsibility for the expansion or linking of dial-a-ride services to Lancaster and Palmdale is outside the scope of individual projects.</p>

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
Policy M 8.2: Evaluate the feasibility of alternative transit options, such as community shuttle services and privately operated transit, to increase accessibility.	Consistent. The Project would develop a local backbone bus route along the major north/south collectors that would be provided connecting from SR-138 to the north end of the Project, which would be supplemented by feeder lines that loop through the Project (local transit routes). As with other unincorporated areas of Los Angeles County, funding for the local transit system would come from a combination of Proposition A funds and property taxes. The Transportation Management Association would also partner with the Antelope Valley Transit Agency and other stakeholders in providing cost-effective transportation options for the Project.
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.	Consistent. The Project would include a system of Class I-IV bike lanes, community trails, and greenway trails that link residential, school, shopping, and employment areas.
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	Not Applicable. While this is a County effort, the Project supports the Bikeway Plan by providing on-site links to regional trails.
Policy M 9.2: Along streets and highways in rural areas, add safe bicycle routes that link to public facilities, a regional transportation hub in Palmdale, and shopping and employment centers in Lancaster and Palmdale.	Consistent. The Project would include a variety of Class I-IV bike lanes, community trails, and greenway trails that link residential, school, shopping, employment areas, and transit centers within the Project.
Policy M 9.3: Ensure that bikeways and bicycle routes connect communities and offer alternative travel modes within communities.	Consistent. The Project would include Class I-IV bike lanes, community trails, and greenway trails that link residential, school, shopping, employment areas, and transit centers within the Project.
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.	Consistent. The Project would include bikeways, as well as other facilities, to support bicycle use, including bicycle facilities throughout the Project site, bicycle parking facilities with lockers and racks and showers for bicycling employee use; and bicycle connectivity through underpasses and overpasses connecting to the business park south of the SR-138.
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.	Consistent. The Project would include Class I-IV bike lanes, community trails, and greenway trails that link residential, school, shopping, and employment areas and that connect to the regional trail system (e.g., proposed alignment of the Pacific Crest Trail) while also accommodating equestrians.
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.	Not Applicable. This is a County effort. While responsibility for the implementation of the Trails Plan for the Antelope Valley is outside the scope of individual projects, the Project supports the Trails Plan by providing on-site links to regional trails.

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
Policy M 10.2: Connect new development to existing population centers with trails, requiring trail dedication and construction through the development review and permitting process.	Consistent. One of the Project Objectives is to allow for recreational trail connections from the Project site to the Pacific Crest Trail to promote regional connectivity. The Project's trails will connect to the realigned Pacific Crest Trail and accommodate the Pacific Crest Trail through the site.
Policy M 10.3: Maximize fair and reasonable opportunities to secure additional trail routes (dedicated multi-use trail easements) from willing property owners.	Consistent. The Project includes a network of trails for bicycling and hiking throughout the site, with access to regional trails and that provide equestrian activities on the regional trail.
Policy M 10.4: Ensure trail access by establishing trailheads with adequate parking and access to public transit, where appropriate and feasible.	Consistent. The <i>Centennial Specific Plan</i> establishes development standards that include parking requirements for each permitted land use designation, with parking requirements for trailheads to be provided in accordance with County regulations, and the Mobility Plan requires ongoing coordination and facilitation of multi-modal transportation options.
Policy M 10.5: Locate and design trail routes to minimize impacts to sensitive environmental resources and ecosystems.	Consistent. Trails will be located along roads and in greenways and have been designed to minimize impacts to sensitive environmental resources and ecosystems. In addition to signs posted along trails cautioning against disturbance, trails will be designed to discourage people and pets entering any sensitive drainages.
Policy M 10.6: Where trail connections are not fully implemented, collaboratively work to establish safe interim connections.	Consistent. The Project incorporates a County regional hiking trail that would connect with the proposed realignment of the Pacific Crest Trail along 300th Street West.
Policy M 10.7: Ensure that existing trails and trailheads are properly maintained by the relevant agencies.	Consistent. On-site trails would be maintained by the Homeowner's Association, Landscape and Lighting Maintenance District (LLMD), or other similar entity. However, the proposed regional trail would be part of the County system under Department of Parks and Recreation and as such, maintained by the County.
Policy M 10.8: Solicit community input to ensure that trails are compatible with local needs and character.	Consistent. Input from various organizations and agencies was solicited during the planning phase of the Project.
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.	Consistent. The Project locates school sites at central locations at various villages to reduce the need for busing and driving, with connecting trails and bikeways to encourage walking to schools. The Project design includes villages that link residents within walking distance to neighborhood schools, parks, and open space areas. Transit options are available throughout the Project site as administered by the Transportation Management Association.

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
<p>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.</p>	<p>Consistent. New sidewalks, greenway trails, Class I–IV bike lanes, and community trails would be provided as part of the Project. Paving may include poly-pavement, decomposed granite, soilcrete, asphalt, concrete, or other suitable surface, subject to County review and approval.</p>
<p>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.</p>	<p>Consistent. The Project includes facilities for alternatives to automobile travel (e.g., public transit, bicycle network, and pedestrian system). The Circulation Plan sets forth requirements for roadway classifications, intersection controls, and traffic calming measures. The Project includes small- to medium-sized streets and blocks that allow for shorter walking distances to retail, parks, schools, and other destinations; pedestrian environments incorporated with public streets; parking behind buildings to encourage walking in retail areas along street frontages; and parks 1 acre or more in size within 0.25 mile of 80% of residences. Features of the Mobility Plan include bicycle connectivity through underpasses and overpasses connecting to the business park south of the SR-138. Equestrian trails, including safe passage across SR-138, are also provided.</p>
<p>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.</p>	<p>Consistent. The Project will provide pedestrian-oriented scale and design features through individual villages, each with a village core, and a town center for the Project. The village cores and town center have a Mixed Use (MU) overlay to allow for the development of a combination of commercial, office and residential uses in either vertically or horizontally (uses side by side) integrated projects. The MU overlay will create a live/work environment; add diversity and walkability to the town center; and reduce reliance on the automobile. The MU areas may include a "main street" atmosphere with on-street parking, wider sidewalks, safe and convenient pedestrian and vehicular access into and around the area, quality streetscape features, attractive storefronts, integrated sign programs, public plazas, courtyards, and architecture that creates a strong indoor/outdoor relationship.</p>
<p>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.</p>	<p>Consistent. The <i>Centennial Specific Plan</i> includes requirements related to the amount and location of on-site parking, including front parking. Parking is required to be rear or alley loaded in the town center and village cores. The configuration of villages and the system of sidewalks, Class I–IV bike lanes, greenway trails, community trails will encourage walking in commercial areas along street frontages.</p>

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
Policy M 11.5: Implement traffic calming methods in areas with high pedestrian usage, such as school zones.	Consistent. The <i>Centennial Specific Plan</i> includes standards for the use of various traffic calming methods, as described further in the Specific Plan and Mobility Plan.
Chapter 4: Conservation and Open Space Element	
Water Resources Goal COS 1: Growth and development are guided by water supply constraints.	Consistent. The Project includes an integrated water resources management approach to optimize the use of currently available water resources and those generated by the Project's operations, so as to minimize its impact on potable and non-potable water resources, as described in greater detail in Section 4.0, Project Description. For example, the Project includes two wastewater reclamation facilities (WRFs) for the tertiary treatment of all wastewater generated by Project uses. This recycled water will be delivered throughout the Project site for non-potable uses (e.g., irrigation), thereby reducing the Project's demand for imported water and groundwater resources. The Project will bank imported water supplies and include flood control/drainage facilities to increase groundwater recharge.
Policy COS 1.1: Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.	Consistent. The Project includes an integrated water resources management approach to optimize the use of currently available water resources and those generated by the Project's operations, so as to minimize its impact on potable and non-potable water resources, as described in greater detail in Section 5.18, Water Resources.
Policy COS 1.2: Limit the amount of potential development in areas that are not or 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.	Consistent. The Project will be served by identified water supplies and proposed public infrastructure, as described in greater detail in Section 5.18, Water Resources.
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.	Consistent. The Project is consistent with the Land Use Policy Map of the AVAP, and includes an on- and off-site water bank to ensure efficient management of groundwater recharge. Groundwater recharge is also facilitated by preservation of open space lands within Tejon Ranch to the north and east of the Project site.

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
Policy COS 1.4: Promote the use of recycled water, where available, for agricultural and industrial uses and support efforts to expand recycled water infrastructure.	Consistent. The Project's Green Development Program includes measures for reduced potable water consumption in part through recycled water use for landscape irrigation of public areas, including industrial uses in the Business Park, as described in greater detail in Section 5.18, Water Resources.
Goal COS 2: Effective conservation measures provide an adequate supply of clean water to meet the present and future needs of humans and natural ecosystems.	Consistent. One of the Project's Objectives is to provide a reliable water supply through use of an integrated water resources management approach that incorporates water conservation measures, among other measures, as described in greater detail in Section 5.18, Water Resources.
Policy COS 2.1: Require new landscaping to comply with applicable water efficiency requirements in the County Code.	Consistent. The Project's Green Development Program requires reduced potable water consumption through the use of drought-tolerant or native plants in greenways, transition areas, and rights-of-way; intelligent irrigation devices; and recycled water use primarily for landscape irrigation in residential common areas.
Policy COS 2.2: Require low-flow plumbing fixtures in all new developments.	Consistent. The Project's Green Development Program includes water conservation measures, such as the use of low-flow showerheads, faucets and toilets.
Policy COS 2.3: Require onsite stormwater infiltration in all new developments through the use of appropriate measures, such as permeable surface coverage, permeable paving of parking and pedestrian areas, catch basins, and other low impact development strategies.	Consistent. The Project's integrated water resources management approach includes low impact development (LID) drainage concepts to infiltrate storm water on site, as described in greater detail in Section 5.2, Hydrology and Flood.
Policy COS 2.4: Discourage water intensive recreational uses, such as golf courses, unless recycled water is used to sustain these uses.	Consistent. The Project includes a recycled water system to meet the water demand for non-potable uses (e.g., irrigation) and reduce the need for potable water, as described in greater detail in Section 5.18, Water Resources.
Policy COS 2.5: Discourage the use of potable water for washing outdoor surfaces.	Consistent. The Project's Green Development Program includes a variety of water conservation measures, as described in greater detail in Section 5.18, Water Resources.
Policy COS 2.6: Support experiments in alternate forms of water provision and re-use, such as "air to water technology" and gray water systems.	Consistent. The Project would collect, treat, and recycle wastewater and grey water, as described further in Section 5.18, Water Resources.
Policy COS 2.7: Limit use of groundwater sources to their safe yield limits.	Consistent. The Project would utilize a mix of groundwater, imported water, and recycled water with use of an on-site water bank. Groundwater depths would also be monitored, and groundwater extraction quantities are allowed only to the extent permitted in the Antelope Valley Adjudication

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
	Settlement Agreement (including ongoing Water Master management of extraction quantities to protect groundwater aquifer consistent with Agreement), as discussed further in Section 5.18, Water Resources.
Policy COS 2.8: Coordinate with federal, state, regional and local agencies to develop and implement new technologies in water management.	Consistent. During Project development, multiple agencies were consulted to develop and implement technologies in water management, which include for example recycled water treatment systems, automated irrigation systems, and efficient appliances, as described further in Section 5.18, Water Resources.
Goal COS 3: A clean water supply untainted by natural and man-made pollutants and contaminants.	Consistent. The Project would protect water quality through the implementation of PDFs and MMs, as discussed in Section 5.4, Water Quality.
Policy COS 3.1: Discourage the use of chemical fertilizers, herbicides and pesticides in landscaping to reduce water pollution.	Consistent. The Project would implement a Landscape Management Plan for common area landscaping that includes Integrated Pest Management (IPM), which focuses on long-term prevention or suppression of pest problems (i.e., insects and diseases) through a combination of techniques including the use of pest-resistant plants; biological controls; cultural practices; habitat modification; and the judicious use of pesticides according to treatment thresholds, when monitoring indicates pesticides are needed because pest populations exceed established thresholds, as addressed in Section 5.4, Water Quality.
Policy COS 3.2: Restrict the use of septic systems in areas adjacent to aqueducts and waterways to prevent wastewater intrusion into the water supply.	Consistent. The Project includes construction of a wastewater conveyance and reclamation system designed to accommodate all wastewater generated by development on the Project site, as well as a recycled water system. Septic systems will not be used to serve the Project.
Policy COS 3.3: Require a public or private sewerage system for land use densities that would threaten nitrate pollution of groundwater if unsewered, or when otherwise required by County regulations.	Consistent. The Project includes construction of a public sewerage system.

