NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: June 20, 2024

TO: State Clearinghouse, Agencies, Organizations, and Interested Parties

PROJECT: **Antelope Valley Commerce Center:** General Plan Amendment 22-001, Zone Change 22-001, Specific Plan 22-001, Tentative Parcel Map 83738 and Site Plan Review 22-008

This Notice of Availability is to notify agencies, organizations, and interested parties that the City of Palmdale (City), as Lead Agency under the California Environmental Quality Act (CEQA), has prepared a Draft Environmental Impact Report (DEIR; State Clearinghouse No. 2022090009) for public comment which addresses the physical impacts to the environment that could result from implementation of the **Antelope Valley Commerce Center Project** (Project).

PROJECT LOCATION

APNs: 3126-022-926, -927, -928, and -929. The 432.9-acre Project site is located directly south of Columbia Way / East Avenue M; approximately 0.02-mile east of the active Union Pacific Railroad (UPRR) mainline tracks located adjacent to Sierra Highway; and directly north of Avenue M-12 in the City of Palmdale. Refer to the attached, Figure 1, *Location Map*. The parcels within the Project boundary are not located on known listed toxic hazardous waste sites pursuant to Government Code Section 65962.5. The Project site is vacant under existing conditions. Refer to the attached Figure 2, *Aerial Photograph*. Overall site topography slopes downward to the east-northeast at a gradient less than approximately one percent. Refer to the attached, Figure 3, *USGS Topographic Map*.

PROJECT DESCRIPTION

The proposed Project consists of applications for the discretionary approvals described below, each of which is addressed in the Project's DEIR.

- **General Plan Amendment (GPA 22-001)** to change the site's General Plan land use designation from Employment Flex (EMPFX) to Specific Plan (SP);
- **Zone Change (ZC 22-001)** to change the site's zoning classification from Office Flex (OFX) to Specific Plan (SP);
- **Antelope Valley Commerce Center Specific Plan (SPL 22-001)** that sets forth standards and guidance for the development and phasing of industrial, commercial, and open space uses with supporting infrastructure on the Project site;
- **Tentative Parcel Map 83738** to subdivide the Project site into 15 numbered lots and two lettered lots to facilitate buildout of the Specific Plan;
- **Site Plan Review 22-008** pertaining to the development of six proposed buildings and supporting infrastructure in the Project's first phase of development; and,
- **Development Agreement 22-001** which contains terms between the City and the Project Applicant pertaining to implementation of the Project.

The Project Applicant, AVCC Master, LLC proposes to entitle and develop the Project on a 432.9 gross-acre undeveloped site located in the City of Palmdale, Los Angeles County, California. The Project would allow for the phased development of a master-planned commerce center containing industrial, commercial, and open space

land uses, as well as roadways and supporting infrastructure. Refer to the attached Figure 4, *Specific Plan Lan Use Plan*. The four phases of development would allow for a maximum of 8,302,536 square feet (s.f.) of building footprint, to be comprised of approximately 8,241,552 s.f. of industrial and 60,984 s.f. of commercial uses. Associated improvements to the Project site would include, but are not limited to, paved roads, paved parking areas, drive aisles, truck courts, utility infrastructure, landscaping, water quality basins, signage, lighting, property walls, gates, and interior and perimeter fencing. Buildout of the Project would be phased; six industrial buildings are proposed in the first phase. Refer to the attached Figure 5, *Tentative Parcel Map 83738*, and Figure 6, *Phasing Plan*.

- Building 1 would be developed in the north central portion of the Project site (on Parcel 1 of TPM 83738) and would include 126,670 s.f. of warehouse space and 10,000 s.f. of office space for a total of 136,670 s.f. of building area. Office space is proposed at the northeastern and northwestern corners of the building. A 28-foot-wide fire lane is designed around the perimeter of the building. Building 1 would have a total of 22 docking doors for trucks along the southern side of the building. A total of 114 parking stalls for passenger vehicles, electric vehicles, and accessible parking would be provided on all sides of the building. Access to the Building 1 site would be accommodated through two driveways (Driveway 5 and Driveway 6) along Columbia Way / East Avenue M and both driveways would accommodate access for both passenger vehicles and trucks. Proposed Driveways 5 and 6 located along Columbia Way / East Avenue M would be restricted access (right-in/right-out only) because a median restricting left turns would be installed as part of the Project along Columbia Way / East Avenue M.