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
<p>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.</p>	<p>Consistent. The Project includes a Green Development Program and a Drainage Plan that would provide a combination of infiltration basins, bioretention areas, swales, and LID techniques to mimic undeveloped storm water runoff rates and volumes and prevent water quality and hydromodification impacts to natural drainage systems. These systems would provide a storm water management system that is highly sustainable because of its use of natural systems to control runoff rates and promote groundwater recharge. Additionally, the Project includes the preservation of open space areas including streams, drainages, and watersheds within Tejon Ranch.</p>
<p>Policy COS 3.5: Protect underground water supplies by enforcing controls on sources of pollutants.</p>	<p>Consistent. The Project would be designed and developed to achieve benchmark water quality objectives and criteria regarding underground water supplies in accordance with Sections 401 and 404 of the Clean Water Act, and with storm water management programs to protect surface and ground waters, as described further in Section 5.4, Water Quality.</p>
<p>Policy COS 3.6: Support and encourage water banking facilities throughout the Antelope Valley, including within Significant Ecological Areas.</p>	<p>Consistent. An on-site water bank/infiltration basin area is proposed as part of the Project.</p>
<p>Biological Resources Goal COS 4: Sensitive habitats and species are protected to promote biodiversity.</p>	<p>Consistent. The Project will protect sensitive habitats and species through the designation of areas with sensitive habitats and species as Open Space. Authorized Open Space uses are described further in the Specific Plan, and measures to protect biological resources in Open Space areas are included in Section 5.7, Biological Resources.</p>
<p>Policy COS 4.1: Direct the majority of the unincorporated Antelope Valley’s future growth to rural town centers and economic opportunity areas, minimizing the potential for habitat loss and negative impacts in Significant Ecological Areas.</p>	<p>Consistent. The Project will be located in a Future Town Center and the West EOA. No Project development is proposed to occur within an SEA.</p>
<p>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.</p>	<p>Consistent. The Project is consistent with the Land Use Policy Map of the AVAP, and specifically avoids development in SEAs and Joshua Tree Woodlands. As described in Section 5.7, Biological Resources, the Project protects open space that provides for wildlife corridors and other sensitive habitat areas, including SEAs.</p>

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
<p>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.</p>	<p>Consistent. The Project would preserve areas within the San Andreas SEA as Open Space.</p>
<p>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:</p> <ul style="list-style-type: none"> • Preservation of biologically valuable habitats, species, wildlife corridors and linkages; • Protection of sensitive resources on the site within open space; • 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. 	<p>Consistent. The Project would preserve areas within the San Andreas SEA as Open Space.</p>
<p>Policy COS 4.5: Subject to local, state or federal laws, require new development to provide adequate buffers from preserves, sanctuaries, habitat areas, wildlife corridors, State Parks, and National Forest lands, except within Economic Opportunity Areas.</p>	<p>Consistent. The Project site is located within the West EOA and would provide transition zones between Open Space areas and development areas as described further in the Specific Plan Open Space discussion and in Section 5.7, Biological Resources.</p>
<p>Policy COS 4.6: Encourage connections between natural open space areas to allow for wildlife movement.</p>	<p>Consistent. The Project would allow for wildlife movement between natural open space areas through the implementation of PDFs and MMs, as discussed in Section 5.7, Biological Resources.</p>
<p>Policy COS 4.7: Restrict fencing in wildlife corridors. Where fencing is necessary for privacy or safety, require appropriate development standards that maximize opportunities for wildlife movement.</p>	<p>Consistent. No fencing that would restrict wildlife movement is proposed in Open Space areas, which serve as wildlife corridors.</p>

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ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
Policy COS 4.8: Ensure ongoing habitat preservation by coordinating with the California Department of Fish and Game to obtain the latest information regarding threatened and endangered species.	Consistent. The Project provides for ongoing habitat preservation within designated Open Space; the latest information regarding sensitive plant and wildlife species is incorporated in Section 5.7, Biological Resources.
Policy COS 4.9: Ensure water bodies are well-maintained to protect habitat areas and provide water to local species.	Not Applicable. There are no water bodies on site and the maintenance of off-site water bodies is outside the scope of individual projects.
Policy COS 4.10: Restrict development that would reduce the size of water bodies, minimizing the potential for loss of habitat and water supply.	Not Applicable. There are no water bodies on site.
Scenic Resources 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.	Consistent. The Project will preserve the majority of HMAs as Open Space and impacts on Scenic Drives would be less than significant, as discussed in Section 5.13, Visual Resources.
Policy COS 5.1: Identify and protect natural landforms and vistas with significant visual value, such as the California Poppy Preserve, by designating them as Scenic Resource Areas.	Consistent. The Project site is not located in or near a designated Scenic Resource Area and the Project would preserve natural landforms on the western and southeastern portions of the site, as well as retain natural drainages throughout the site.
Policy COS 5.2: Except within economic opportunity areas, 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.	Consistent. The Project site is located in the West EOA, and the Project site is not located in or near a designated Scenic Resource Area.
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.	Consistent. The majority of the site has slopes less than 25% and the areas with the greatest slopes would be preserved as Open Space. Development within HMAs would be required to comply with hillside provisions within the Specific Plan.
Policy COS 5.4: Require appropriate development standards in Hillside Management Areas that minimize grading and alteration of the land’s natural contours, ensure that development pads mimic natural contours, and ensure that individual structures are appropriately designed to minimize visual impacts.	Consistent. The majority of the site has slopes less than 25% and the areas with the greatest slopes would be preserved as Open Space. The Project would protect natural landforms on the western and southeastern portions of the site and on-site grading would mimic the existing topography, wherever feasible. Development within HMAs would be required to comply with hillside provisions within the Specific Plan
Policy COS 5.5: Require adequate erosion control measures for all development in Hillside Management Areas, both during and after construction.	Consistent. One of the Project objectives is to develop the site in a manner that minimizes grading, avoids steep slopes, and incorporates key natural topographical features of the site, while ensuring slope stability and erosion control. Development within HMAs would be required to comply with hillside provisions within the Specific Plan

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
Policy COS 5.6: Restrict development on buttes and designated significant ridgelines by requiring appropriate buffer zones.	Not Applicable. There are no buttes or ridgelines on the site.
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).	Consistent. The Project is consistent with the Land Use Policy Map of the AVAP and impacts on Scenic Drives would be less than significant with implementation of PDFs and MMs, as discussed in Section 5.13, Visual Resources.
Agricultural Resources Goal COS 6: Farming is a viable profession for Antelope Valley residents, contributing to the Valley's rural character and economic strength.	Consistent. The Project would require the conversion of 642 acres of on-site Prime Farmland to urban uses. However, the Project is located in an EOA, where urban development is planned including Farmland-designated areas. Farming continues to be a viable profession for Antelope Valley residents on lands not planned for urbanized development, such as the EOAs and rural town centers.
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.	Consistent. The Project would require the conversion of 642 acres of on-site Prime Farmland to urban uses, as discussed in Section 5.5, Land Resources. However, the Project is located in an EOA, where urban development is planned by the AVAP. The Project has also been designed with higher densities, and a mix of school, park and retail uses at the neighborhood scale, to increase the efficient utilization of land for the urbanized development planned in AVAP for the portion of the Project site (approximately 627 acres) that is also mapped as an ARA.
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.	Consistent. The Project does not propose incompatible non-agricultural uses within the Agricultural Resource Areas designated on the Project site. Although non-agricultural uses are proposed within the Agricultural Resource Areas designated on the Project site, those uses have sufficient buffering from adjacent agricultural uses. The Project would allow for continued grazing operations on portions of the Open Space preserve areas as a management tool for grassland conservation and would accommodate a total of 50 acres of small-scale agriculture and agriculture-related uses (e.g., community gardens, farmer's markets/fresh fruit and vegetable stands, growing and sales of nursery stock, commercial greenhouses).
Policy COS 6.3: Ensure that agricultural activities are included within the Antelope Valley's economic development strategies and pursue funding to support rural economic development and agriculture.	Not Applicable. Responsibility for Antelope Valley economic development strategies is outside the scope of individual projects.

**TABLE 5.8-1
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Goal/Policy	Project Consistency
<p>Policy COS 6.4: Encourage the establishment of community farms, community gardens, and similar agricultural operations to produce local food and demonstrate the history, importance, and value of agriculture in the Antelope Valley.</p>	<p>Consistent. The Project would reserve no less than 50 acres for small-scale agriculture and agriculture-related uses, including, but not limited to community gardens, farmers markets/fresh fruit and vegetable stands, growing and sales of nursery stock, commercial greenhouses, or other appropriate edible landscaping as discussed in Section 5.5, Land Resources.</p>
<p>Policy COS 6.5: Encourage the establishment of local farmer markets, roadside stands, wineries and tasting rooms, and other forms of “agricultural tourism” throughout the Antelope Valley to expand potential sources of farm income.</p>	<p>Consistent. The Project’s Recreation/ Entertainment Overlay would accommodate a variety of uses, including a winery/tasting room, community gardens, and space for a farmers market or fresh fruit and vegetable stand. A total of 50 acres or more would be reserved on-site for small-scale agriculture and agriculture-related uses, including, but not limited to community gardens, farmers markets/fresh fruit and vegetable stands, growing and sales of nursery stock, commercial greenhouses, or other appropriate edible landscaping, as discussed in Section 5.5, Land Resources.</p>
<p>Policy COS 6.6: Provide educational resources to farmers.</p>	<p>Not Applicable. The Project would not include farming activities, but the Specific Plan would reserve 50 acres or more on site for agricultural use, such as community gardens, orchards, vineyards, groves, greenhouses, or other appropriate edible landscaping, as discussed in Section 5.5, Land Resources.</p>
<p>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.</p>	<p>Not Applicable. The Project would not include farming activities, but the Specific Plan would reserve 50 acres or more on site for agricultural use, such as community gardens, orchards, vineyards, groves, greenhouses, or other appropriate edible landscaping, as discussed in Section 5.5, Land Resources.</p>
<p>Policy COS 6.8: Support innovative agricultural business practices, such as agricultural tourism and farmers’ cooperatives, necessary for adapting to changing economic and environmental conditions by streamlining regulations.</p>	<p>Consistent. The Project’s Recreation/ Entertainment Overlay would accommodate a variety of uses, including a winery/tasting room, community gardens, and space for a farmers market or fresh fruit and vegetable stand. A total of 50 acres or more would be reserved on-site for small-scale agriculture and agriculture-related uses, including, but not limited to community gardens, farmers markets/fresh fruit and vegetable stands, growing and sales of nursery stock, commercial greenhouses, or other appropriate edible landscaping, as discussed in Section 5.5, Land Resources.</p>