- Building 2 would be developed in the northcentral portion of the Project site (on proposed Parcel 2 of TPM 83738) and would include 134,306 s.f. of warehouse space and 10,000 s.f. of office space for a total of 144,306 s.f. of building area. Office space is proposed at the northeastern and northwestern corners of the building. A 28-foot-wide fire lane is designed around the perimeter of the building. Building 2 would have a total of 25 docking doors for trucks along the southern side of the building. A total of 119 parking stalls for passenger vehicles, electric vehicles, and accessible parking would be provided on all sides of the building. Access to the Building 2 site would be accommodated via two driveways (Driveway 6 and Driveway 7) along Columbia Way / East Avenue M and would accommodate access for both passenger vehicles and trucks. Driveways 6 and 7 located along Columbia Way / East Avenue M would be restricted access (right-in/right-out only) because a median restricting left turns would be installed as part of the Project along Columbia Way / East Avenue M.

- Building 3 would be developed in the northeastern portion of the Project site (on proposed Parcel 3 of TPM 83738) and would include 122,695 s.f. of warehouse space and 10,000 s.f. of office space for a total of 132,695 s.f. of building area. Office space is proposed at the northeastern and northwestern corners of the building. A 28-foot-wide fire lane would be provided around the perimeter of the building. Building 3 would have a total of 18 docking doors for trucks along the southern side of the building. A total of 119 parking stalls for passenger vehicles, electric vehicles, and accessible parking would be provided on all sides of the building. Access to the Building 3 site would be accommodated via one driveway along Columbia Way / East Avenue M, and one driveway along Public Street B. The driveway (Driveway 7) along Columbia Way / East Avenue M would accommodate access for both passenger vehicles and trucks and be restricted access (right-in/right-out only) because a median restricting left turns would be installed as part of the Project along Columbia Way / East Avenue M. Driveway 8 along Public Street B would accommodate passenger vehicles only.

- Building 4 would be developed in the central portion of the Project site (on proposed Parcel 4 of TPM 83738) and would include 660,469 s.f. of warehouse space and 20,000 s.f. of office space for a total of 680,469 s.f. of building area. Office space is proposed at all four corners of the building. A 28-foot-wide fire lane is designed around the perimeter of the building. Building 4 would have a total of 107 docking doors for trucks along the northern and southern sides of the building, with 53 docking doors on the

northern side and 54 docking doors in the southern side of the building. A total of 441 parking stalls for passenger vehicles, electric vehicles, and accessible parking would be provided on all sides of the building, and a total of 243 trailer parking stalls would be provided on the northern and southern sides of the building. Access to the Building 4 site would be accommodated via four driveways along Public Street A. The northernmost and southernmost driveways (Driveways 1 and 4) along Public Street A would accommodate access for both passenger vehicles and trucks and the two central driveways (Driveways 2 and 3) along Public Street A would accommodate passenger vehicles only.

- Building 5 would be developed in the central portion of the Project site (on proposed Parcel 5 of TPM 83738) and would include 984,228 s.f. of warehouse space and 20,000 s.f. of office space for a total of 1,004,228 s.f. of building area. Office space is proposed at all four corners of the building. A 28-foot-wide fire lane is designed around the perimeter of the building. Building 5 would have a total of 184 docking doors for trucks along the northern and southern sides of the building, with 92 docking doors on each side of the building. A total of 582 parking stalls for passenger vehicles, electric vehicles, and accessible parking would be provided on all sides of the building, and a total of 411 trailer parking stalls would be provided on the northern and southern sides of the building. Access to the Building 5 site would be accommodated via four driveways along Public Street B. The northernmost and southernmost driveways (Driveways 9 and 12) along Public Street B would accommodate access for both passenger vehicles and trucks, while the central driveways (Driveways 10 and 11) along Public Street B would accommodate passenger vehicles only.

- Building 6 would be developed in the eastern portion of the Project site (on proposed Parcel 6 of TPM 83738) and would include 259,858 s.f. of warehouse space and 15,000 s.f. of office space for a total of 274,858 s.f. of building area. Office space is proposed at the northeastern and northwestern corners of the building. A 28-foot-wide fire lane is designed around the perimeter of the building. Building 6 would have a total of 38 docking doors for trucks along the southern side of the building. A total of 249 parking stalls for passenger vehicles, electric vehicles, and accessible parking would be provided on the northern, western, and southern side of the building, and a total of 61 trailer parking stalls would be provided on the southern side of the building. Access to the Building 6 site would be accommodated via three proposed driveways along Public Street B. The northernmost and southernmost driveways (Driveways 9 and 11) along Public Street B would accommodate access for both passenger vehicles and trucks, while the central driveway (Driveway 10) along Public Street B would accommodate passenger vehicles only.