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Goal/Policy	Project Consistency
<p>Goal COS 7: Farming practices are sustainable, balancing economic benefits with water and biological resource management priorities, and minimize greenhouse gas emissions and water pollution.</p>	<p>Not Applicable. The Project would not include farming activities, but the Specific Plan would reserve 50 acres or more on site for agricultural use, such as community gardens, orchards, vineyards, groves, greenhouses, or other appropriate edible landscaping, as discussed in Section 5.5, Land Resources.</p>
<p>Policy COS 7.1: Promote agricultural uses which sequester carbon and fix nitrogen.</p>	<p>Not Applicable. Consistent. The Project would not include farming activities, but the Specific Plan would reserve 50 acres or more on site for agricultural use, such as community gardens, orchards, vineyards, groves, greenhouses, or other appropriate edible landscaping, as discussed in Section 5.5, Land Resources. Project open space areas outside the development boundary would also include grazing, which is an ongoing agricultural use.</p>
<p>Policy COS 7.2: Support the use of alternative and renewable energy systems in conjunction with agricultural activities.</p>	<p>Not Applicable. Consistent. The Project would not include farming activities, but the Specific Plan would reserve 50 acres or more on site for agricultural use, such as community gardens, orchards, vineyards, groves, greenhouses, or other appropriate edible landscaping, as discussed in Section 5.5, Land Resources. Project open space areas outside the development boundary would also include grazing, which is an ongoing agricultural use.</p>
<p>Policy COS 7.3: Encourage sustainable agricultural and water quality best management practices such as runoff detention basins, use of vegetation filter strips, and organic farming.</p>	<p>Not Applicable. Consistent. The Project would not include farming activities, but the Specific Plan would reserve 50 acres or more on site for agricultural use, such as community gardens, orchards, vineyards, groves, greenhouses, or other appropriate edible landscaping, as discussed in Section 5.5, Land Resources. Project open space areas outside the development boundary would also include grazing, which is an ongoing agricultural use.</p>
<p>Policy COS 7.4: Ensure that agricultural activity is managed to minimize soil erosion and the release of contaminants into surface and groundwater resources.</p>	<p>Not Applicable. Consistent. The Project would not include farming activities, but the Specific Plan would reserve 50 acres or more on site for agricultural use, such as community gardens, orchards, vineyards, groves, greenhouses, or other appropriate edible landscaping, as discussed in Section 5.5, Land Resources. Project open space areas outside the development boundary would also include grazing, which is an ongoing agricultural use.</p>
<p>Mineral Resources Goal COS 8: Mineral resources are responsibly extracted.</p>	<p>Not Applicable. While the National Cement Plant is located northwest of the site in Kern County, the Project site does not contain mineral deposits of any economic importance or any otherwise “classified” mineral deposits.</p>

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
Policy COS 8.1: Allow new mineral resource extraction activities only in designated Mineral Resource Areas.	Not Applicable. While the National Cement Plant is located northwest of the site in Kern County, the Project site does not contain mineral deposits of any economic importance or any otherwise “classified” mineral deposits. Also, the Project does not propose mineral extraction activities.
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.	Not Applicable. While the National Cement Plant is located northwest of the site in Kern County, the Project site does not contain mineral deposits of any economic importance or any otherwise “classified” mineral deposits. Also, the Project does not propose mineral extraction activities.
Policy COS 8.3: Provide strict enforcement of illegal or unpermitted mineral extraction activities.	Not Applicable. While the National Cement Plant is located northwest of the site in Kern County, the Project site does not contain mineral deposits of any economic importance or any otherwise “classified” mineral deposits. Also, the Project does not propose mineral extraction activities.
Policy COS 8.4: Protect MRZ-2’s and access to MRZ-2’s in the Antelope Valley from incompatible development and discourage incompatible adjacent land uses.	Not Applicable. According to the California Geological Survey (CGS), the Project site is within an “unclassified” area of both the Saugus-Newhall and Palmdale Production-Consumption Regions (CGS 2015). The County General Plan and the AVAP do not identify “Mineral Resource Zones 2” within or near the Project site. Moreover, these documents do not identify mineral resources of interest anywhere in the northwestern quadrant of Los Angeles County.
Policy COS 8.5: Work collaboratively with agencies to identify Mineral Resource Zones in the Antelope Valley and to prioritize mineral land use classifications in regional efforts.	Not Applicable. This is a County effort.
Policy COS 8.6: Manage mineral resources in the Antelope Valley in a manner that effectively plans for the access to, and the development and conservation of mineral resources for existing and future generations.	Not Applicable. While the National Cement Plant is located northwest of the site in Kern County, the Project site does not contain mineral deposits of any economic importance or any otherwise “classified” mineral deposits.
Air QualityCOS 9: Improved air quality in the Antelope Valley.	Consistent. The Project has several design features intended to reduce or limit both stationary and mobile air pollutant emissions, as discussed in Section 5.11, Air Resources.

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ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
<p>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.</p>	<p>Consistent. The Project includes Specific Plan features to accommodate alternatives to automobile travel (e.g., public transit, bicycle network and pedestrian system), and a TMA to implement a range of mobility, transportation and parking demand management programs that would minimize traffic, pollution, and greenhouse gases. Efficient use of land and a balance of uses that result in a jobs/housing balance would also reduce single-occupancy automobile travel and vehicle miles traveled. Please see the Mobility Plan in Section 3.2 and Appendix 2-C of the Specific Plan and Section 5.10, Traffic, Access and Circulation for further details on these project features.</p>
<p>Policy COS 9.2: Develop multi-modal transportation systems that offer alternatives 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.</p>	<p>Consistent. The Project includes alternatives to automobile travel (e.g., public transit, bicycle network, and pedestrian system), as discussed in Section 3.2 and Appendix 2-C, Mobility Plan, of the Specific Plan and in Section 5,10, Traffic, Access and Circulation, of this EIR.</p>
<p>Policy COS 9.3: In evaluating new development proposals, consider requiring trip reduction measures to relieve congestion and reduce air pollution from vehicle emissions.</p>	<p>Consistent. The Project includes alternatives to automobile travel (e.g., public transit, bicycle network and pedestrian system) that would minimize traffic, pollution, and greenhouse gases. Efficient use of land and a balance of uses that result in a jobs/housing balance would reduce single-occupancy automobile travel and vehicle miles traveled.</p>
<p>Policy COS 9.4: Promote recycling and composting throughout the Antelope Valley to reduce air quality impacts from waste disposal activities and landfill operations.</p>	<p>Consistent. The Project would comply with waste diversion regulations and programs, as well as implement a Solid Waste Management Plan. With implementation of the Solid Waste Management Plan, 75% of solid waste generated from Project operation would be diverted from landfills through recycling, composting, and other methods, as described in greater detail in Section 5.17.3, Solid Waste Services.</p>
<p>Policy COS 9.5: Encourage the use of alternative fuel vehicles throughout the Antelope Valley.</p>	<p>Not Applicable. Although use of alternative fuel vehicles throughout the Antelope Valley is outside the scope of individual projects, the Project will provide a refueling facility for alternative fuels if more than 5% of vehicles use such fuels, as described further in the Green Development Program.</p>
<p>Policy COS 9.6: Educate Antelope Valley industries about new, less polluting equipment, and promote incentives for industries to use such equipment.</p>	<p>Not Applicable. Education of Antelope Valley industries about pollution and incentives is outside the scope of individual projects. Prospective industrial occupants of Centennial are required to comply with all applicable health and safety laws, including pollution reduction and pollution control laws. In general, new facilities seeking new permits from</p>

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
	environmental agencies are subject to more stringent requirements than existing facilities, and California’s environmental compliance laws and regulations are among the most stringent in the country. Additionally, regional pollution control agencies, such as the South Coast Air Quality Management District, implement more stringent air pollution reduction regulations than those of other regions even within California.
Policy COS 9.7: Encourage reforestation and the planting of trees to sequester greenhouse gas emissions.	Consistent. The Project includes planting of trees as part of the streetscape, greenways, and within the development site.
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.	Not Applicable. Development of regional air quality policies and programs is outside the scope of individual projects.
Energy Goal COS 10: Diverse energy systems that utilize existing renewable or waste resources to meet future energy demands.	Consistent. A minimum of 50% of the Project’s anticipated electrical energy demand at buildout shall be met by onsite renewable energy. Also, the Project shall equip 100% of all single-family detached homes to be “solar-ready” or equivalent, based on the latest technology. The Project’s two WRFs will include equipment to capture and reuse biogas for energy production. Further information on energy system and waste management features of the project are included in the Specific Plan’s Green Development Program (Appendix 2-A).
Policy COS 10.1: Encourage the use of non-hazardous materials in all individual renewable energy systems and all utility-scale renewable energy production facilities to prevent the leaching of potentially dangerous run-off materials into the soil and watershed.	Consistent. The Project allows solar and renewable energy generation facilities and energy conversion systems consistent with the County’s Renewable Energy Ordinance and related sections of Title 22 of the County Code. Compliance with the review procedures prescribed by said sections of Title 22 and the measures prescribed by the Water Quality and Hazardous Materials Sections of this EIR will ensure that potentially dangerous run-off materials will not leach into the soil and watershed.
Policy COS 10.2: Ensure that all individual renewable energy systems and all utility-scale renewable energy production facilities do not interfere with commercial and military flight operations or communication facilities. Consult with Edwards Air Force Base and U. S. Air Force Plant 42 on all proposed renewable energy projects that require discretionary approval.	Consistent. The Project allows solar and renewable energy generation facilities and energy conversion systems consistent with the County’s Renewable Energy Ordinance and related sections of Title 22 of the County Code.

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Goal/Policy	Project Consistency
Policy COS 10.3: Encourage the safe and orderly development of biomass conversion facilities as an alternative to burning agricultural wastes.	Not Applicable. The Project does not propose the development of biomass conversion facilities that use agricultural wastes, but does include a municipal recycling/diversion facility that would create segregated types of solid waste to facilitate reuse at authorized off-site facilities.
Policy COS 10.4: Promote methane recapture at landfills for purpose of generating energy and reducing fugitive greenhouse gas emissions.	Not Applicable. The site is not a landfill, and the Project does not allow landfills.
Policy COS 10.5: Encourage the development of emerging energy technologies, such as “solar roads.”	Not Applicable. Development of emerging energy technologies is outside the scope of individual projects, but the Project’s Green Development Program allows for the deployment of innovative and emerging green technologies over time.
Policy COS 10.6: Encourage the development of Conversion Technologies such as anaerobic digestion and gasification for converting post recycled residual waste into renewable fuels and energy.	Consistent. The Project’s two WRFs will include equipment to capture and reuse biogas for energy production and the Project allows for a Materials Recovery Facility/Solid Waste Transfer Facility (MRF/SWTF) and green waste mulching and composting facility within the Utility land use designation.
Goal COS 11: Energy systems for use in public facilities that reduce consumption of non-renewable resources while maintaining public safety.	Consistent. A minimum of 50% of the Project’s anticipated electrical energy demand at buildout shall be met by onsite renewable energy. Also, the Project shall equip 100% of all single-family detached homes to be “solar-ready” or equivalent, based on the latest technology. Public buildings constructed as part of the Project will comply with federal, State, and local performance standards and green building laws and regulations that are applicable to that building.
Policy COS 11.1: Promote energy retrofits of existing public facilities throughout the County to complement and reduce dependence upon utility-scale renewable energy production facilities.	Not Applicable. Energy retrofits of existing public facilities are outside the scope of individual projects. Also, there are no public facilities on the site.
Policy COS 11.2: Promote the use of solar-powered lighting for highways, streets, and public facilities, including parks and trails.	Consistent. A minimum of 50% of the Project’s anticipated electrical energy demand at buildout shall be met by onsite renewable energy. Also, the Project shall equip 100% of all single-family detached homes to be “solar-ready” or equivalent, based on the latest technology.
Policy COS 11.3: Promote the use of renewable energy systems in public facilities, such as hospitals, libraries, and schools, to ensure access to power in the case of major disasters.	Consistent. While control on the use of renewable energy systems in public facilities (e.g., hospitals, libraries, and schools) is outside the scope of individual projects, a minimum of 50% of the Project’s anticipated electrical energy demand at buildout shall be met by onsite renewable energy, including public buildings constructed as part of the Project. These public buildings will also comply with federal, State,

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
	and local performance standards and green building laws and regulations that are applicable to that building. Also, the Project's Green Development Program requires the Project to equip 100% of all single-family detached homes to be "solar-ready" or equivalent, based on the latest technology.
Goal COS 12: Individual energy systems for onsite use that reduce consumption of non-renewable resources and dependence on utility-scale energy production facilities.	Consistent. A minimum of 50% of the Project's anticipated energy demand at buildout shall be met by onsite renewable energy.
Policy COS 12.1: Promote the use of individual renewable energy systems throughout the County to complement and reduce dependence upon utility-scale renewable energy facilities.	Consistent. A minimum of 50% of the Project's anticipated energy demand at buildout shall be met by onsite renewable energy.
Policy COS 12.2: Require appropriate development standards for individual renewable energy systems to minimize potential impacts to surrounding properties. Simplify the permitting process for individual renewable energy systems that meet these development standards.	Not Applicable. Establishment of development standards is outside the scope of individual projects.
Goal COS 13: Utility-scale energy production facilities for offsite use that reduce consumption of nonrenewable resources while minimizing potential impacts on natural resources and existing communities.	Not Applicable. The Project does not propose utility-scale renewable energy production facilities on site.
Policy COS 13.1: Direct utility-scale renewable energy production facilities, such as solar facilities, to locations where environmental, noise, and visual impacts will be minimized.	Not Applicable. The Project does not propose utility-scale renewable energy production facilities on site.
Policy COS 13.2: Restrict development of utility-scale wind energy production facilities within the vicinity of Edwards Air Force Base to limit interference with military operations.	Not Applicable. The Project does not propose utility-scale renewable energy production facilities on site.
Policy COS 13.3: Require all utility-scale renewable energy production facilities to develop and implement a decommissioning plan, with full and appropriate financial guarantee instruments that will restore the full site to its natural state upon complete discontinuance of operations and will restore non-operational portions of the site while the remainder continues operating.	Not Applicable. The Project does not propose utility-scale renewable energy production facilities on site.
Policy COS 13.4: Promote the use of recycled water in utility-scale renewable energy production facilities to limit impacts on the available fresh water supply.	Not Applicable. The Project does not propose utility-scale renewable energy production facilities on site.

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ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
Policy COS 13.5: Where development of utility-scale renewable energy production facilities cannot avoid sensitive biotic communities, require open space dedication within Significant Ecological Areas as a mitigation measure.	Not Applicable. The Project does not propose utility-scale renewable energy production facilities on site.
Policy COS 13.6: Ensure that all utility-scale renewable energy production facilities, such as solar facilities, do not create land use conflicts with adjacent agricultural lands or existing residential areas in the vicinity. Require buffering and appropriate development standards to minimize potential conflicts.	Not Applicable. The Project does not propose utility-scale renewable energy production facilities on site.
Policy COS 13.7: Limit the aesthetic impacts of utility-scale renewable energy production facilities to preserve rural character.	Not Applicable. The Project does not propose utility-scale renewable energy production facilities on site.
Policy COS 13.8: Coordinate with other jurisdictions to plan for utility-scale renewable energy production facilities in order to minimize impacts to sensitive biotic communities and existing residential areas.	Not Applicable. The Project does not propose utility-scale renewable energy production facilities on site.
Policy COS 13.9: Prohibit ground-mounted utility-scale renewable energy production facilities within Significant Ecological Areas and Economic Opportunity Areas.	Not Applicable. The Project does not propose utility-scale renewable energy production facilities on site.
Goal COS 14: Energy infrastructure that is sensitive to the scenic qualities of the Antelope Valley and minimizes potential environmental impacts.	Consistent. A new on-site dry utility backbone system consisting of joint and sole electric, natural gas, telephone, and cable television facilities would be installed underground within the roadway rights-of-way. The existing off-site 66-kilovolt (kV) electric lines that extend along SR-138, which passes adjacent to Quail Lake, would be relocated south of the Business Park area and may be placed underground, if feasible.
Policy COS 14.1: Require that new transmission lines be placed underground whenever physically feasible.	Consistent. A new on-site dry utility backbone system consisting of joint and sole electric, natural gas, telephone, and cable television facilities would be installed underground within the roadway rights-of-way. The existing off-site 66-kV electric lines that extend along SR-138, which passes adjacent to Quail Lake, would be relocated south of the Business Park area and placed underground, if feasible.
Policy COS 14.2: If new transmission lines cannot feasibly be placed underground due to physical constraints, require that they be collocated with existing transmission lines, or along existing transmission corridors, whenever physically feasible.	Consistent. A new on-site dry utility backbone system consisting of joint and sole electric, natural gas, telephone, and cable television facilities would be installed underground within the roadway rights-of-way. The existing off-site 66-kV electric lines that extend along SR-138, which passes adjacent to Quail Lake, would be relocated south of the Business Park area and may be placed underground, if feasible.

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
<p>Policy COS 14.3: If new transmission lines cannot be feasibly be placed underground or feasibly collocated with existing transmission lines or along existing transmission corridors due to physical constraints, direct new transmission lines to locations where environmental and visual impacts will be minimized.</p>	<p>Consistent. A new on-site dry utility backbone system consisting of joint and sole electric, natural gas, telephone, and cable television facilities would be installed underground within the roadway rights-of-way. The existing off-site 66-kV electric lines that extend along SR-138, which passes adjacent to Quail Lake, would be relocated south of the Business Park area and may be placed underground, if feasible.</p>
<p>Policy COS 14.4: Discourage the placement of new transmission lines on undisturbed lands containing sensitive biotic communities.</p>	<p>Consistent. Transmission lines that cannot be relocated underground as physically feasible will be relocated into existing transmission corridors or within existing rights-of-way. No new transmission lines would be placed above ground on undisturbed areas and designated open space.</p>
<p>Policy COS 14.5: Discourage the placement of new transmission lines through existing communities or through properties with existing residential uses.</p>	<p>Consistent. The Project would place new utility lines underground. A new on-site dry utility backbone system consisting of joint and sole electric, natural gas, telephone, and cable television facilities would be installed underground within the roadway rights-of-way. The existing off-site 66-kV electric lines that extend along SR-138, which passes adjacent to Quail Lake, would be relocated south of the Business Park area and may be placed underground, if feasible.</p>
<p>Policy COS 14.6: Review all proposed transmission line projects for conformity with the Goals and Policies of the Area Plan, including those listed above. When the California Public Utilities Commission is the decision-making authority for these projects, provide comments regarding conformity with the Goals and Policies of the Area Plan.</p>	<p>Not Applicable. This is a County effort.</p>
<p>Policy COS 14.7: Require that electrical power lines in new residential developments be placed underground.</p>	<p>Consistent. A new on-site dry utility backbone system consisting of joint and sole electric, natural gas, telephone, and cable television facilities would be installed underground within the roadway rights-of-way. The existing off-site 66-kV electric lines that extend along SR-138, which passes adjacent to Quail Lake, would be relocated south of the Business Park area and may be placed underground, if feasible.</p>

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Goal/Policy	Project Consistency
Dark Night Skies Goal COS 15: Humans and wildlife enjoy beautiful dark Antelope Valley skies unimpeded by light pollution.	Consistent. The Specific Plan includes outdoor lighting standards that require downward direction and shielding to prevent spillover. Final lighting orientation and design shall be approved by the County of Los Angeles, Department of Public Works Building and Safety during the plan check process for individual developments.
Policy COS 15.1: Ensure that outdoor lighting, including street lighting, is provided at the lowest possible level while maintaining safety.	Consistent. The Specific Plan includes outdoor lighting standards that require downward direction and shielding to prevent spillover. Final lighting orientation and design shall be approved by the County of Los Angeles, Department of Building and Safety during the plan check process for individual developments.
Policy COS 15.2: Prohibit continuous all-night outdoor lighting in rural areas, unless required for land uses with unique security concerns, such as fire stations, hospitals, and prisons.	Consistent. The Project would be consistent with the County's Rural Outdoor Lighting District Ordinance.
Policy COS 15.3: Replace outdated, obtrusive, and inefficient light fixtures with fixtures that meet dark sky and energy efficiency objectives.	Consistent. The Specific Plan includes outdoor lighting standards that require downward direction and shielding to prevent spillover. Final lighting orientation and design shall be approved by the County of Los Angeles, Department of Building and Safety during the plan check process for individual developments.
Policy 15.4: Require compliance with the provisions of the Rural Outdoor Lighting District throughout the unincorporated Antelope Valley.	Consistent. The Project would be consistent with the County's Rural Outdoor Lighting District Ordinance.
Vegetation Conservation Goal COS 16: Native vegetation thrives throughout the Antelope Valley, reducing erosion, flooding, and wind-borne dust and sand.	Consistent. The Project includes the planting of native and/or drought-tolerant plant species consistent with the County's Drought-Tolerant Landscaping standards.
Policy COS 16.1: Except within Economic Opportunity Areas, require new development to minimize removal of native vegetation. Discourage the clear-scraping of land and ensure that a large percentage of land is left in its natural state.	Not Applicable. The Project site is located within the West EOA, and thus this policy does not apply. Approximately 7,200 acres within the Project site's total 12,323 acres would be graded. Native vegetation on the Project site and impacts are described in Section 5.7, Biological Resources.
Policy COS 16.2: Maximize the use of native vegetation in landscaped areas, provided that vegetation meets all applicable requirements of the Fire Department and the Department of Public Works.	Consistent. The Project includes the planting of native and/or drought-tolerant plant species consistent with the County's Drought-Tolerant Landscaping standards.
Green Building Goal COS 17: Buildings are sustainable, conserving energy, water, and other resources, and limiting greenhouse gas emissions.	Consistent. The Project includes a Green Development Program that requires all development to incorporate environmentally sustainable development practices in the design and construction of the Project.

**TABLE 5.8-1
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Goal/Policy	Project Consistency
Policy COS 17.1: Promote green building techniques for the construction and operation of public and private buildings in the unincorporated Antelope Valley.	Consistent. The Project includes a Green Development Program that requires all development to incorporate environmentally sustainable development practices in the design and construction of the Project.
Policy COS 17.2: Require that new buildings be sited and designed in a manner that maximizes efficient use of natural resources, such as air and light, to reduce energy consumption, heat profiles, and greenhouse gas emissions.	Consistent. The Project includes a Green Development Program that requires all development within the Project site to incorporate environmentally sustainable development practices in the design and construction of the Project.
Policy COS 17.3: Promote energy retrofits of existing buildings.	Not Applicable. There are no existing buildings to be reused, and the promotion of energy retrofits is outside the scope of individual projects.
Policy COS 17.4: Promote the use of individual renewable energy systems and require appropriate development standards for such systems to minimize potential impacts to surrounding properties. Simplify the permitting process for individual renewable energy systems that meet these development standards.	Consistent. A minimum of 50% of the Project's anticipated electrical energy demand at buildout shall be met by on-site renewable energy.
Policy COS 17.5: Protect active and passive solar design elements and systems from shading by neighboring structures and trees through appropriate development standards.	Consistent. The Project's Green Development Program incorporates both active and passive solar design elements
Policy COS 17.6: Require new landscaping to comply with applicable water efficiency requirements in the County Code.	Consistent. The Project's Green Development Program incorporates the use of water-wise irrigation and drought-tolerant landscaping.
Policy COS 17.7: Require low-flow plumbing fixtures in all new developments.	Consistent. The Project's Green Development Program includes water conservation measures, such as the use of low-flow showerheads, faucets and toilets.
Policy COS 17.8: Require onsite stormwater infiltration in all new developments through use of appropriate measures, such as permeable surface coverage, permeable paving of parking and pedestrian areas, catch basins, and other low impact development strategies.	Consistent. The Project's integrated water resources management approach includes LID drainage concepts to infiltrate storm water on site.
Policy COS 17.9: Require reduction, reuse, and recycling of construction and demolition debris.	Consistent. The Project's Green Development Program directs the preparation of a plan that will ensure the recycling or reuse of a minimum of 75% by weight of construction and demolition debris, which exceeds the 50% requirement of the County's Construction and Demolition Debris Recycling and Reuse Ordinance and Green Building Standards Code requirements.