PROJECT IMPACTS

The DEIR found that the proposed Project would result in significant and unavoidable impacts under the environmental issue of Air Quality (due to Phase I NOX and PM10 emissions and Phase II – IV VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions that would exceed the applicable thresholds established by the AVAQMD); Greenhouse Gas Emissions (because the Project would exceed the SCAQMD screening threshold), and Transportation (because based on the VMT analysis for the industrial component of the proposed Project, Project generated VMT per employee was determined to exceed the County's VMT per employee threshold for both Phase I and for Project Buildout). Although mitigation measures are identified by the Project's EIR to reduce these impacts to the maximum extent feasible, mitigation measures are not available to reduce the Project's air quality, GHG and Transportation VMT impacts to below a level of significance. The Project's DEIR demonstrates that impacts to all remaining issue areas listed in Appendix G to the State CEQA Guidelines either would be less than significant or would be reduced to less-than-significant levels with implementation of the mitigation measures identified in the DEIR.

DOCUMENT AVAILABILITY

The Antelope Valley Commerce Center DEIR and its supporting technical studies are available for public review on the City's website at (https://www.cityofpalmdaleca.gov/277/Environmental-Documents) and during regular business hours at the following locations:

- City of Palmdale Planning Division, 38250 Sierra Highway, Palmdale, CA 93550
- City Hall Counter, 38300 Sierra Highway, Palmdale, CA 93550
- Palmdale City Library, 700 East Palmdale Boulevard, Palmdale, CA 93550
- City of Palmdale Department of Parks and Recreation, 827 East Avenue Q-9, Palmdale, CA 93550

PUBLIC REVIEW PERIOD

The 45-day public review period for the Antelope Calley Commerce Center DEIR is from **June 20, 2024** to **August 5, 2024.**

COMMENTS

The public is encouraged to submit written comments to Megan Taggart, Deputy Director of Economic and Community Development, City of Palmdale Planning Division, 38250 Sierra Highway, Palmdale, CA 93550 no later than 5:00 pm on **August 5, 2024**. Alternatively, you may e-mail your comments to Megan Taggart at mtaggart@cityofpalmdale.org.

Megan Taggart

Megan Taggart, Director of Economic and Community Development

6/20/24

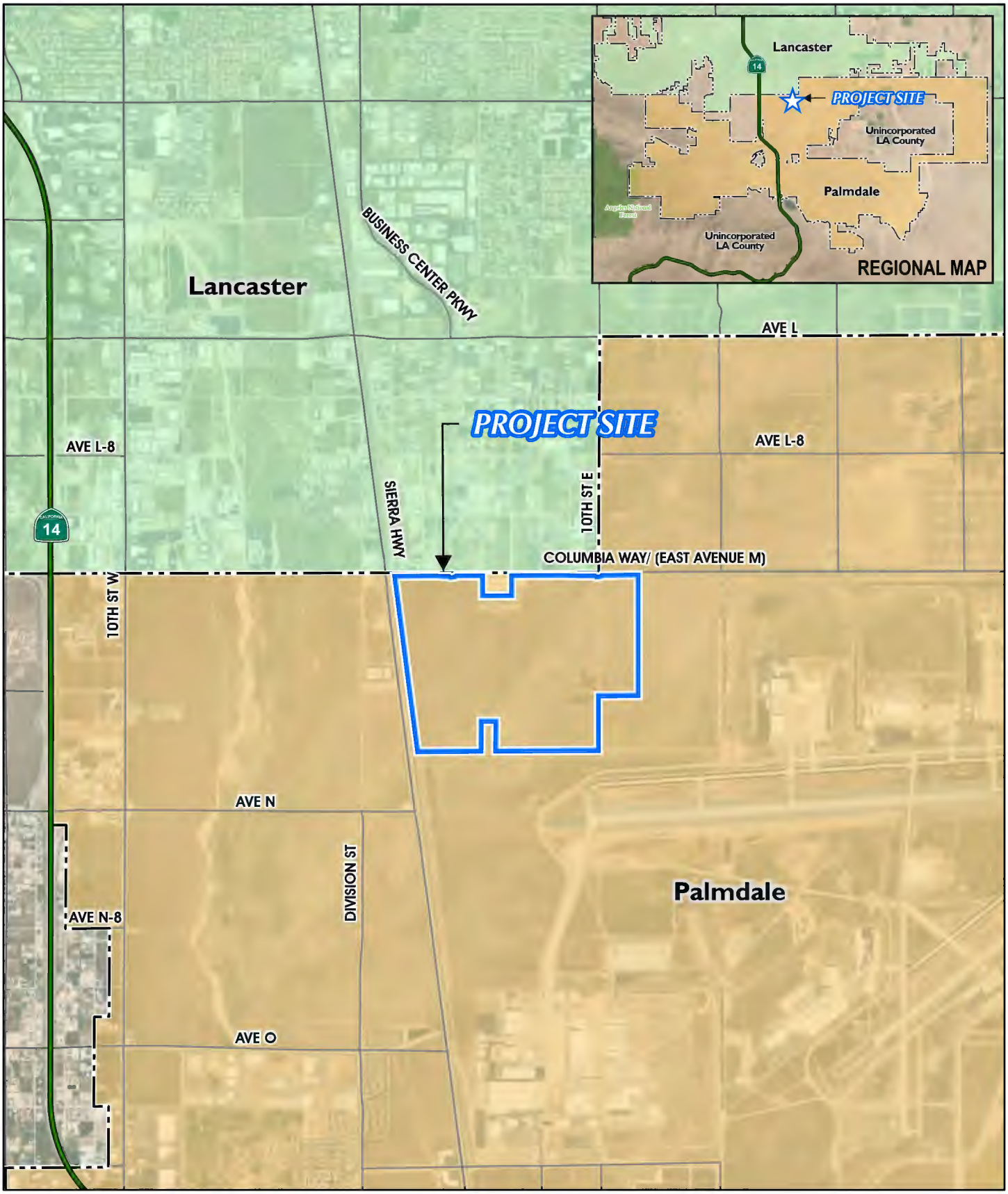
Date

PUBLIC HEARINGS

The date, time, and place of future public hearings will be appropriately notified per City and CEQA requirements.

ATTACHMENTS:

Figure 1, Location Map
Figure 2, Aerial Photograph
Figure 3, USGS Topographical Map
Figure 4, Specific Plan Land Use Plan
Figure 5, Tentative Parcel Map 83738
Figure 6, Phasing Plan



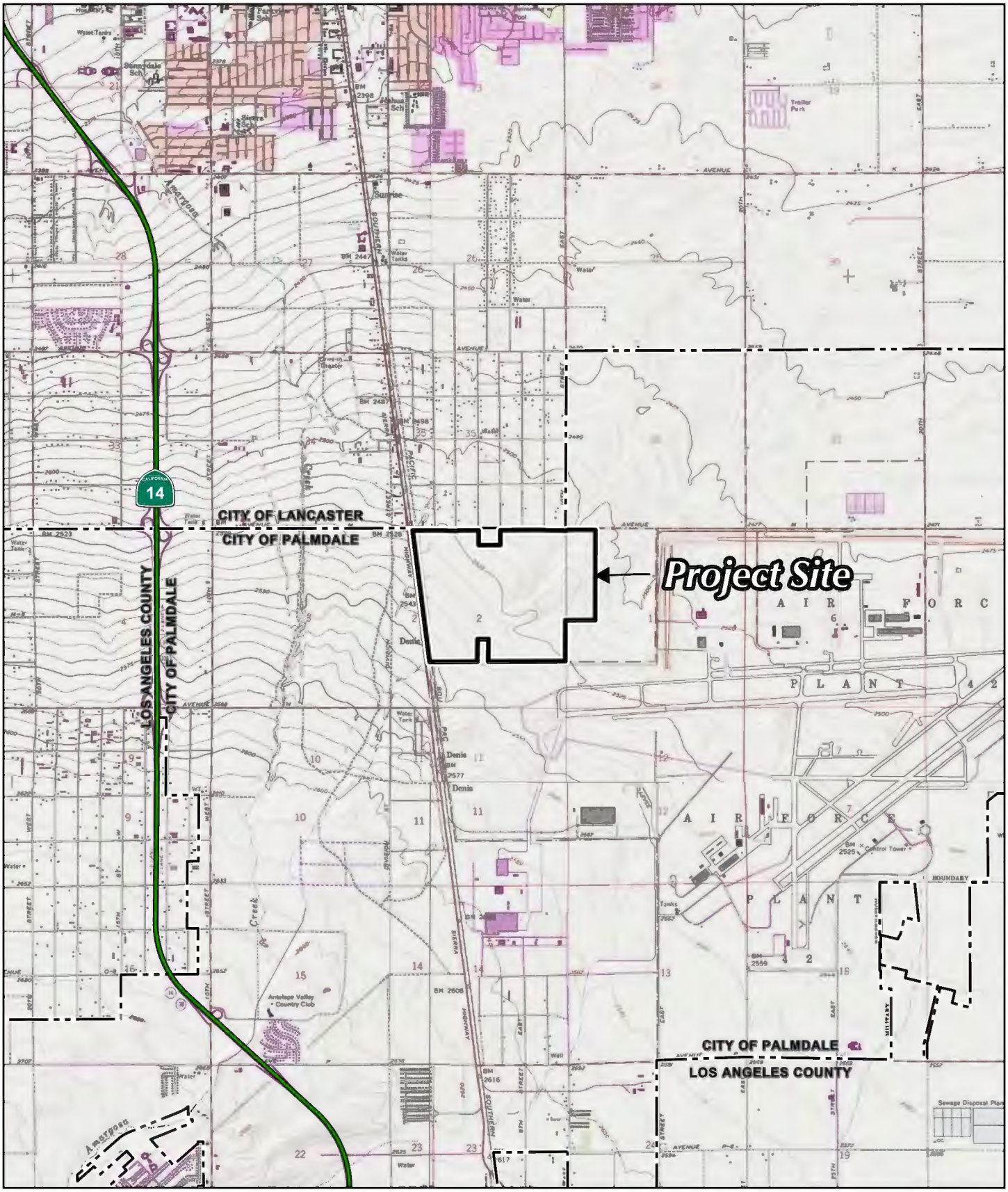
Source(s): ESRI, Nearmap Imagery (2022), LA Caunty (2022)