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Goal/Policy	Project Consistency
Open Space Goal COS 18: Permanently preserved open space areas throughout the Antelope Valley.	Consistent. The Project would preserve 5,624 acres of on-site open space within the Open Space designation. Additional contiguous off-site open space would be preserved under the Tejon Ranch Conservation and Land Use Agreement.
<p>Policy COS 18.1: Encourage government agencies and conservancies to acquire mitigation lands in the following areas and preserve them as permanent open space:</p> <ul style="list-style-type: none"> • 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; • Land adjoining preserves, sanctuaries, State Parks, and National Forests; and • Privately owned lands within the National Forest. 	Consistent. The Project site is not located in or near a designated Scenic Resource Area and does not include lands within the National Forest. The Project would preserve areas within the San Andreas SEA as Open Space. The majority of the site has slopes less than 25% and the areas with the greatest slopes would be preserved as Open Space. Development within HMAs would be required to comply with hillside provisions within the Specific Plan. The Project also includes off-site mitigation areas, as described in greater detail in Section 5.7, Biological Resources.
Policy COS 18.2: Ensure that open space acquisition is conducted in a fair and equitable manner.	Not Applicable. The Project does not involve open space acquisition. All open space to be dedicated is already owned by the Applicant.
Policy COS 18.3: Maintain permanently preserved open space areas to ensure attractiveness and safety.	Consistent. The Project would permanently preserve 5,624 acres of on-site open space within the Open Space designation.
Policy COS 18.4: Pursue funding for open space acquisition and maintenance on an ongoing basis.	Consistent. Pursuit of funding for acquisition and maintenance of open space beyond the Project boundaries and mitigation lands is outside the scope of individual projects.; however, the Project does include significant preservation of open space, and the Tejon Ranch Land Use and Conservation Agreement provides an ongoing funding source for maintenance of open space lands.
Policy COS 18.5: Provide parks and recreational facilities, as directed in the policies of the Public Safety, Services, and Facilities Element.	Consistent. The Project would provide various parks and recreational facilities, consistent with County policies as discussed in Section 5.14, Parks and Recreation.
Goal COS 19: New development meets open space objectives while maintaining rural character.	Consistent. The Project is located within the West EOA, and is consistent with the Land Use Policy Map of the AVAP and meets open space objectives of the AVAP.

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
Policy COS 19.1: 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.	Consistent. The Project would preserve 5,624 acres of on-site open space within the Open Space designation, which would include large contiguous areas at the western and southern portions of the site and connected areas within other portions of the site.
Policy COS 19.2: 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.	Consistent. The Project will preserve contiguous open space areas (in perpetuity) and includes a plan for the ongoing maintenance of conserved open space areas, including mitigation areas, greenways, drainage corridors, and other natural resource features within the Project site. These large open space areas would be located at the western and southern portions of the site and would include connected areas within other portions of the site where no development will occur.
Policy COS 19.3: 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.	Consistent. The Project would preserve 5,624 acres of on-site open space within the Open Space designation, which would include large contiguous areas at the western and southern portions of the site and connected areas within other portions of the site where no development will occur. This open space preservation approach includes more intensive development at and near the village cores and town center, and permanently preserves open space lands north and east of the Project site to help preserve the rural character of the region.
Chapter 5: Public Safety, Services, and Facilities Element	
Fire Hazards Goal PS 1: Protection of the public through fire hazard planning and mitigation.	Consistent. The Project has incorporated fuel modification setbacks and would involve development of up to four fire stations within the site.
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.	Consistent. The Project is consistent with the Land Use Policy Map of the AVAP, and has incorporated fuel modification setbacks, as described further in Section 5.3, Hazards and Fire Safety.
Policy PS 1.2: Require that all new developments provide sufficient access for emergency vehicles and sufficient evacuation routes for residents and animals.	Consistent. Development on the Project site would comply with all applicable County of Los Angeles Fire Department code and ordinance requirements, including emergency access and evacuation routes.
Policy PS 1.3: Promote fire prevention measures, such as brush clearance and the creation of defensible space, to reduce fire protection costs.	Consistent. The Project has incorporated fuel modification setbacks to reduce wildfire protection costs.
Policy PS 1.4: Provide strict enforcement of the Fire Code and all Fire Department policies and regulations.	Consistent. Development on the Project site would comply with all applicable County of Los Angeles Fire Department code and ordinance requirements.
Geological Hazards Goal PS 2: Protection of the public through geological hazard planning and mitigation.	Consistent. The Project is consistent with the AVAP by incorporating a Geologic Safety Zone into the Project and by following Project-specific plans, County

**TABLE 5.8-1
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Goal/Policy	Project Consistency
	building code requirements, and other recommendations.
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.	Consistent. A Geologic Safety Zone has been incorporated into the Project that establishes review procedures and setbacks for areas subject to potential geologic and seismic constraints (e.g., surface fault rupture). This zone is applied to areas designated as Alquist-Priolo Earthquake Fault Zones and unnamed faults identified on the site as part of the Project’s site-specific geotechnical investigations. Also, Section 2690 of the <i>California Public Resources Code</i> specifies that no human-occupied structures can be located within an Alquist-Priolo Earthquake Fault Zone unless specific investigations prove these areas to be free of active faulting.
Policy PS 2.2: Limit the amount of 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.	Consistent. The Project is consistent with the Land Use Policy Map of the AVAP. The majority of the site has slopes less than 25% (outside HMAs) and the areas with the greatest slopes would be preserved as Open Space, including the areas with potential landslide and liquefaction hazards in the northwestern corner of the site as depicted in Exhibit 4-1, Conceptual Land Use Plan.
Policy PS 2.3: Prohibit the construction of new structures on or across a fault trace.	Consistent. A Geologic Safety Zone has been incorporated into the Project that establishes review procedures and setbacks for areas subject to potential geologic and seismic constraints (e.g., surface fault rupture). This zone is applied to areas designated as Alquist-Priolo Earthquake Fault Zones and unnamed faults identified on the site as part of the Project’s site-specific geotechnical investigations. Also, Section 2690 of the <i>California Public Resources Code</i> specifies that no human-occupied structures can be located within an Alquist-Priolo Earthquake Fault Zone unless specific investigations prove these areas to be free of active faulting.
Policy PS 2.4: Ensure that new development does not cause or contribute to slope instability.	Consistent. Project development would require grading of sloped areas, as well as cutting and filling of some slope areas. Slopes would not be graded at angles steeper than a 2:1 ratio (horizontal to vertical), in accordance with the Project’s Conceptual Grading Plan, County building code requirements, and other grading-related recommendations of the geotechnical reports to be prepared for each tract map.
Flood Hazards Goal PS 3: Protection of the public through flood hazard planning and mitigation.	Consistent. The Project includes a Floodplain Safety Zone that promotes public safety and protects water quality for development within areas subject to flooding (prior to development) to minimize flood hazards.

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
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.	Consistent. The Project includes a Floodplain Safety Zone that promotes public safety and protects water quality for development within areas subject to flooding (prior to development) to minimize flood hazards.
Policy PS 3.2: Require onsite stormwater filtration in all new developments through use of appropriate measures, such as permeable surface coverage, permeable paving of parking and pedestrian areas, catch basins, and other low impact development strategies.	Consistent. The Project's integrated water resources management approach includes LID drainage concepts to infiltrate storm water on site.
Policy PS 3.3: Review the potential local and regional drainage impacts of all development proposals to minimize the need for new drainage structures.	Consistent. This Draft EIR assesses the local and regional drainage impacts of the Project. Each future tract map for the Project shall provide Drainage Concept Plans to the County that incorporate the drainage facilities, storm water retention/detention basins, debris basins, hydromodification structures, flood control, and Best Management Practices (BMPs) that implement the flood control and storm water management performance standards specified in MMs.
Policy PS 3.4: Ensure that new drainage structures are compatible with the surrounding environment by requiring materials and colors that are consistent with the natural landscape. Discourage concrete drainage structures.	Consistent. One of the Project objectives is to promote water quality through effective watershed BMPs that preserve and integrate primary drainage corridors and greenways for storm water retention and filtration. This will include site-design, source-control, LID, hydromodification, flow-control and runoff water quality BMPs and treatment requirements to minimize the need for new large-scale drainage facilities. New drainage infrastructure would be designed, consistent with <i>Centennial Specific Plan</i> development standards, including landscaping and screening for Utility land uses.
Law Enforcement Goal PS 4: Protection of public safety through law enforcement and crime prevention strategies.	Consistent. The Project includes the provision of a Sheriff's Station on the site to provide law enforcement services and to deter crime.
Policy PS 4.1: Support an increased law enforcement presence in every Antelope Valley community and explore new funding mechanisms to expand law enforcement services.	Consistent. The Project includes the provision of a Sheriff's Station on the site to provide law enforcement services and to deter crime.
Policy PS 4.2: Support a strong law enforcement presence on highways and streets to strictly enforce speed limits and other vehicle safety laws.	Consistent. The Project would pay development fee for law enforcement services and provide a permanent on-site Sheriff's Station, with a store-front Sheriff's Station prior to the permanent Sheriff's Station.
Policy PS 4.3: Promote and support neighborhood watches to create more eyes and ears in the community.	Consistent. The Project proposes the development of villages that would have central cores surrounded by residential areas and open space. Neighborhood

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
	Watch may be a program for the Homeowners Association.
Policy PS 4.4: Educate the public on crime prevention programs and resources offered by the Sheriff's Department.	Consistent. The County Sheriff's Department is expected to implement existing public education and crime prevention programs at the proposed on-site Sheriff's station.
Goal PS 5: Protection of public health, safety, and welfare through code enforcement.	Not Applicable. This is a County effort. Code enforcement is outside the scope of individual projects.
Policy PS 5.1: Support neighborhood preservation programs, such as graffiti abatement, removal of abandoned or inoperable vehicles, and removal of trash and debris.	Consistent. The Project would be subject to applicable County regulations and Homeowners Association guidelines for property maintenance. The Project would also implement a comprehensive residential and commercial curbside recycling program as part of the Green Development Program.
Policy PS 5.2: Strictly enforce laws against illegal dumping and support the Antelope Valley Illegal Dumping Task Force.	Consistent. Implementation of the Project would reduce the incidence of illegal dumping on the site. The Project would also be subject to applicable County regulations on illegal dumping.
Policy PS 5.3: Educate the public on existing codes and the value of maintaining their property, encouraging voluntary compliance.	Consistent. The Project would have Homeowners Association guidelines for property maintenance, which would be consistent with County code requirements.
Policy PS 5.4: Administer code enforcement activities in a fair, equitable, respectful, and cooperative manner.	Not Applicable. This is a County effort. Code enforcement is outside the scope of individual projects.
Policy PS 5.5: Create proactive code enforcement programs where desired by community residents.	Not Applicable. This is a County effort. Code enforcement is outside the scope of individual projects.
Disaster Preparedness and Emergency Response Goal PS 6: Government officials work with community members to promote community safety.	Not Applicable. This is a County effort. Government officials located in on-site facilities (e.g., fire and law enforcement) would be able to work with the Centennial community.
Policy PS 6.1: Ensure safety information is available at local public areas.	Not Applicable. This is a County effort, but may be a function of the Homeowners Association.
Policy PS 6.2: Encourage residents and business owners to create an evacuation plan and maintain emergency supplies.	Not Applicable. This is a County effort, but may be a function of the Homeowners Association.
Policy PS 6.3: Promote the formation and coordination of Certified Emergency Response Teams.	Not Applicable. This is a County effort, but may be a function of the Homeowners Association.
Policy PS 6.4: Provide assistance to local communities that wish to create a local emergency evacuation plan.	Not Applicable. This is a County effort, but may be a function of the Homeowners Association.
Policy PS 6.5: Strengthen coordination and collaboration between citizens, public agencies,	Not Applicable. This is a County effort, but may be a function of the Homeowners Association.