Figure 1

0 750 1,500 3,000 Feet

Location Map

Antelope Valley Commerce Center



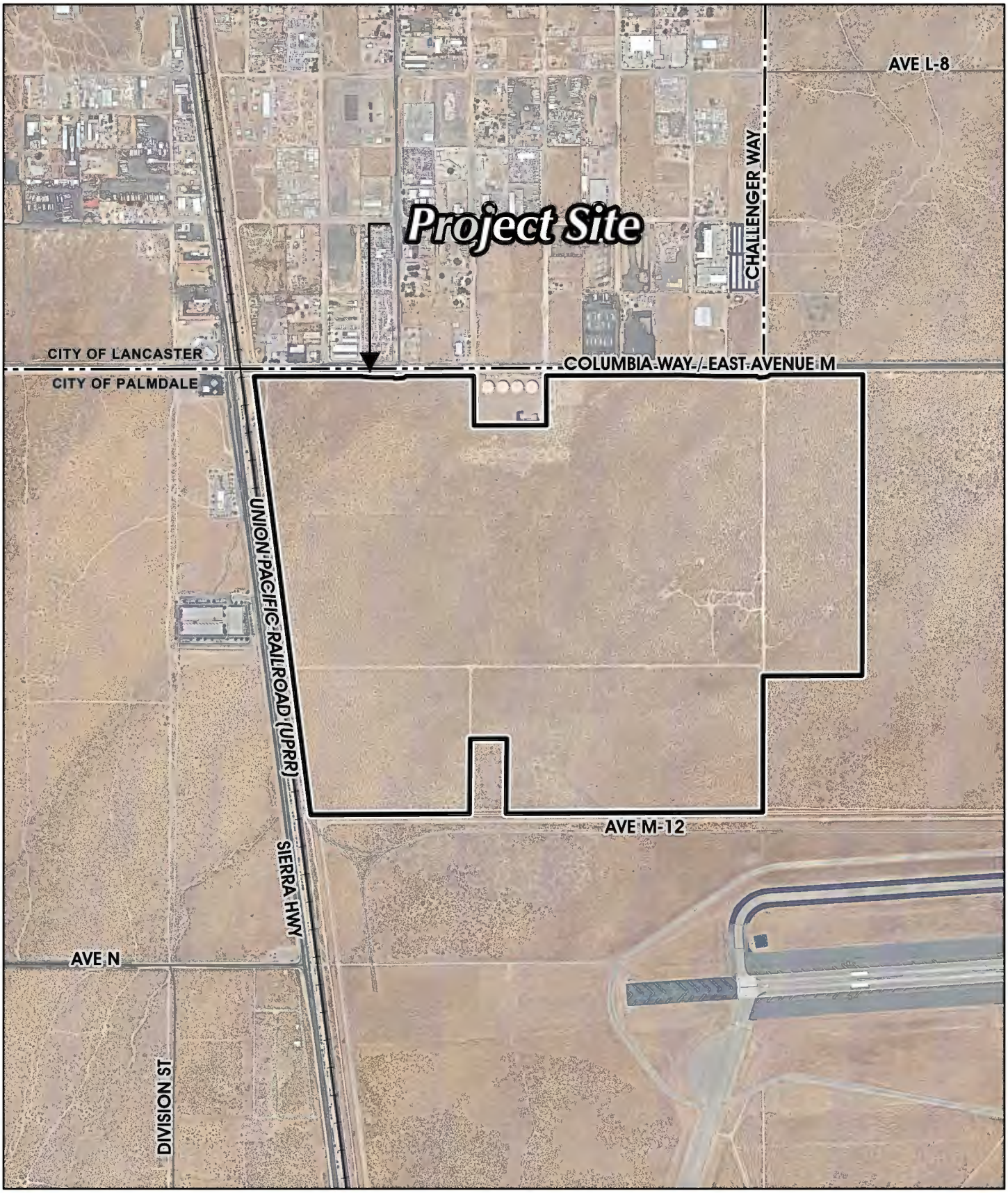
Source(s): USGS (2013)