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
and non-profit groups to plan for disaster response.	
Policy PS 6.6: Develop an inclusive master emergency plan that designates evacuation routes, emergency relief centers, emergency animal keeping shelters, and information centers in every Antelope Valley community.	Not Applicable. This is a County effort. Development of an emergency plan for the Antelope Valley is outside the scope of individual projects.
Goal PS 7: Emergency services that respond in a timely manner.	Consistent. The Project would construct and equip up to four on-site fire stations.
Policy PS 7.1: Require visible addresses on buildings and at entrances to properties as required by the Fire Code.	Consistent. Development on the Project site would comply with all applicable County of Los Angeles Fire Department code and ordinance requirements, including visible addresses.
Policy PS 7.2: Ensure that Fire Stations are adequately staffed.	Consistent. The Project would construct and equip up to four on-site fire stations, with the County Fire Department providing the appropriate staffing.
Policy PS 7.3: Strive for a timely response to every call for service.	Consistent. The Project shall maintain the County of Los Angeles Fire Department’s goal of a five-minute or less average response time at buildout of the Project.
Parks and Recreation Goal PS 8: Antelope Valley residents enjoy access to parks and recreational facilities.	Consistent. In addition to preserved open space areas, the Project would provide a variety of park types and a network of community trails, greenway trail, and Class I–IV bike lanes to facilitate access to these parks.
Policy PS 8.1: Maintain existing parks to ensure attractiveness and safety and make improvements as necessary. Ensure adequate funding on an ongoing basis.	Consistent. The Project would include parks and recreation amenities that would either be maintained by the Homeowners Association or deeded to the County for maintenance.
Policy PS 8.2: Provide recreational activities at parks that serve all segments of the population.	Consistent. The Project would provide various recreational facilities within public and private parks, a network of community trails, greenway trails, and Class I–IV bike lanes; private recreational facilities; and connections to regional trails and the Angeles National Forest to serve the recreational needs of all segments of the population.
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.	Consistent. The Project would provide public and private recreation amenities that meets or exceeds the acreage requirements of the County of Los Angeles General Plan local parkland standard.
Policy PS 8.4: Prioritize new parks for existing park deficient communities.	Consistent. The Project would provide public and private parkland and other recreation amenities, to serve future residents.
Policy PS 8.5: Encourage the use of school playgrounds and sporting fields for community recreation (“joint use”) when school is not in session.	Consistent. The proposed school sites are centrally located within the Villages and are generally adjacent to parks and minor and major greenway systems that offer pedestrian trail linkage. These school sites are conceptually located adjacent to parks to encourage joint use. Final school site locations would be

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
	determined at when future tract maps are processed and in coordination with the respective school districts.
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.	Consistent. The Project would provide private and public parks and recreational facilities that would serve as gathering places for residents.
Policy PS 8.7: Provide trails, bikeways, and bicycle routes for recreational purposes, as directed in the policies of the Mobility Element.	Consistent. The Project would provide a network of trails for bicycling and hiking, including equestrian activities on the regional trail within the Project site.
Policy PS 8.8: Maintain existing facilities for public water recreation to ensure attractiveness and safety and make improvements as necessary. Ensure adequate funding on an ongoing basis.	Not Applicable. There are no existing public water recreation facilities on or near the site.
Policy PS 8.9: Provide new facilities for public water recreation in appropriate areas.	Not Applicable. The Project will not provide new facilities for public water recreation due to limited access to a large body of water.
Goal PS 9: Safe spaces for the recreational use of off-road vehicles and other motorized sporting.	Not Applicable. This is a County effort.
Policy PS 9.1: Reduce illegal off-road vehicle use by providing off-road vehicle trails and parks in appropriate areas.	Not Applicable. This is a County effort.
Policy PS 9.2: Reduce illegal drag racing by providing appropriate locations for safe and properly monitored drag racing.	Not Applicable. This is a County effort.
Policy PS 9.3: Provide strict enforcement of illegal off-road vehicle use and illegal drag racing.	Not Applicable. This is a County effort.
Schools Goal PS 10: A wide range of educational opportunities for Antelope Valley residents.	Consistent. The Project reserves sites through a “Schools” land use designation for five Kindergarten (K) through 8 th grade schools, one K-5 school, and one high school.
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.	Consistent. The reservation of school sites through a land use designation would allow the Gorman District, Westside Union School District (WUSD), and Antelope Valley Union High School District (AVUHSD) to acquire the sites and provide school facilities. The Project Applicant would either pay required Senate Bill 50 (<i>California Government Code</i> , Section 65995) developer fees to the respective school districts, or enter into an agreement with the school districts to facilitate the financing, construction, and operation of new school facilities in the Project site to ensure the timely provision of schools corresponding to the phased development of the Project.
Policy PS 10.2: Encourage new schools to locate in rural town center areas, rural town areas, and economic opportunity areas, where they will be	Consistent. The proposed school sites are centrally located within the Villages and are generally adjacent

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
accessible by pedestrian walkways, trails, bikeways, and bicycle routes.	to parks and minor and major greenway systems that offer pedestrian trail linkage.
Policy PS 10.3: Encourage new schools to locate near parks and recreational facilities.	Consistent. The proposed school sites are centrally located within the Villages and are generally adjacent to parks and minor and major greenway systems that offer pedestrian trail linkage.
Policy PS 10.4: Encourage the use of school playgrounds and sporting fields for community recreation (“joint use”) when school is not in session.	Consistent. Although the applicant cannot compel a school district to allow “joint use” of their facilities, the proposed school sites are centrally located within the Villages and are generally adjacent to parks and minor and major greenway systems that offer pedestrian trail linkage.
Policy PS 10.5: Promote the creation of a four-year public university in the Antelope Valley to provide opportunities for continuing education and workforce development.	Consistent. The Project would accommodate a college campus as a permitted use in areas designated as Business Park, School, and Institutional/Civic and allowed subject to a Conditional Use Permit (CUP) in areas designated as Mixed Use, Commercial, and Recreation/Entertainment. Also, the Project would increase the local population of the Antelope Valley and would make a four-year public university in the Antelope Valley more viable.
Libraries Goal PS 11: Antelope Valley residents enjoy easy access to public library services.	Consistent. The Project proposes a library in the town center, which would be located within easy access to the rest of the Project site.
Policy PS 11.1: Maintain existing public libraries and make improvements as necessary. Ensure adequate funding on an ongoing basis.	Consistent. The Project would include a library in the town center. The Project Applicant would provide the land; construct the library; and would provide all furniture, fixtures, equipment, and materials for this library.
Policy PS 11.2: Expand public library collections and services to meet community needs.	Consistent. The Project would include a library in the town center.
Policy PS 11.3: Provide new public libraries as additional development occurs or as the population grows.	Consistent. The Project would include a library in the town center.
Policy PS 11.4: Encourage new public libraries to locate in rural town center areas, rural town areas, and economic opportunity areas, where they will be accessible by pedestrian walkways, trails, bikeways, and bicycle routes.	Consistent. The Project would include a library in the town center.
Policy PS 11.5: Provide bookmobile services in areas that are not served by permanent public libraries.	Consistent. The Antelope Valley is currently served by a bookmobile that provides library services to outlying areas. A library would be built on site to serve residents of the Project and the surrounding areas. The library is planned to be built and operational upon the occupancy of the 3,500 th residential unit. The Project anticipates utilizing the bookmobile for local residents until a permanent facility is built, as

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
	described in greater detail in Section 5.17.2, Library Services.
Policy PS 11.6: Encourage the use of technology in library operations to increase efficiency and accessibility.	Consistent. The proposed on-site library will offer online services, as provided by the County Library.
Health Facilities Goal PS 12: A range of facilities and service that maintain the health and well-being of Antelope Valley residents at all ages and income levels.	Consistent. The Project includes 110 acres of Institutional/Civic (I/C) land uses, which allows hospitals.
Policy PS 12.1: Provide preventative health services to reduce the need for emergency medical care.	Consistent. The Project includes 110 acres of I/C land uses, which allows hospitals.
Policy PS 12.2: Support the development of regional health care facilities in Lancaster and Palmdale.	Not Applicable. The Project is not located in the Cities of Lancaster or Palmdale.
Policy PS 12.3: Support existing community health care clinics in rural areas by preventing the encroachment of incompatible land uses. Allow expansion when required to meet community needs.	Consistent. While the Project is within an EOA, not a rural area, the 110 acres of I/C land uses includes hospitals as an allowed use.
Policy PS 12.4: Encourage the development of new community health care clinics where required to meet community needs. Encourage these clinics to locate in rural town center areas and economic opportunity areas, where they will be accessible by pedestrian walkways, trails, bikeways, and bicycle routes.	Consistent. The Project is a new development project which will allow new health care facilities within selected land use designations. The Project will support alternatives to automobile travel (e.g., public transit, bicycle network, and pedestrian system) throughout the proposed Villages.
Policy PS 12.5: Pursue funding to support daily operations at community health care clinics.	Not Applicable. Pursuit of funding to support daily operations at community health care clinics is outside the scope of individual projects.
Chapter 6: Economic Development Element	
Goal ED1: 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.	Consistent. The Project would provide areas for non-residential development that would accommodate commercial and business park uses and improve the economic base of the Antelope Valley.
High-tech Manufacturing Policy ED 1.1: Promote the continued development of regional commercial and industrial employment centers in economic opportunity areas in the Antelope Valley.	Consistent. The Project allows commercial and business park uses that would accommodate employment centers.
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.	Not Applicable. The Palmdale Regional Airport site is not part of, or near, the Project site.

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
Policy ED 1.3: Support the growth of “high-tech” industries to employ the Antelope Valley population’s highly educated workforce.	Consistent. The business park uses that would be allowed on the site would support “high-tech” industries.
Transportation and Logistics 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.	Not Applicable. The development of the High Desert Corridor and the Northwest 138 Corridor Improvement Projects are outside the scope of individual projects. However, the Project would accommodate the realignment and widening of SR-138, as discussed in Section 5.10, Traffic, Access and Circulation.
Policy ED 1.5: Promote the development of an “Inland Port” in the Antelope Valley, providing additional employment in the trade and logistics sectors.	Not Applicable. The development of an “Inland Port” in the Antelope Valley is outside the scope of individual projects.
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.	Not Applicable. The Project does not include the development of transportation routes. However, the Project would accommodate the realignment and widening of SR-138, as discussed in Section 5.10, Traffic, Access and Circulation.
Agriculture Policy ED 1.7: Promote farming and other agricultural activities that contribute to the Antelope Valley economy.	Consistent. The Specific Plan would reserve 50 acres or more on site for agricultural use, such as community gardens, orchards, vineyards, groves, greenhouses, or other appropriate edible landscaping, as discussed in Section 5.5, Land Resources. The Project would also allow for continued grazing operations on portions of the Open Space preserve areas as a management tool for grassland conservation.
Policy ED 1.8: Promote alternative sources of income for farmers, including commercial and industrial activities, to supplement their income during low production years and encourage them to continue farming in the Antelope Valley.	Consistent. The Project would include preserved open space outside the development envelope that would continue to be used for grazing, and reservation of 50 acres or more on site for agricultural use, such as community gardens, orchards, vineyards, groves, greenhouses, or other appropriate edible landscaping, as discussed in Section 5.5, Land Resources.
Policy ED 1.9: Support water management projects, including the use of modern technology to increase available water supply in the area, in conjunction with the Integrated Regional Water Management Plan.	Consistent. The Project includes an integrated water resources management approach to optimize the use of currently available water resources and those generated by the Project’s operations, so as to minimize its impact on potable and non-potable water resources, and would be consistent with the Antelope Valley Integrated Regional Water Management Plan.

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Goal/Policy	Project Consistency
<p>Renewable Energy Policy ED 1.10: Promote small-scale, household based renewable energy systems to enable Antelope Valley residents to become energy independent.</p>	<p>Consistent. A minimum of 50% of the Project's anticipated electrical energy demand at buildout shall be met by onsite renewable energy. Also, the Project shall equip 100% of all single-family detached homes to be "solar-ready" or equivalent, based on the latest technology.</p>
<p>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.</p>	<p>Not Applicable. The Project does not propose utility-scale renewable energy production facilities.</p>
<p>Policy ED 1.12: Adopt regulations that ensure that local residents receive a fair share of the benefits of utility-scale renewable energy projects that are commensurate to their impacts.</p>	<p>Not Applicable. This is a County effort. The Project does not propose utility-scale renewable energy production facilities.</p>
<p>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.</p>	<p>Not Applicable. This is a County effort, and the Project does not include military lands.</p>
<p>Construction and Housing 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.</p>	<p>Consistent. The Project includes the development of nine Villages that will each contain a mix of land uses that enable residents to live near schools, shopping, neighborhood businesses and services, civic buildings, medical facilities, and employment centers. The Project includes a mix of housing options within each Village, ranging from apartment homes close to the town center to single-family homes in lower-density areas.</p>
<p>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.</p>	<p>Consistent. The Project is consistent with the Land Use Policy Map of the AVAP, would include mixed use neighborhoods to promote walkability as described in the Specific Plan, and would focus land use development and associated growth within the West EOA and Future Rural Town Area where future development is planned and anticipated.</p>
<p>Recreation, Tourism and Filmmaking 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.</p>	<p>Consistent. The Project is consistent with the Land Use Policy Map of the AVAP, avoids development in Significant Ecological Areas (SEAs), and impacts on Scenic Drives would be less than significant, as discussed in Section 5.7, Biological Resources and Section 5.13, Visual Resources.</p>
<p>Policy ED 1.17: Promote uses and activities that rely on the natural state of the environment to take advantage of the vast areas of relatively undisturbed natural areas in the Antelope Valley.</p>	<p>Not Applicable. This is a County effort.</p>

**TABLE 5.8-1
ANTELOPE VALLEY AREA PLAN CONSISTENCY ANALYSIS**

Goal/Policy	Project Consistency
These include recreational, tourism and film-making uses.	
Policy ED 1.18: Coordinate with the Los Angeles County Economic Development Corporation, the Greater Antelope Valley Economic Alliance, and other organizations to create and implement regional economic development strategies.	Not Applicable. This is a County effort.
Policy ED 1.19: Promote the creation of a four-year public university in the Antelope Valley to provide opportunities for continuing education and workforce development.	Consistent. The Project would accommodate a college campus as a permitted use in areas designated as Business Park, School, and Institutional/Civic and allowed subject to a CUP in areas designated as Mixed Use, Commercial, and Recreation/Entertainment. Also, the increase in population brought by the Project would make a university in the Antelope Valley more viable.
Policy ED 1.20: Support the development of a range of travel options that better connect the Antelope Valley to existing regional trade and employment centers in other regions, including the High Desert Corridor and the Northwest 138 Corridor Improvement Project, as directed in the policies of the Mobility Element.	Consistent. The Project includes facilities for alternatives to automobile travel (e.g., public transit, bicycle network, and pedestrian system). As part of the Mobility Plan, the Project's Circulation Plan includes major east-west roadways, to serve the Project's east-west travel demand, to connect major on-site activity centers, and to lessen the Project's traffic demand on SR-138. The Circulation Plan sets forth requirements for roadway classifications; intersection controls; and traffic calming measures. Each component of the Mobility Plan incorporates TDM features to reduce dependence on the automobile, provide for a more efficient use of transportation resources among Project occupants.
Policy ED 1.21: 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.	Not Applicable. This is a County effort, and the Project does not involve military lands.
<p>AVAP: Antelope Valley Area Plan; EOA: Economic Opportunity Area; SEA: Significant Ecological Area; HMA: Hillside Management Area; SR: State Route; PDFs: Project Design Features; MMs: Mitigation Measures; SCAG: Southern California Association of Governments; GHG: greenhouse gasses; TMA: Transportation Management Association; ITE: Institute of Traffic Engineers; TDM: Transportation Demand Management; LLMD: Landscape and Lighting Maintenance District; MU: Mixed Use; WRF: wastewater reclamation facility; LID: low impact development; IPM: Integrated Pest Management; CGS: California Geological Survey; MRF/SWTF: materials recovery facility/solid waste transfer facility; kV: kilovolt; EIR: environmental impact report; BMP: Best Management Practice; WUSD: Westside Union School District; AVUHSD: Antelope Valley Union High School District; CUP: Conditional Use Permit, I/C: Institutional/Civic.</p> <p>Source (goals and policies): LACDRP 2015a</p>	

As discussed above, the Project is consistent with the goals and policies of the AVAP. Adding the internal Project site roadways meeting the criteria for inclusion on the Antelope Valley Area Plan Highway Plan (Map 3.1 of the AVAP, which includes major highways, secondary highways, limited secondary highways, parkways, and expressways), as well as the Highway Plan Policy Map included in the General Plan (Figure 7.3, Highway Plan Policy Map), require AVAP and General Plan amendments to fill in the required roadway details within the Project site. Amending Map 3.1 to add internal project site roadways is also consistent with AVAP's requirement for a Specific Plan for a new master planned community in this West EOA. The Project remains consistent with the AVAP, which is part of the General Plan, and no text amendments to the AVAP or County General Plan are proposed. With approval of the General Plan and AVAP amendments, zone change and other associated entitlements, the Project would have less than significant land use impacts.

Because the Project is consistent with the land use designations and applicable policies of the Los Angeles General Plan and Antelope Valley Area Plan, no mitigation is required.

The Project would require rezoning to Specific Plan (SP), consistent with the General Plan and AVAP; however, re-zoning to conform to applicable plan designations would not result in any significant environmental impacts and no mitigation is warranted. The Project would not require a Hillside Management CUP, but would comply with the HMA requirements by (1) locating development outside HMAs to the extent feasible; (2) locating development in the portions of HMAs with the fewest hillside constraints; and (3) using sensitive hillside design techniques tailored to the unique site characteristics. The primary hillside features are the western portion of Oso Canyon and the mountainous areas along the western and southern edges of the site generally within the designated Significant Ecological Area (SEA) 17. The Project would avoid all impacts within the SEA, and therefore avoid the majority of the steeply sloped areas of the site, as shown on Exhibit 4-19a, Centennial Project – Slope Analysis, in Section 4.0, Project Description. As shown the majority of the areas with steep slopes are avoided and will be preserved through the on-site mitigation lands, which include approximately 3,861 acres.

Antelope Valley Areawide General Plan

If the AVAP and the accompanying EIR is overturned as a result of the pending lawsuit filed by the Center for Biological Diversity (discussed above), one of the possible judicial remedies could be the reinstatement of the prior Antelope Valley Area General Plan (AVAGP) pending further environmental review and/or processing of the AVAP. The following discusses the entitlements that would be necessary to allow the Project if the outcome of the pending AVAP lawsuit is reinstatement of the AVAGP. Specifically, implementation of the Project would require the following amendments to the AVAGP, which are each discussed further below:

- Redesignate the AVAGP Land Use Policy Map land use designations on the Project site from “Non-Urban” and “Significant Ecological Areas” to “Specific Plan”. Changes to the “Significant Ecological Areas” designation would be for consistency with the adopted General Plan.
- Redesignate the AVAGP Hazards and Resources Map to reflect areas identified as hazards and resources within the *Centennial Specific Plan*.

- Modify the AVAGP Highway Plan Map to include arterial highways on the Project site that would be designated “Major Highway”, “Secondary Highway”, and “Limited Secondary Highway”.
- Modify the AVAGP Trails Map to include the trails on the Project Site.

The Land Use Policy Map in the AVAGP would have to be amended to change the Non-Urban designation to “Specific Plan”. Alternatively, the Project would require an amendment to the AVAGP land use designations to those that reflect the Conceptual Land Use Plan for the Project. This would include the Low, Low/Medium, Medium and High Density Residential, Major Commercial, Major Industrial, Public and Semi-Public Facilities, and Open Space land use designations. Appendix 5.8-A to this Draft EIR includes a consistency analysis of the proposed Project and the AVAGP policies and provides graphic illustrations of the required AVAGP map amendment figures itemized above. As stated in the consistency analysis in Appendix 5.8-A, the Project would require map, but not text, amendments to the AVAGP. This amendment would not be considered a significant impact, since the Project is otherwise consistent with the policies in the AVAGP as described above.

The Hazards and Resources Map identifies the following on portions of the Project site: Seismic Safety Management Area (through the southwestern corner of the Project site along the San Andres Fault); portions of Significant Ecological Areas along the western and southern boundaries (SEAs No. 58 and No. 59); Floodplain Management Area; Agricultural Opportunity Area; Bikeway (along Gorman Post Road); and Noise Management Area (along SR-138 and Gorman Post Road). The Project would comply with regulations for Alquist-Priolo Earthquake Fault Zones through the Geologic Safety Zone that is proposed on the portions of the site that are included in this fault zone. Development is not proposed in canyons and areas with slopes greater than 25 percent and grading activities would comply with County regulations. The proposed Floodplain Safety Zone would also regulate development within areas subject to flooding. The Project would continue to provide the Bikeway on Gorman Post Road. As discussed in greater detail in Section 5.5, Land Resources, the site is not currently a significant agricultural resource; rather, grazing has occurred on the majority of the site, with pivot fields limited to 1,000 acres at the eastern portion of the site. These pivot fields have only been used for growing a three-way forage mix for approximately ten years and are not planned to be in production long term.

With the Project, Agricultural Opportunity Areas on the site would be largely eliminated but grazing would be incorporated into and continued to be allowed in open space areas. The Project would preserve as Open Space the majority of the land within the site that is designated as SEA Nos. 58 and 59, and would have to provide off-site or on-site mitigation for areas that would be developed. Residential areas have been located away from SR-138 to reduce noise exposure to vehicle traffic. In addition, mitigation measures have been provided to reduce noise from construction, stationary and mobile sources. Modifications to the boundaries of these Special Management Areas may be needed with the Project, consistent with the County General Plan.

The Highway Plan Map shows SR-138 as a Freeway; Gorman Post Road as a Secondary Highway; and Old Ridge Road as a Limited Secondary Highway. The Project does not propose changes to these designations but would involve the designation of proposed arterial

highways on the site as Major Highway, Secondary Highway, or Limited Secondary Highway, as applicable. The Project would also continue to require an amendment of the General Plan Highway Map for the addition of interior Project roadways.

The Trails Plan in the AVAGP shows the alignment of the Pacific Crest Trail (PCT) crossing the site along the California Aqueduct or Cement Plant Road.¹ The PCT has since been realigned and the Project would accommodate the PCT, as discussed in Section 5.13, Visual Resources, and Section 5.14, Parks and Recreation. If the PCT is to remain along the Aqueduct or Cement Plant Road, this trail can be accommodated within the existing and proposed rights-of-way for these facilities. A modification of the AVAGP Trails Map may also be needed to include the trails on the site as County trails. The Project would continue to preclude development within an SEA, since the SEA boundaries were approved by independent County approval of General Plan 2035.

In summary, if approval of the AVAP is invalidated, then a possible judicial remedy would be reinstatement of the AVAGP, in which case the Project would require amendments to the AVAGP, as listed above, but the amendments would not be considered a significant impact, since the Project is otherwise consistent with the policies in the overriding 2035 General Plan. The Project would continue to require an amendment to the General Plan Highway Map as described above. The Project would have less than significant land use impacts with the AVAGP plan amendments, zone change and other associated entitlements.

Regional Land Use Plans

The Project is consistent with regional and local plans and policies. The Project would also implement a number of strategies and actions in the RTP/SCS. Project consistency with the RHNA is addressed in Section 5.9, Population, Housing, and Employment. No conflict with SCAG's regional growth projections would occur since SCAG's growth projections anticipates increases in population, households, and employment in the North Los Angeles Subregion and future household and employment projections for the area that includes the Project site are consistent with the housing and employment estimates for the Project.

The increase in housing and employment that would occur with Project implementation is consistent with the projections for the Project site included in the traffic analysis zones (TAZs) and corresponding figures in the Southern California Association of Governments' (SCAG) 2012-2035 and 2016-2040 Regional Transportation Plan/Sustainable Communities Plan (RTP/SCS). The resident population of the Project at buildout is 82.46 percent of the projected resident population of traffic analysis zone (TAZ) 20280000 and TAZ 20281000 by 2035, but exceeds the Southern California Association of Governments (SCAG) projections for 2040. The 2016 Regional Transportation Plan/Sustainable Communities Plan (RTP/SCS) states that TAZ level data or any data at a geography smaller than the jurisdictional level is included in the draft growth forecasts for regional modeling purpose only, and is advisory and non-binding. As such, the exceedance of population growth projections at the Project site on a TAZ level is not considered a significant adverse impact, as discussed in Section 5.9, Population, Housing and Employment. Population, housing, and economic growth relative to

¹ The scale and accuracy of exhibit does not allow for identification of an accurate location.

the SCAG RTP/SCS would be less than significant as it relates to the exceedance of regional population projections and no mitigation is required.

Impact Summary: The Project would require amendments to the General Plan Master Plan of Highways and the AVAP Highway Plan to show the internal circulation network proposed onsite. These amendments would establish the highway system that would serve the Project and would be consistent with goals and policies of the *Los Angeles County General Plan* and *Antelope Valley Area Plan (AVAP)*. The Project would not conflict with the applicable plans and policies of SCAG. If approval of the AVAP is invalidated, the Project would require amendments to the AVAGP, as listed above. However, the amendments would not be considered a significant impact since the Project is otherwise consistent with the policies in the overriding General Plan.

Threshold 8-3 **Would the project be inconsistent with the County zoning ordinance as applicable to the subject property?**

County of Los Angeles Code

Implementation of the Project would require a zone change of the Project site to Specific Plan, as discussed further below, consistent with the Specific Plan requirement included in the AVAP. Once adopted, the *Centennial Specific Plan* would serve as zoning regulation for the Project.