Figure 3

0 250 500 1,000 Feet

USGS Topographic Map

Antelope Valley Commerce Center



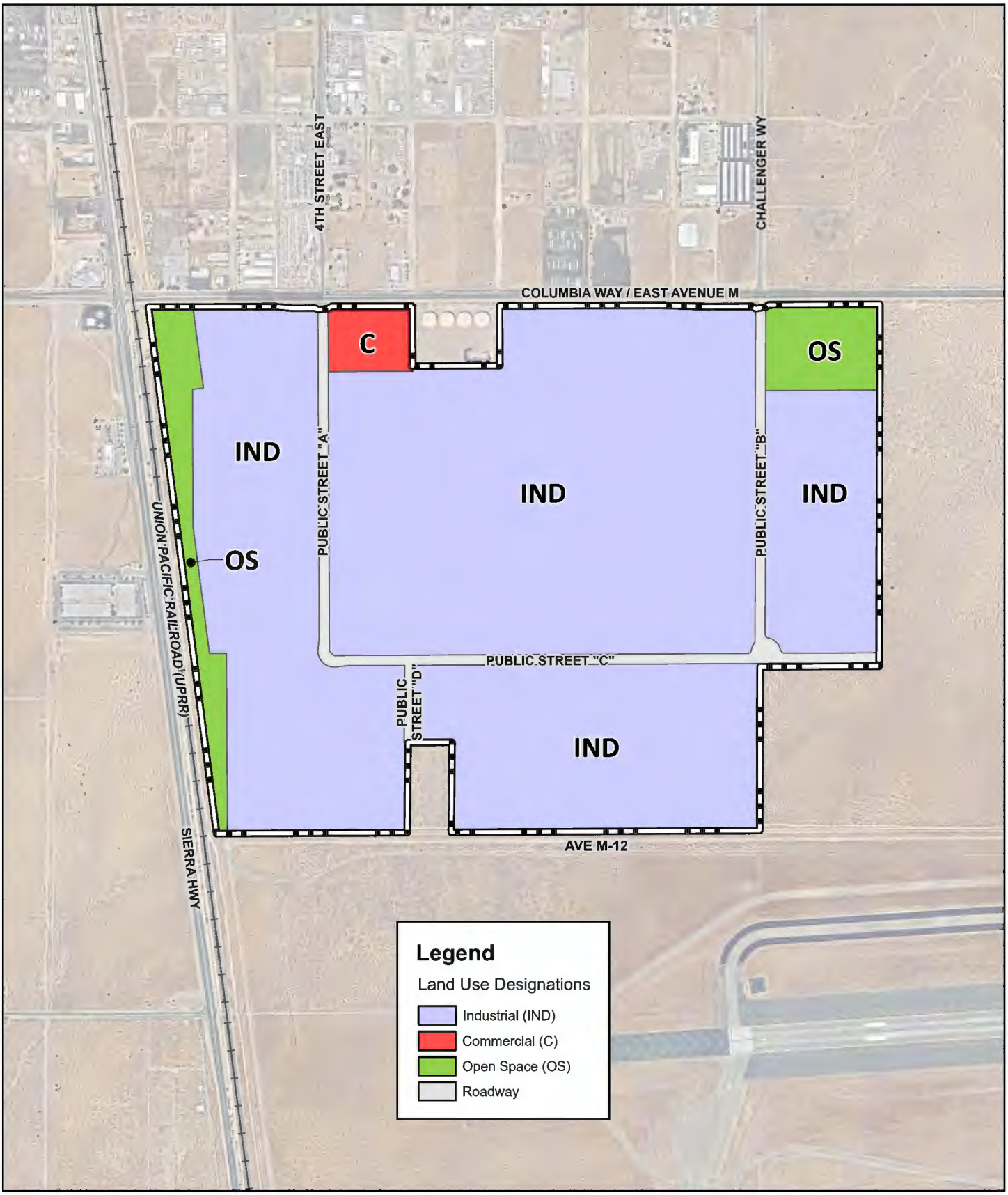
Source(s): Esri, Nearmap Imagery (July 2023), LA County (2023)