The required zone change must comply with Chapter 22.16 of County Code, as it relates to the purpose, need, and procedures for a zone change, including findings that the zone change will be in the interest of public health, safety and general welfare; in conformity with good zoning practice; and is consistent with the adopted general plan for the area.

The Project is consistent with the principal considerations set forth in Chapter 22.16 of the County Code for the issuance of a zone change. The Project is consistent with the General Plan and implements the requirements of the AVAP by including a balance of land uses consistent with the intent and the land use designations set forth within the West EOA. The Project includes a mix of housing options within each Village, ranging from apartment homes close to the town center to single-family homes in lower-density areas. A full range of light industrial, business, and other commercial uses are planned that are intended to yield a broad range of employment opportunities, from retail services to large corporate employers. The opportunities for employment diversity increases the overall economic sustainability of the Project and the West EOA.

In support of the AVAP's prioritization for the preservation of natural open space resources, development within areas of significant biological value would be minimized and there would be no disturbance or development within the designated Significant Ecological Area (SEA) on the Project site. In support of the AVAP's goal of reducing single-occupancy vehicle use, the Project includes alternatives to automobile travel (e.g., public transit, bicycle network and pedestrian system) that would minimize traffic, pollution, and greenhouse

gases. Efficient use of land and a balance of uses that result in a jobs/housing balance would reduce single-occupancy automobile travel and vehicle miles traveled.

The Project would not require a CUP for development in HMAs, as discussed below; compliance with the hillside grading requirements in the Specific Plan would ensure the Project would not conflict with the County's Grading Ordinance and comply with the intent of the HMA Ordinance to preserve and enhance the physical integrity and scenic value of HMAs, to provide open space, and to be compatible with and enhance community character. However, proposed grading on the site is estimated at more than 100 million cubic yards; thus, a CUP would be needed pursuant to Section 22.56.217 of the Los Angeles County Code. As required under Section 22.56.090 of the County Code, preliminary findings have been prepared to show that Project grading would not adversely affect public health, peace, comfort and general welfare or be materially detrimental to adjacent users through compliance with the regulations in the Specific Plan, the mitigation measures in the EIR, and applicable County regulations. The size of the Project site (i.e., 12,323 acres) is reflective of the proposed grading under the Conceptual Grading Plan and complies with the Hillside Design Guidelines in the Specific Plan. The Conceptual Grading Plan has been designed to enhance community character and preserve significant open space, as well as allow the Project to be compatible with land uses in the surrounding area. The Project would also be adequately served by roads, sidewalks, trails, and future transit services (see Section 5.10, Traffic, Access, and Circulation) and other public facilities (e.g., fire stations, Sheriff station, schools, library, etc.) and infrastructure (i.e., water, wastewater, drainage, dry utilities) that would be provided/constructed as part of the Project (see Sections 5.14 through 5.20 of the EIR).

The Project also requires a CUP for approval of Project-related infrastructure, including the roadway circulation system, gas, telephone (traditional and wireless services), cable and internet and electric lines within roadway rights-of-way, a water system including domestic and recycled water tanks and pipelines and accessory booster pumps and storage ponds, sewage disposal pipelines and waste water reclamation facilities, water banks, water wells, flood control and drainage facilities, water treatment facilities, green waste composting, solid waste and materials recovery facilities and recycling centers, and an electrical substation. The Project would also include the realignment of National Cement Plant Road, the construction of bridges over the Aqueduct, and improvements to the SR-138 intersections. This CUP is intended to provide a master or programmatic approval of the proposed infrastructure that would be needed to serve the Project. As required under Section 22.56.090 of the County Code, preliminary findings have been prepared to show that the proposed infrastructure would not adversely affect public health, peace, comfort and general welfare or be materially detrimental to adjacent users; that there are adequate areas for these infrastructure and they would be compatible with uses in the surrounding area; and that they would be adequately served by roads and other public facilities and infrastructure.

As discussed under Threshold 8-2, as described above, the Project is consistent with the AVAP with the amendment of the AVAP Highway Plan to add internal project site roadways into Map 3.1 of the AVAP and with the applicable plans and policies of SCAG, and implementation of the Project's development in the West EOA is consistent with the goals

and policies of the AVAP. Because the AVAP has already designated the Project site as an EOA slated for future development, and requires a rezone to Specific Plan, rezoning in conformance with the AVAP would not result in any significant environmental impacts. The proposed zone change and CUPs would be consistent with the County Code and no mitigation is required.

Centennial Specific Plan

Upon approval of the zone change to Specific Plan and adoption of the *Centennial Specific Plan* (Appendix 4.0-A), the Specific Plan would serve as the regulatory framework for all development on the Project site. The *Centennial Specific Plan* details the permitted land uses, allowable development densities, infrastructure requirements, and public services to be provided on site. Additionally, the *Centennial Specific Plan* establishes the regulatory structure for all future actions on the Project site. Chapter 4 of the *Centennial Specific Plan* states how the Plan will be administered and implemented.

The Specific Plan's Administration and Implementation section describes actions that the Applicant can request. The process for each is explained. In particular, the *Centennial Specific Plan* details the procedures required for such actions as (1) making adjustments to maps, infrastructure, lot lines, street alignments, and trails; (2) making changes to the grading footprint; (3) switching designations from an attached housing product to a detached and vice versa; (4) approving subdivision maps; and (5) modifying building footprints and relocating appurtenant structures. Transfers within and between developments are allowed subject to the regulations stated in the *Centennial Specific Plan*. Future changes and what these might entail are not known as this time; however, for any change of the magnitude that would require an amendment to the *Centennial Specific Plan*, appropriate CEQA documentation would also be required. This would involve addressing any environmental issue that would be affected by the proposed change and mitigation measures would be included as appropriate.

Should there be a conflict between the *Centennial Specific Plan* and existing County ordinances, the provisions of the *Centennial Specific Plan* would prevail, rather than the regulations of Title 21, Subdivisions (Subdivision Ordinance), or the zoning standards established by Title 22 of the Los Angeles County Code. Topics not addressed by the *Centennial Specific Plan* shall be governed by the rules and regulations in Titles 21 and 22 of the Los Angeles County Code. The Project would be developed consistent with the *Centennial Specific Plan*. Therefore, impacts related to the initial inconsistency with the County zoning ordinance would be less than significant and no mitigation would be required.

Local Agency Formation Commission Policies

The Project site is not located within a designated sphere of influence and would not require annexation to a city. There are a number of special districts that serve the Antelope Valley area, some of which include the Project site (such as the Antelope Valley – East Kern Water Agency, Consolidated Fire Protection District, and Antelope Valley Resource Conservation District). However, other special districts do not include or include only a portion of the site, such as the Antelope Valley Health Care District (includes eastern end of the site only),

Antelope Valley Mosquito and Vector Control District, and Lancaster Cemetery District (includes eastern end of the site only). Annexation of the Project site into the service areas of these special districts would require approval by the Local Agency Formation Commission (LAFCO) for the County of Los Angeles. Since the services provided by these special districts are not considered “backbone municipal services”, annexation of the site is not required. Should annexation be proposed, an increase in property taxes could occur, which would be used to fund the operations of the special districts. The Project would not conflict with LAFCO policies related to the annexation of the site in to these special districts. Impacts would be less than significant and no mitigation would be required.

Impact Summary: The Project would require a zone change for the site to Specific Plan, a CUP for grading, and a CUP for Project-related infrastructure, in accordance with the County Code. Once adopted, as described above, the *Centennial Specific Plan* would provide the regulatory framework for future land uses and development on the site. The Project would not conflict with LAFCO policies related to the Project.

Threshold 8-4 Would the project conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?

As discussed previously, Sections 22.56.217 and 22.56.215 of the County Code require a CUP for lot line adjustments, subdivisions, new construction, or building expansion in HMA- or SEA-designated areas, respectively. Small portions at the western and southeastern sections of the Project site are designated as HMAs and the majority of these areas are also proposed by the Project to be preserved as Open Space (PDF 8-1).

In accordance with Section 22.56.217, Hillside Management Areas – Additional Regulations, Subsection C.7., a conditional use permit is required for any development located wholly or partly in a Hillside Management Area, except for development within any adopted Specific Plan, provided that such development complies with the provisions of that Specific Plan. Therefore, a CUP would not be required for development in Hillside Management Areas, since the Project includes approval of a Specific Plan. However, the Project would comply with the Hillside Design Guidelines by (1) locating development outside HMAs to the extent feasible; (2) locating development in the portions of HMAs with the fewest hillside constraints; and (3) using sensitive hillside design techniques tailored to the unique site characteristics. Exhibit 4-19a, Centennial Project – Slope Analysis, in Section 4.0, Project Description, shows the existing slopes on the Project site. Most of the on-site areas with slopes over 25 percent are proposed as Open Space. The primary hillside features are the western portion of Oso Canyon and the mountainous areas along the western and southern edges of the site generally within the designated SEA 17. The Project would avoid all impacts within the SEA, and therefore avoid the majority of the steeply sloped areas of the site. Exhibit 4-19b, Centennial Project – Conceptual Grading Plan, in Section 4.0, Project Description, shows the confinement of development to relatively flat areas and shows a general grading approach that would eliminate the potential safety threat of steep slopes. However, some areas with slopes over 25 percent would be graded. Based upon the preliminary slope analysis, approximately 26 percent of slopes greater than 25 percent will

be affected by grading and many of these slope areas are small and isolated. The Conceptual Grading Plan depicts the general grading approach for the topography of the Project Site and has been designed to eliminate the potential safety threat posed by development in areas with steep slopes. As shown the majority of the areas with steep slopes are avoided and will be preserved through the on-site mitigation lands, which include approximately 3,861 acres.

Implementation of the Conceptual Grading Plan and compliance with the Hillside Design Guidelines in Appendix 1-B of the Specific Plan, as described above, would make the Project consistent with the County's goals and policies related to hillside management. Thus, no conflict with Hillside Management criteria would occur with Project development. As discussed above, proposed grading on the site would require a CUP pursuant to Section 22.56.217 of the Los Angeles County Code. This impact is considered less than significant and no mitigation is required.

The San Andreas SEA includes the western section of the site, which is proposed as Open Space. There would be no land use development within the SEA; therefore, no conflict with the San Andreas SEA would occur with the Project, as discussed in Section 5.7, Biological Resources, and no permits or mitigation would be required.

Portions of the eastern section of the site are within designated Agricultural Resource Areas (ARA) and Goal COS 6 addresses the protection of ARAs; however, limits on development in ARAs are not applicable within the EOAs (AVAP Policy LU 2.3). Since the Project site is located within the West EOA where future development is planned, in order to preserve agricultural areas outside the EOAs, there would be no conflict with this land use designation and no permits or land use mitigation is required; agricultural mitigation measures are included in Section 5.5, Land Resources.

Impact Summary: The Project would comply with the Hillside Design Guidelines, which would be incorporated into the hillside provisions within the Specific Plan. The CUP for the proposed grading is needed to allow the estimated volume of grading but would be consistent with the County Code. Therefore, impacts would be less than significant. The Project would not involve development with the San Andreas SEA; and while there are Agricultural Resource Areas on the site, the site is located in an EOA, where future development is planned to preserve agricultural areas outside the EOAs. No conflict to County policies for Hillside Management areas, Significant Ecological Areas, and Agricultural Resource Areas would occur; impacts would be less than significant.

5.8.7 MITIGATION MEASURES

With approval of the required entitlements, including the General Plan Amendment, zone change, and CUPs as discussed above and LAFCO annexation into existing special districts, no significant impacts related to land use, entitlements and planning would occur; therefore, no mitigation measures are necessary. The Project would also have less than significant land use impacts with the AVAGP plan amendments, zone change and other associated entitlements.

5.8.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

A General Plan Amendment to the General Plan Master Plan of Highways and the AVAP Highway Plan, a zone change for the Project site to Specific Plan, and the CUPs for grading over 100,000 cubic yards and for Project-related infrastructure would be consistent with the requirements of the County General Plan, Antelope Valley Area Plan, and County Zoning Ordinance. Impacts are considered less than significant since the Project would not conflict with applicable regional or County land use plan, policy, or criteria.

5.8.9 REFERENCES

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