Figure 2

0 300 600 1,200 Feet

Aerial Photograph

Antelope Valley Commerce Center

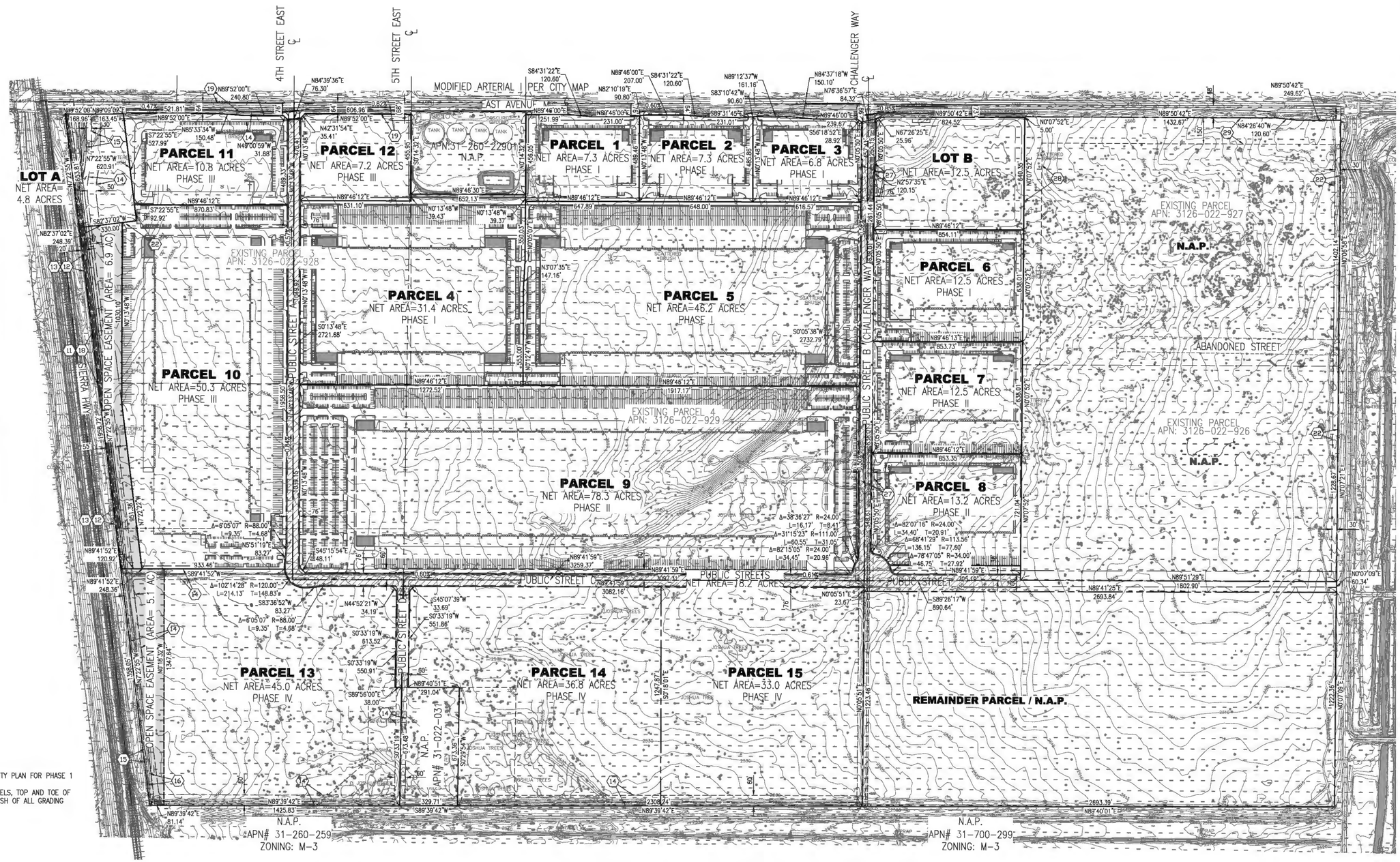


Source(s): Esri, Nearmap Imagery (July 2023), WestLAND Group, Inc. (08-24-2023)

Figure 4

0 250 500 1,000 Feet

Specific Plan Land Use Plan



PROPOSED PUBLIC FIRE HYDRANT

- PHASE I
- PHASE II
- PHASE III
- PHASE IV

NOTE: SEE ACCOMPANYING CONCEPTUAL GRADING AND CONCEPTUAL UTILITY PLAN FOR PHASE 1

- CONTOUR INTERVALS
- APPROXIMATE PAD ELEVATIONS, ELEVATIONS OF ALL ADJACENT PARCELS, TOP AND TOE OF CUT AND FILL SLOPES, PRELIMINARY DESIGN AND APPROXIMATE FINISH OF ALL GRADING
- RAW EARTHWORK QUANTITIES
- LOCATION OF EXISTING AND PROPOSED UTILITIES

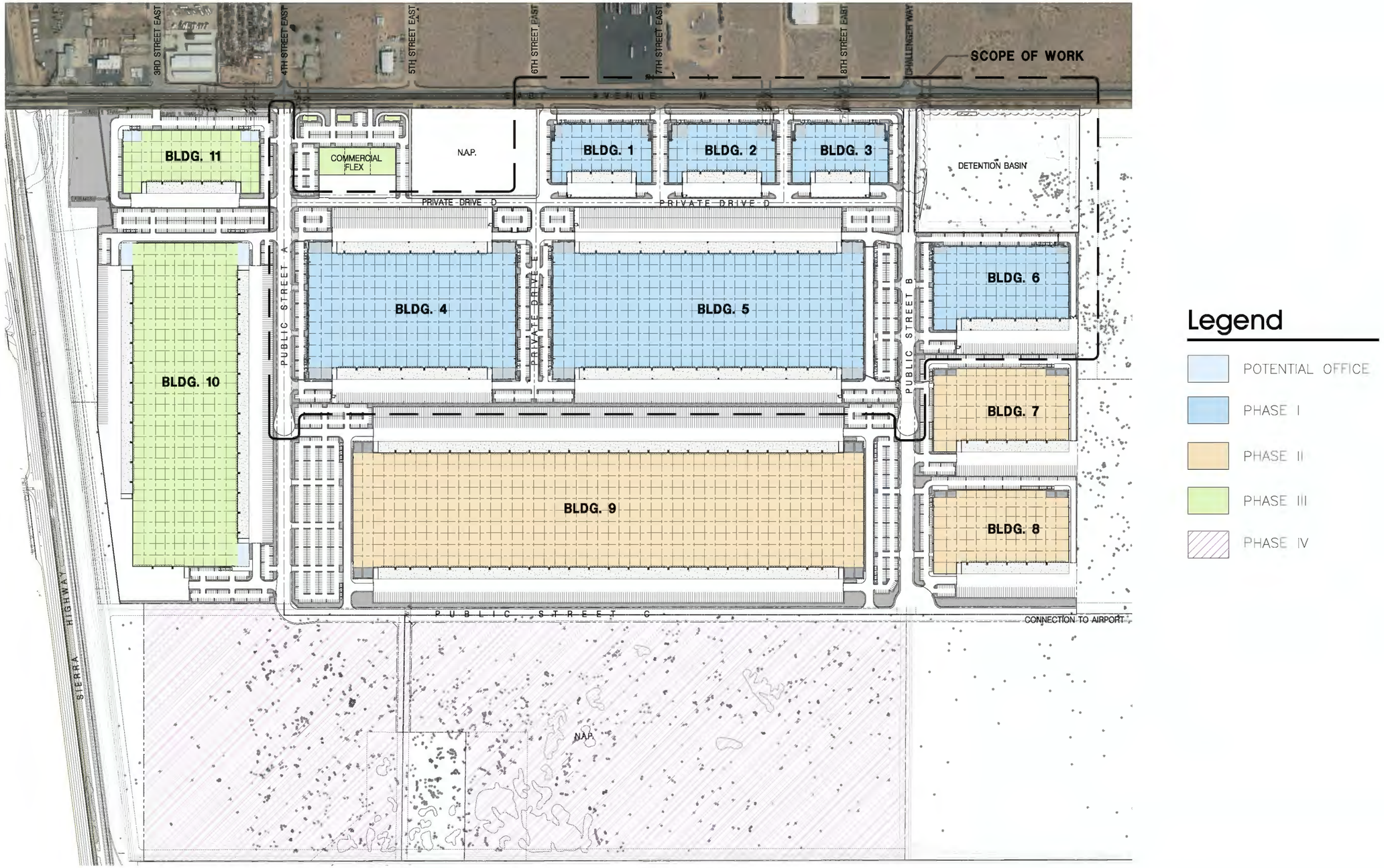
Source(s): WestLAND Group, Inc. (March 2024)

Figure 5

Not to Scale

Tentative Parcel Map 83738

Antelope Valley Commerce Center



Source(s): HPA (05-12-2023)

Not to Scale

Figure 6

Phasing Plan

Antelope Valley Commerce Center